



# TECHNICAL REPORT

STATE AIRPORT SYSTEM PLAN



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## 1. Introduction

The last Oklahoma Airport System Plan was prepared in 1999. Since that time, the aviation industry has changed, and new/additional system planning guidance is available. Since Oklahoma’s last plan, the Federal Aviation Administration (FAA) has issued new system planning guidelines and has implemented programs that provide additional context and input for the state system planning process. In late 2020, the Oklahoma Aeronautics Commission (OAC) initiated a comprehensive airport system plan of the 108 airports included in the state system to respond to changes in the aviation industry and to incorporate the most current FAA guidance.

This introduction discusses the primary guidelines that directed development of the state airport system plan. In 2004, the FAA released AC 150/5070-7, *The Airport System Planning Process* and published an update on January 15, 2015. This 2015 AC update provides the foundation of Oklahoma’s State Airport System Plan.

Based aircraft—those stored at an airport for more than six months—are often a primary driver when making system planning decisions. In 2007, the FAA implemented its Based Aircraft Inventory Program. As part of this program, based aircraft are now identified and counted by tail number by airport. This program helps to reduce double (or in some cases even triple) counting of the same aircraft and provides a more realistic view of general aviation demand that influences development needs for all system airports.

Lastly, in 2012, the FAA released a study, referred to as ASSET 1, entitled *General Aviation Airports: A National Asset*. A follow-on study, ASSET 2, was released in 2014. As part of its ASSET studies, the FAA assigned, for the first-time, roles to general aviation airports that are part of the federal airport system. Federal roles for general aviation airports were not identified at the time the last Oklahoma Airport System Plan was last conducted in 1999. FAA assigns roles to all airports included in the National Plan of Integrated Airport Systems (NPIAS). The Oklahoma 2021 Airport System Plan is informed by the FAA resources noted in this introduction.

Primary objectives for the system plan follow:

- Inventory airport facilities, services, and activities and store data in a searchable database.
- Evaluate system safety, efficiency, accessibility, economic support, and user services.
- Identify system adequacies, deficiencies, and redundancies to address the need for an affordable system.
- Revisit airport classifications/roles considering the facilities they provide and the communities and customers they serve.
- Determine if additional role classifications are needed and/or if further airport “stratification” within the existing role classifications is desirable.
- Identify projects needed to raise the bar for system performance and to support the state’s transportation needs and economic objectives.
- Estimate costs that are associated with maintaining and improving the airport system, using a holistic approach that considers the cost related to improvements identified in the system plan and OAC NPIAS needs list.
- Provide information to support sound decisions on investment needs.
- Include the public and airport stakeholders in the planning process.

Oklahoma’s 2021 Airport System Plan generally follows FAA’s AC guidance on airport system planning, but also builds upon the state’s existing system planning framework as established in 1999. The system plan is focused on 106 of Oklahoma’s 108 system airports. Will Rogers World Airport and Tulsa International are included in

the system evaluation task and other elements of the plan as appropriate; recommendations for the future development at these two large commercial airports, however, is not the focus of the State Airport System Plan.

Important outcomes from the system planning process, according to the FAA, are to ensure a balanced and viable system of airports. To provide a solid study foundation, opportunities for stakeholder input were provided. Involving the airports and system users in the process to evaluate the adequacy of system airports provides a means to crosscheck and validate recommendations stemming from the traditional planning process. Pilots using Oklahoma's airport system, the airports themselves, and other interested parties provide firsthand information on how well airports in the system are currently performing. An online stakeholder survey provided pilots; airport sponsors; other users of Oklahoma's airports; and other planning, transportation, and economic groups with an opportunity to help identify gaps and deficiencies in the current airport system. Survey results are incorporated, as appropriate, into study recommendations.

In addition, six webinars were held over the course of the project, and these were open to all airport stakeholders and others to attend. Webinars were held at the start of the system plan, after the identification of airport roles, after draft findings on system performance were available, and after the results of the facilities and services objectives analysis were complete. A webinar to introduce the GIS tool developed to support the system plan was held, and a final webinar was held at the conclusion of the system plan to present findings and conclusions from Oklahoma's 2021 Airport System Plan.

The system plan includes the following steps:

- Inventory of the existing airport system's facilities and services
- Preparation of an outlook for future aviation demand
- Assignment of airport roles
- Evaluation of the existing system adequacy using performance measures and benchmarks
- Review of airport compliance with applicable facility and service objectives
- Identification of system recommendations
- Documentation of airport and statewide costs for improving the airport system

Each airport received a separate summary of its specific findings and recommendations from the system plan. In addition, an Executive Summary and a study Fact Sheet were prepared. These documents, along with the study's final Technical Report are available on OAC's website, <https://oac.ok.gov/>. This website also provides a link to the GIS database that was developed to support the continuous system planning process. Oklahoma's 2021 State Airport System Plan is presented in the following chapters:

- Inventory
- Forecasts of Aviation Demand
- Airport Roles
- System Evaluation
- Facility and Service Objectives Analysis/Future System Performance
- Findings and Conclusions



## 2. Inventory

### 2.1 Inventory Introduction

Oklahoma has a diverse system of 108 airports: four airports have scheduled commercial airline service and the remainder primarily accommodate general aviation activity. General aviation is defined as any aviation activity that is not commercial or military in nature. The first step in the system planning process is to gather information that documents current facilities and services at system airports. This chapter documents the system's basic facilities. Other information collected during the inventory process is used to support subsequent portions of the technical analysis. Further, most information collected as part the inventory effort is contained in a GIS database; access to this database is available through OAC's website, <https://oac.ok.gov/>.

This chapter documents some of existing facilities and services for the 108 airports included in the Oklahoma airport system. Data collected during the inventory process is used throughout the study to complete various evaluations and to formulate final study recommendations. Information gathered during the inventory is used to project future demand, determine the adequacy of the current system, identify airport-specific facility and service improvements, and develop system recommendations.

The study's data collection effort occurred primarily between January and May 2021; information reported in this chapter reflects facilities, services, and activity at study airports at the time data collection occurred.

### 2.2 Data Collection Process

The inventory relied on data available from both the Federal Aviation Administration (FAA) and the Oklahoma Aeronautics Commission (OAC). FAA Form 5010, AirNav, and the Aircraft Owners and Pilots Association's (AOPA) directory for airports were also sources for some study-related inventory information. An inventory questionnaire was created to supplement existing data sources and was distributed via both regular mail and email to each study airport. This questionnaire asked for information regarding airport services and various airside and landside facilities.

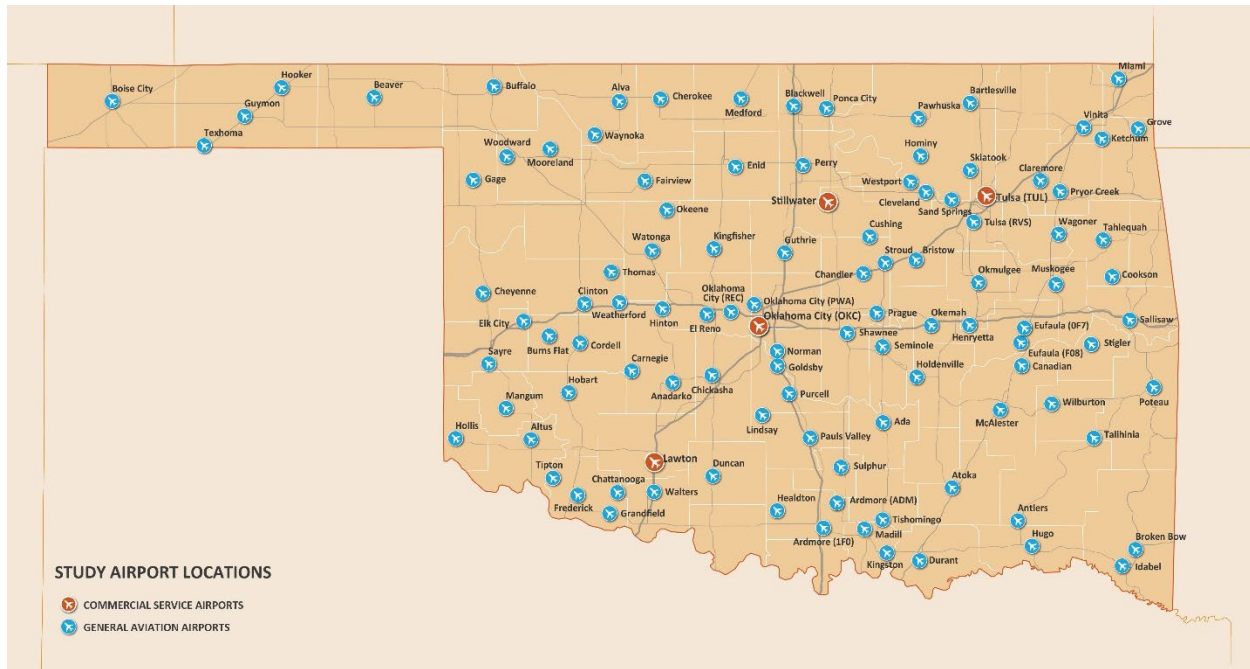
Data collection efforts took place between January–October 2021. Respondents had the option of mailing, emailing, or completing the questionnaire online. Non-respondents were contacted by phone and email. In addition, 49 of the 108 study airports had an on-site visit by a member of the consulting team. These visits were conducted from April–June 2021 and collected information on runway projection zones (RPZs), runway safety areas (RSAs), and aviation and non-aviation property open for development.

### 2.3 Existing System

The Oklahoma state airport system is comprised of 108 airports; four of these airports have scheduled commercial airline service and the remaining 104 airports serve a wide variety of general aviation activities. **Figure 2-1** shows existing commercial and general aviation airport in the Oklahoma system.



Figure 2-1: Oklahoma's Existing State Airport System



The FAA has developed a coding system used to relate airport design criteria to the operational and physical characteristics of the types of aircraft that most frequently operate at each airport. This information is contained in FAA AC 150/5300-13A, *Airport Design*. While this advisory circular was recently updated, AC 150/5300-13B was released March 31, 2022, and applicable standards published in AC 150/5300-13A were used to guide various portions of this system plan. As part of the system plan, airport compliance with factors such as positive control over runway protection zones (RPZs), compliance with runway safety areas (RSAs), and parallel runway/taxiway separations are reviewed. Determining each airport's appropriate design standard supports these reviews.

Specifically, the Airport Reference Code (ARC) is a designation that signifies the airport's highest Runway Design Code (RDC). The RDC consists of the following components:

- Aircraft Approach Category (AAC) depicted by a letter based on aircraft approach speed (**Table 2-1**)<sup>1</sup>
- Airplane Design Group (ADG) depicted by a Roman numeral based on aircraft wingspan and tail height (**Table 2-2**)

**Most tables referenced are provided at the conclusion of this chapter of the report.**

Generally speaking, aircraft in Approach Category A and Design Group I are small general aviation aircraft. Most general aviation aircraft, even larger business jets, seldom exceed Approach Category C. Aircraft above Approach Category C are typically commercial aircraft, but some smaller commercial planes are also included in Approach Category C. The higher the letter designation for the Approach Category and the higher the Roman Numeral for the Design Group, the larger the aircraft that the airport is designated to accommodate. Typical aircraft for each ARC are shown in **Figure 2-2**. As part of the study's inventory, the existing ARC for each of the study airports was identified. As part of **Table 2-3**, the current ARC for each airport is reported.

<sup>1</sup> All inventory tables are located at the end of the chapter.



**Figure 2-2: Runway Design Code Aircraft Types**



Source: Aviation, a Woolpert Company

Note: Category E is only assigned to military aircraft, so is not included in the graphic.

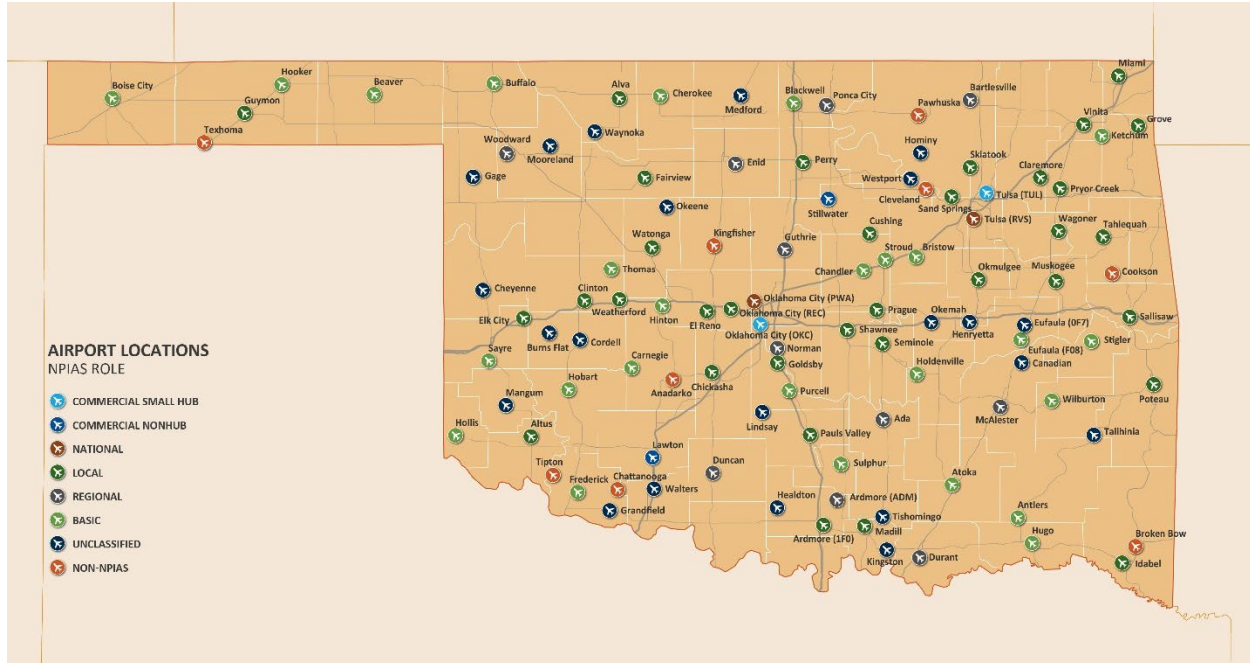
Another important descriptor for the existing system involves identifying which airports in the state airport system are also included in FAA's federal airport system. Only those airports included in the FAA's National Plan of Integrated Airport Systems (NPIAS) are eligible to compete for funding from the agency. The FAA uses the NPIAS to identify airports that have a role in the National Airspace System (NAS). The NPIAS also identifies all potential, unfunded, and Airport Improvement Plan (AIP) eligible airport development projects at those airports.

As will be discussed later in this system plan, airports included in Oklahoma's state airport system are assigned to a role based on a myriad of factors: activity, facilities, services, socio-economic and demographic descriptors, and other key airport characteristics. The FAA also assigns roles to all airports included in the NPIAS that are based almost exclusively on the types of aircraft the airport serves and the level of demand that each airport accommodates. FAA roles for airports in the federal system include National, Regional, Local, and Basic. Of the 108 airports in the Oklahoma system, 99 are included in the NPIAS; the remainder are non-NPIAS airports. The NPIAS airport roles of Oklahoma

airports, as per FAA Order 5090.5, *Formulation of the NPIAS and ACIP* (September 3, 2019), support Oklahoma’s statewide planning study. The Airports Capital Improvement Plan (ACIP) is a subset of the NPIAS. The FAA formulates the ACIP to guide the assignment of AIP funding to projects based on airport development needs identified in the NPIAS.

Figure 2-3 depicts the location of NPIAS airports in Oklahoma. This figure also shows the FAA/NPIAS roles for the 99 airports included in the NPIAS document.

Figure 2-3: Location of NPIAS Airports in Oklahoma



Source: FAA, Jviation, a Woolpert Company

Table 2-3 summarizes important data about airports in the Oklahoma airport system. This table presents each airport’s current ARC, as identified through this study’s inventory efforts; whether or not the airport is included in the NPIAS; and, as applicable, each airport’s role in the NPIAS.

## 2.4 Aviation Activity

General aviation aircraft operations and based aircraft data were obtained for each study airport. This information was obtained from either or both FAA and OAC sources. Activity data for the study airports is presented in the following sections. In addition to based aircraft and annual general aviation operations, commercial passenger enplanements are also presented here. Information presented in this section supports Chapter 3 of the 2021 Oklahoma Airport System Plan, Forecasts of Aviation Demand.

During 2020, all facets of aviation demand were negatively impacted by the COVID-19 pandemic. The aviation industry showed signs of recovery early in 2021, but it will most likely be some years in the offing until activity levels return to those experienced in 2019. In consultation with the FAA, OAC determined that it was appropriate to use activity recorded or estimated in 2019 as the base year for the system plan. Activity levels at Oklahoma airports are continually changing; in particular, based aircraft have the propensity to fluctuate. It



is important to restate that activity levels reported in this inventory reflect 2019 (pre-COVID) conditions; it is likely activity levels at system airports that the time this report is published (August 2022) will be different.

### **2.4.1 Annual General Aviation Aircraft Operations**

Operational data (aircraft takeoffs and landings) help to establish relative use of each airport. For many airports in the system, annual operations are estimated by airport staff. At non-controlled airports, operations are the best estimates of annual activity, based on airport representatives' experience and knowledge of their airport's activity.

For airports with an air traffic control tower, reported annual general aviation operations are more accurate. There are 10 out of the 108 study airports that have aircraft control towers. Airports with air traffic control towers are noted in **Table 2-4**.

This table reports total annual general aviation operations for each study airport either reported or estimated for 2019. System airports with an air traffic control tower are shown below:

LOCID	Facility	NPIAS Role	FAA or Contract
ADM	Ardmore Municipal	Regional	Contract
LAW	Lawton-Fort Sill Regional	Primary Nonhub	Contract
OUN	University of Oklahoma Westheimer	Regional	Contract
PWA	Wiley Post	National	Contract
SWO	Stillwater Regional	Primary Nonhub	Contract
WDG	Enid Woodring Regional	Regional	Contract
OKC	Will Rogers World	Primary Small Hub	FAA
TUL	Tulsa International	Primary Small Hub	FAA
CSM	Clinton-Sherman	Unclassified	Contract
RVS	Tulsa Riverside	National	Contract

### 2.4.2 Based Aircraft

Based aircraft are those stored on a permanent basis at an airport. The FAA considers the number of based aircraft a key factor in determining funding eligibility for NPIAS airports and this system plan uses that number of aircraft to help determine an airport's state role. In 2007, the FAA undertook a program for airports to report their individual counts of based aircraft and reduce instances of double counting. FAA implemented this program to record based aircraft by actual "N" number (the N number is specific to each aircraft and is typically displayed on the plane's tail). Based aircraft for each study airport are reported in **Table 2-4**.

### 2.4.3 Commercial Airline Enplanements

Four airports in the Oklahoma system have scheduled commercial airline service. These four airports were previously depicted on **Figure 2-1**. Commercial enplanements at any airport are driven by a number of factors which include type/volume of local employers, area population/income characteristics, and competition from other nearby commercial airports, either within or in some cases beyond the state. Commercial airline travel was hit particularly hard by the COVID-19 pandemic. All commercial airports in the U.S. experienced a decrease in their passenger enplanements.



**Table 2-4** reports 2019—pre-pandemic—enplanements for Oklahoma’s commercial airports. When economic recovery from the pandemic is complete, it is anticipated the enplanement levels at each of the four airports will return to levels experienced in 2019. It is worth reiterating that the enplanement levels reported in **Table 2-4** are for calendar year 2019 as these demand levels are more reflective of operating conditions that are not negatively impacted by COVID.

## 2.5 Airside Facilities

The inventory effort collected information for each airport’s airside facilities. This information is used in the study to determine the ability of each airport to meet the specific facility objectives associated with the airport’s role in the state airport system. Primary runway information was collected through the inventory process:

- Runway Dimensions
- Runway Lighting
- Runway Approach Type and Landing Aids

### 2.5.1 Primary Runway Length

Runway lengths are generally related to the most demanding type of aircraft operating at each airport and the operational characteristics of those aircraft. While some of the system airports are served by multiple runways, **Table 2-5** presents the runway length for each airport’s primary runway.

### 2.5.2 Runway Lighting

Runway lights help airports remain operational during periods of reduced visibility and throughout nighttime hours. **Table 2-5** provides a summary of runway lighting on the primary runway for all system airports. Runway lighting is classified as low (LIRL), medium (MIRL), and high (HIRL). Runway lights are often controllable by the pilot in the aircraft, if pilot-controlled lighting (PCL) is available at the airport. As reflected in **Table 2-5**, some airports have primary runways that do not have runway lighting.

### 2.5.3 Approaches and Landing Aids (NAVAIDS)

Some system airports have a runway approach that is supported by instrument approach aids; instrument approaches to each airport's primary runway are categorized as precision or non-precision. Precision instrument approaches provide both lateral and vertical guidance to aircraft, while non-precision approaches primarily provide only lateral guidance. Some primary runways at system airports are visual, meaning no instrument approach aids present. **Table 2-5** presents information that shows if the approach to the airport's primary runway is classified as precision, precision-like, non-precision, or visual. A precision-like approach refers to either a Precision Instrument Landing System (ILS) approach or a non-precision Area Navigation (RNAV) approach with Localizer Performance with Vertical guidance (LPV) minima. The term precision-like is used in the system plan with the understand that FAA is not installing additional ILS approaches at general aviation airports.

There are several common precision approach types:

- Instrument Landing System (ILS): ILS is a precision approach that provides precise vertical and horizontal guidance information to approaching aircraft. The ILS provides guidance through the use of a localizer, a glide slope, and other ground-based facilities.
- Localizer Performance with Vertical Guidance (LPV): LPV is not an approach in and of itself but provides precision-like capabilities. An LPV provides minimum approach heights for GPS/RNAV approaches through the use of wide area augmentation system (WAAS) and very precise GPS capabilities. In most cases, approaches with LPV have minimums comparable to if not better than an ILS approach. An LPV approach provides both lateral and vertical guidance.

Types of non-precision approaches are noted below:

- Global Positioning System (GPS): GPS is a non-precision approach. It is a space-based radio navigation system consisting of a network of satellites and ground stations. GPS satellites are capable of providing aircraft with three-dimensional position (latitude, longitude, and altitude), velocity, and time of day in all weather conditions.
- Area Navigation/Required Navigation Performance (RNAV/RNP): RNAV/RNP is a non-precision approach and performance-based navigation that allows aircraft to fly on a desired path within the coverage of ground or space-based NAVAIDs. RNP-capable aircraft are equipped with onboard performance monitoring and alerting capabilities.
- Very High Frequency Omni-Directional Range (VOR): VOR is a non-precision approach. It is a ground-based radio navigation aid that provides 360-degrees of continuous directional information to supply aircraft with their location relative to the VOR station.
- Localizer (LOC): The LOC is a non-precision approach using a radio transmitting antenna that supplies aircraft with lateral course guidance to the runway.



- Distance Measuring Equipment (DME): DME is a non-precision approach, ground based, ultra-high frequency NAVAID that corresponds to aircraft DME avionics; it enables aircraft to determine the slant range between the aircraft and ground station.
- Non-Directional Beacon (NDB): The NDB is a non-precision approach, ground-based, low- or medium-frequency radio beacon that broadcasts non-directional signals on an assigned frequency signal. Pilots can use NDBs to determine their location in relation to the ground station.

The inventory also collected information on approach lighting systems at study airports. Approach lighting systems are required only when an airport has a precision instrument approach, but even non-precision runways benefit from various types of approach aids that were inventoried as part of the system plan. Approach aids inventoried (and presented in **Table 2-5**) in this study include:

- Runway End Identification Lights (REIL): REILs are a lighting system consisting of two flashing lights located on each corner of the runway-landing threshold. The light from this system enables pilots to quickly identify the runway threshold on approach.
- Visual Glide Slope Indicators (VGSIs) are ground devices that use lights to assist a pilot in landing. The lights define a runway's vertical approach path and help a pilot determine if the aircraft is too high or low during the final landing approach. There are several types of VGSIs:
  - Precision Approach Path Indicators (PAPIs): PAPIs are a lighting system consisting of two or four lights located to the side of the runway touchdown zone. The system uses red and white lights to provide visual glide path indication to the approaching aircraft.
  - Visual Approach Slope Indicators (VASIs): VASIs are a lighting system located to the side of the runway touchdown zone. The light from this system provides visual approach slope guidance that ensures clearance of all obstructions in the approach area.
  - Approach Path Alignment Panels (APAPs): APAPs are a system of panels used for alignment of an approach path, which may or may not be lighted.
- Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR): A MALSR is a lighting system consisting of a combination of lights and light bars/flashers that provide visual information on runway alignment, height, roll guidance, and horizontal reference.
- Medium Intensity Approach Lighting System with Sequenced Flashers (MALSF): A MALSF is the same as a MALSR, but three sequenced flashers (F) in a MALSF are configured differently from the five Runway Alignment Indicator Lights (R) in a MALSR. MALSFs are typically found at locations where there may be approach identification challenges.
- Omnidirectional Approach Lighting System (ODALS): ODALS are a lighting system consisting of sequenced flashing lights that provide circling, offset, and straight-in visual guidance.

## 2.6 Other Facilities and Services

Landside facilities and other services support aircraft and flight activities as well as airport customers. The landside facilities and services collected as part of the inventory effort include fuel, public terminal buildings, and FBO services.

### 2.6.1 Fuel

Most study airports currently have some type of fuel service. The two most common types of aviation fuel available are 100LL (AvGas) and Jet A. AvGas is used by most general aviation, piston-engine aircraft, while Jet A fuel is used by turboprop, larger twin-engine, and jet aircraft. **Table 2-6** indicates which airports have 100LL,



Jet A, or both types of fuel available. More detailed information of each airport's fuel capabilities is available in the GIS database.

### 2.6.2 FBO

Fixed base operators (FBOs) provide a variety of aviation services to both based and transient users. There are various types of FBOs, with some providing full-service and others providing more basic/limited services. Services provided by FBOs typically vary based on the volume of activity that the airport accommodates. Services can include fuel, tie-down or hangar storage, flight instruction, aircraft maintenance, charter service, ground transportation, aircraft towing, pilot's lounge, or conference rooms. In some instances, FBO services are provided by a third-party provider and in other instances FBO services are sometimes provided by the airport owner/sponsor. According to the study inventory effort, **Table 2-6** indicates whether or not the airport has some type of FBO service.

### 2.6.3 Public Terminal

Terminal buildings provide services for passengers and pilots, as well as a facility for the transfer of passengers and flight crews to and from the aircraft. Terminal facilities can range in size based upon several factors, the most important being the type of users. Buildings can range from a small pilot room for flight planning and resting, to a large multi-room building that provides services for different uses and users. A terminal building provides the first impression of a community to visitors, so it is important for a terminal building to be welcoming and provide a positive experience for the visitor. Specific areas or uses in a terminal building can include waiting areas, restrooms, pilots lounge, flight planning area, conference rooms or public meeting rooms, vending, and airport manager office. The GIS database has other terminal specific information that was collected as part of the inventory. **Table 2-6** summarizes information that shows which airports have a public terminal building.

## 2.7 Other Inventory Efforts

The inventory effort for Oklahoma's 2021 Airport System Plan was unique in that it included many special data gathering efforts. While some of the information collected for these unique inventory efforts is presented in this Technical Report, results from other inventory efforts are included in the study's GIS database. The study's unique inventory efforts are documented in this section.

### 2.7.1 Runway Project Zone (RPZ) Inventory

The system plan inventory provides OAC with information on airport control over Runway Protection Zones (RPZs), as defined in FAA AC 150/5300-13A, *Airport Design*. This effort identified airport controlled and uncontrolled areas within every RPZs at all study airports. This information was initially compiled by the consultant team and later confirmed by study airports. Results of the RPZ inventory for each study airport are included in the GIS database.

This documentation includes a graphical representation of all airport RPZs, their sizes, their affiliated runways, and the degree to which the associated airport has control (either through direct ownership of the parcels located within the RPZs or through easement[s] on those parcels). The GIS platform provides OAC with an updatable database that can be revised, as required, when airports obtain control over properties located within their RPZs. In the database, areas within RPZ are color-coded to reflect whether they are controlled by the airport, not controlled by the airport, or if control status is unknown. As additional parcels are controlled over time or new information on control of unknown parcels is secured by OAC, the GIS files can be updated to reflect change.



## 2.7.2 RSA and Runway/Taxiway Separation Inventory

Each runway's ARC/RDC and instrument approach minimum visibilities are used in this inventory task to identify the Runway Safety Area (RSA) sizing requirements for each study airport's runway. This information also establishes each airport's runway-parallel taxiway separation requirements; only those airports with an existing parallel taxiway are included in the runway/taxiway separation inventory.

The inventory effort analyzed each study airport's ability to meet dimensional requirements of existing RSAs and applicable runway-taxiway separation standards. This analysis is based on a review of existing two-dimensional aerial imagery (ALPs and inspection records). Results of this inventory do not consider RSA grading conformance with FAA design standards. The system plan encourages those airports to address such deficiencies within the context of a specific master plan or ALP update. The inventory also identified airports with non-compliant RSAs and deficient runway/taxiway separations. The results of this inventory effort are included in the GIS database.

## 2.7.3 Public General Aviation Terminal Building Inventory

This inventory effort captured information on the public general aviation terminal buildings at study airports (shown in **Table 2-6**). It is worth noting that most, but not all, airports provided all information requested for their public terminal building. Some of the data collected as part of this inventory was used to help determine if study airports meet their applicable facility and service objectives; this analysis is presented later in this report. The points below summarize the additional data that was collected during the further examination of these terminal buildings at each airport:

- The date the terminal was originally constructed. If subsequent major rehabilitation/expansion to the terminal has taken place, the date for that project is included, as provided during the data collection effort.
- Functional areas within the public general aviation terminal building, such as a conference room, full-service restaurant, pilot lounge, Wi-Fi access for customers, and restroom(s), are identified for responding airports.
- Square footage of the public terminal is reported for responding airports.
- Public accessibility to the terminal building (a keypad or code that can be used to enter the public terminal building "after hours") is reported for responding airports.
- A general assessment (excellent, good, fair, poor, failing) for the public terminal building is recorded for responding airports.

All terminal related data provided/collected in the inventory effort, either through the initial survey effort or through subsequent follow-up, is included in the GIS database.

## 2.7.4 Inventory of Property Open for Development

From time to time, both OAC and the Department of Commerce both receive requests from businesses and others seeking development sites at an airport. Currently, no repository or accounting of sites open for development is available. This inventory task included 30 of the largest system airports and focused on identifying properties currently available for either aviation or non-aviation related development. Airports included in the development property inventory are as follows:

- Ada Regional
- Altus Quartz Mountain Regional

- Alva Regional
- Ardmore Municipal
- Bartlesville Municipal
- Chickasha Municipal
- Claremore Regional
- Clinton-Sherman
- Duncan Halliburton Field
- Durant Eaker Field Regional
- El Reno Regional
- Elk City Regional
- Enid Woodring Regional
- Frederick Regional
- Grove Regional
- Guthrie/Edmond Regional
- Lawton/Ft. Sill Regional
- Muskogee Davis Regional
- Norman – Westheimer
- CE Page
- Wiley Post
- Okmulgee Regional
- Ponca City Regional
- Mid-America Industrial
- Shawnee Regional
- Stillwater Regional
- Tahlequah Municipal
- West Woodward
- South Grand Lake Regional
- Chandler Regional

A separate survey was developed to collect this information and distributed via regular mail and email. These surveys help locate areas open for development and assess the quantity and quality of these opportunities. A member of the consultant team visited each of the 30 study airports included in this task to verify the results of this inventory effort. This inventory effort was completed through the following steps:

- Identifying all on-airport development areas (including the general location), any limitations for the area, and the area's general size.
- Determining if the development area is readily accessible to the airfield.
- Establishing the accessibility of the area to surface roads.
- Identifying general site conditions such as clearing and grading requirements, along with obvious environmental constraints.



- Establishing the availability of utilities at each area such as gas, water, sewer, electricity, and fiber optics.

A database for this information was developed for OAC to inform responses to such inquiries for development sites at airports in Oklahoma. These datasets can be updated as additional information becomes available.

### **2.7.5 Hangar Inventory**

One of the facility objectives established for this system plan is for most, if not all, based aircraft at study airports be stored in a hangar. The escalating cost of general aviation aircraft, coupled with Oklahoma's extremes in weather conditions, makes hangar storage a greater necessity.

This part of the inventory generated a database of publicly owned hangars located at study airports. While some of the information collected in the hangar inventory is used in the facility/service objectives analysis (a subsequent task in the system plan), the GIS database contains all hangar-related data secured during the inventory. The details of the data, for those airports that provided it during the inventory outreach, is summarized below:

- The number of public T-hangar units/spaces and conventional hangars
- The approximate size of publicly owned conventional hangars (including the height and width of the hangar doors)
- The presence of a supporting office area for any publicly owned conventional hangar
- The airports' current hangar "waiting list" (including the total number of individual/companies)
- The number of vacant spaces in T-hangars or conventional hangars (based on best available data provided by airport)

Given the general fluidity of hangar occupancy information, this inventory represents best available information at the time the data collection efforts were undertaken. It is OAC's intent to build upon this portion of the GIS database and to update this information as more current or different information becomes available.

### **2.7.6 Height Zoning Inventory**

Both state and federal grant assurances indicate that airports should be protected from development that is not compatible, especially from a height standpoint. While there is an airport requirement for protection from incompatible uses and development, municipalities that surround each airport, not the airport itself, actually have control over development beyond the bounds of airport property. As part of this inventory effort, OAC identified municipalities in proximity to each airport to include in this particular inventory effort. Results from this specific inventory task are summarized and reported in the upcoming system evaluation task. More detailed information resulting from this inventory effort is included in the GIS database.

Online research was conducted to determine which of the surrounding municipalities have height zoning ordinances. The database prepared for this element identifies each municipality that has a height zoning ordinance to protect a nearby airport.

### **2.7.7 UAS/UAV Inventory**

UAS and UAV activities, along with technology such as urban air mobility, are still in their relative infancy. The actual impact of these technologies on airports is still unclear. A separate working paper on UAS/UAV activities in Oklahoma was prepared to document this inventory element. The working paper includes information on operators that hold Part 107 certificates. As part of this inventory task, a map was prepared that documents

the location of those that currently hold such certifications. Other UAS/UAV groups in Oklahoma, as identified by OAC, were also surveyed/interviewed to determine their current and near-term UAS activities/operations. The results of the UAS/UAV inventory are presented in **Appendix A** to this report.

### 2.7.8 Inventory of Runway and Taxiway Lighting

This task assembled information on each study airport's primary runway/taxiway lighting and integrated it into the ArcGIS database. Results of this task reflect the best available data as supplied by OAC. Taxiway lighting information is not included for airports that do not have taxiways associated with their primary. Information from this task was used in the system plan's facilities and services objectives analysis and is included in the GIS database.

## 2.8 Inventory Summary

This final section summarizes the results of the inventory effort conducted for the 2021 Oklahoma System Plan. Oklahoma has a wide variety of airports covering a large geographic area. The system consists of 108 airports: four commercial service airports and 104 general aviation airports. 99 airports are in the NPIAS and eligible for federal funding. The points below illustrate key attributes that characterize the Oklahoma airport system:

- 16 airports (15 percent) have primary runways 6,000 feet or greater in runway length
- 43 airports (40 percent) have primary runways 5,000 feet or greater in runway length
- 10 study airports have air traffic control towers
- 53 airports (49 percent) have a precision or precision like approach
- Jet A fuel is available at 50 airports (46 percent); AvGas (100LL) is available at 76 airports (70 percent)
- 68 airports (63 percent) have a public terminal
- 53 airports (49 percent) have some type of FBO services

Subsequent chapters of this plan provide maps and graphs depicting much of the information noted above. Following are the tables referenced earlier in this chapter.

**Table 2-1: FAA Aircraft Approach Categories**

Approach Category	Approach Speed
A	< 91 knots
B	91 knots - < 121 knots
C	121 knots - < 141 knots
D	141 knots - < 166 knots
E	166 knots or more

Source: FAA Advisory Circular 150/5300-13A, *Airport Design*

**Table 2-2: FAA Airplane Design Groups**

Design Group	Wingspan	Tail Height
I	< 49 feet	< 20 feet
II	49 feet - < 79 feet	20 feet - < 30 feet
III	79 feet - < 118 feet	30 feet - < 45 feet
IV	118 feet - < 171 feet	45 feet - < 60 feet



Design Group	Wingspan	Tail Height
V	171 feet - < 214 feet	60 feet - < 66 feet
VI	214 feet - < 262 feet	66 feet - < 80 feet

Source: FAA Advisory Circular 150/5300-13A, *Airport Design*

**Table 2-3: Oklahoma System Airports – Airport Reference Codes (ARC) and NPIAS Inclusion**

Associated City	Airport Name	LOCID	ARC	NPIAS Airport	NPIAS Role
<b>Commercial Service Airports</b>					
Lawton	Lawton-Fort Sill Regional	LAW	D-IV	Yes	Commercial Nonhub
Oklahoma City	Will Rogers World	OKC	D-IV	Yes	Commercial Small Hub
Stillwater	Stillwater Regional	SWO	C-III	Yes	Commercial Nonhub
Tulsa	Tulsa International	TUL	D-IV	Yes	Commercial Small Hub
<b>General Aviation Airports</b>					
Ada	Ada Regional	ADH	C-II	Yes	Regional
Altus	Altus/Quartz Mountain Regional	AXS	D-II	Yes	Local
Alva	Alva Regional	AVK	B-II	Yes	Local
Anadarko	Anadarko Municipal	F68	B-I Small	No	Non-NPIAS
Antlers	Antlers Municipal	80F	A-I Small	Yes	Basic
Ardmore	Ardmore Downtown Executive	1F0	B-II	Yes	Local
Ardmore	Ardmore Municipal	ADM	C-III	Yes	Regional
Atoka	Atoka Municipal	AQR	B-I Small	Yes	Basic
Bartlesville	Bartlesville Municipal	BVO	C-II	Yes	Regional
Beaver	Beaver Municipal	K44	A-I Small	Yes	Basic
Blackwell	Blackwell-Tonkawa Municipal	BKN	B-I	Yes	Basic
Boise City	Boise City	17K	B-I Small	Yes	Basic
Bristow	Jones Memorial	3F7	B-II	Yes	Basic
Broken Bow	Broken Bow	90F	B-I	No	Non-NPIAS
Buffalo	Buffalo Municipal	BFK	B-I	Yes	Basic
Burns Flat	Clinton-Sherman	CSM	C-IV	Yes	Unclassified
Canadian	Carlton Landing Field	91F	B-I Small	Yes	Unclassified
Carnegie	Carnegie Municipal	86F	B-I Small	Yes	Basic
Chandler	Chandler Regional	CQB	B-II	Yes	Basic
Chattanooga	Chattanooga Sky Harbor	92F	B-I Small	No	Non-NPIAS
Cherokee	Cherokee Municipal	405	B-I	Yes	Basic
Cheyenne	Mignon Laird Municipal	93F	B-I Small	Yes	Unclassified
Chickasha	Chickasha Municipal	CHK	C-II	Yes	Local
Claremore	Claremore Regional	GCM	B-II	Yes	Local
Cleveland	Cleveland Municipal	95F	B-I Small	Yes	Unclassified
Clinton	Clinton Regional	CLK	B-II	Yes	Local
Cookson	Tenkiller Lake Airpark	44M	A-I Small	No	Non-NPIAS
Cordell	Cordell Municipal	F36	B-I Small	Yes	Unclassified
Cushing	Cushing Municipal	CUH	B-II	Yes	Local

Associated City	Airport Name	LOCID	ARC	NPIAS Airport	NPIAS Role
Duncan	Halliburton Field	DUC	C-II	Yes	Regional
Durant	Durant Regional-Eaker Field	DUA	B-II	Yes	Regional
El Reno	El Reno Regional	RQO	B-II	Yes	Local
Elk City	Elk City Regional Business	ELK	B-II	Yes	Local
Enid	Enid Woodring Regional	WDG	C-III	Yes	Regional
Eufaula	Fountainhead Lodge Airpark	0F7	A-I Small	Yes	Unclassified
Eufaula	Eufaula Municipal	F08	B-I Small	Yes	Basic
Fairview	Fairview Municipal	6K4	B-II	Yes	Local
Frederick	Frederick Regional	FDR	B-II	Yes	Basic
Gage	Gage	GAG	B-II	Yes	Unclassified
Goldsby	David Jay Perry	1K4	B-I	Yes	Local
Grandfield	Grandfield Municipal	101	B-I Small	Yes	Unclassified
Grove	Grove Municipal	GMJ	B-II	Yes	Local
Guthrie	Guthrie-Edmond Regional	GOK	B-II	Yes	Regional
Guymon	Guymon Municipal	GUY	B-II	Yes	Local
Healdton	Healdton Municipal	F32	B-I Small	Yes	Unclassified
Henryetta	Henryetta Municipal	F10	B-I	Yes	Unclassified
Hinton	Hinton Municipal	208	B-I Small	Yes	Basic
Hobart	Hobart Regional	HBR	C-II	Yes	Basic
Holdenville	Holdenville Municipal	F99	B-I Small	Yes	Basic
Hollis	Hollis Municipal	O35	B-I Small	Yes	Basic
Hominy	Hominy Municipal	H92	B-I Small	Yes	Unclassified
Hooker	Hooker Municipal	O45	B-I Small	Yes	Basic
Hugo	Stan Stamper Municipal	HHW	B-II small	Yes	Basic
Idabel	McCurtain County Regional	404	B-II	Yes	Local
Ketchum	South Grand Lake Regional	1K8	B-II	Yes	Basic
Kingfisher	Kingfisher	F92	A-I Small	No	Non-NPIAS
Kingston	Lake Texoma State Park	F31	A-I Small	Yes	Unclassified
Lindsay	Lindsay Municipal	1K2	B-I Small	Yes	Unclassified
Madill	Madill Municipal	1F4	A-I Small	Yes	Local
Mangum	Scott Field	2K4	B-I Small	Yes	Unclassified
McAlester	McAlester Regional	MLC	B-II	Yes	Regional
Medford	Medford Municipal	O53	B-I Small	Yes	Unclassified
Miami	Miami Municipal	MIO	B-II	Yes	Local
Mooreland	Mooreland Municipal	MDF	B-I Small	Yes	Unclassified
Muskogee	Muskogee-Davis Regional	MKO	D-IV	Yes	Local
Norman	University of Oklahoma Westheimer	OUN	C-II	Yes	Regional
Okeene	Christman Airfield	O65	A-I Small	Yes	Unclassified
Okemah	Okemah Municipal	F81	B-I Small	Yes	Unclassified
Oklahoma City	Wiley Post	PWA	D-II	Yes	National
Oklahoma City	Clarence E. Page Municipal	RCE	C-II	Yes	Local



Associated City	Airport Name	LOCID	ARC	NPIAS Airport	NPIAS Role
Okmulgee	Okmulgee Regional	OKM	C-II	Yes	Local
Pauls Valley	Pauls Valley Municipal	PVJ	C-II	Yes	Local
Pawhuska	Pawhuska Municipal	H76	A-I Small	No	Non-NPIAS
Perry	Perry Municipal	F22	B-II	Yes	Local
Ponca City	Ponca City Regional	PNC	D-II	Yes	Regional
Poteau	Robert S. Kerr	RKR	B-II	Yes	Local
Prague	Prague Municipal	O47	A-I Small	Yes	Local
Pryor Creek	Mid-America Industrial	H71	B-II	Yes	Local
Purcell	Purcell Municipal	3O3	B-I Small	Yes	Basic
Sallisaw	Sallisaw Municipal	JSV	B-II	Yes	Local
Sand Springs	William R. Pogue Municipal	OWP	B-II	Yes	Local
Sayre	Sayre Municipal	3O4	B-II	Yes	Basic
Seminole	Seminole Municipal	SRE	B-II	Yes	Local
Shawnee	Shawnee Regional	SNL	C-II	Yes	Local
Skiatook	Skiatook Municipal	2F6	B-I Small	Yes	Local
Stigler	Stigler Regional	GZL	B-I small	Yes	Basic
Stroud	Stroud Municipal	SUD	B-I Small	Yes	Basic
Sulphur	Sulphur Municipal	F30	B-I Small	Yes	Basic
Tahlequah	Tahlequah Municipal	TQH	B-II	Yes	Local
Talihina	Talihina Municipal	6F1	B-I Small	Yes	Unclassified
Texhoma	Texhoma Municipal	K49	A-I Small	No	Non-NPIAS
Thomas	Thomas Municipal	1O4	B-I Small	Yes	Basic
Tipton	Tipton Municipal	1O8	B-I Small	No	Non-NPIAS
Tishomingo	Tishomingo Airpark	0F9	B-I Small	Yes	Unclassified
Tulsa	Richard Lloyd Jones Jr.	RVS	B-II	Yes	National
Vinita	Vinita Municipal	H04	A-I Small	Yes	Local
Wagoner	Hefner-Easley	H68	B-I small	Yes	Local
Walters	Walters Municipal	3O5	A-I Small	Yes	Unclassified
Watonga	Watonga Regional	JWG	B-I	Yes	Local
Waynoka	Waynoka Municipal	1K5	B-I Small	Yes	Unclassified
Weatherford	Thomas P. Stafford	OJA	B-II	Yes	Local
Westport	Westport	4F1	B-I Small	No	Non-NPIAS
Wilburton	Wilburton Municipal	H05	B-I Small	Yes	Basic
Woodward	West Woodward	WWR	C-II	Yes	Regional

Source: Airport Management, 2021-2025 NPIAS Report, Aviation, a Woolpert Company. Note: Information presented in this table was collected between January and May, 2021.



Table 2-4: Summary of Aviation Activity for Study Airports

Associated City	Airport Name	LOCID	Air Traffic Control Tower	General Aviation Operations	Based Aircraft	Commercial Service Enplanements
<b>Commercial Service Airports</b>						
Lawton	Lawton-Fort Sill Regional	LAW	Yes	7,425	53	49,613
Oklahoma City	Will Rogers World	OKC	Yes	16,304	53	2,210,616
Stillwater	Stillwater Regional	SWO	Yes	74,033	71	29,661
Tulsa	Tulsa International	TUL	Yes	26,660	81	1,504,284
<b>General Aviation Airports</b>						
Ada	Ada Regional	ADH	No	12,400	47	
Altus	Altus/Quartz Mountain Regional	AXS	No	8,472	34	
Alva	Alva Regional	AVK	No	6,500	39	
Anadarko	Anadarko Municipal	F68	No	1,000	9	
Antlers	Antlers Municipal	80F	No	1,300	12	
Ardmore	Ardmore Downtown Executive	1F0	No	26,170	38	
Ardmore	Ardmore Municipal	ADM	Yes	12,400	13	
Atoka	Atoka Municipal	AQR	No	3,500	13	
Bartlesville	Bartlesville Municipal	BVO	No	13,112	40	
Beaver	Beaver Municipal	K44	No	1,200	4	
Blackwell	Blackwell-Tonkawa Municipal	BKN	No	5,000	11	
Boise City	Boise City	17K	No	3,500	12	
Bristow	Jones Memorial	3F7	No	2,000	8	
Broken Bow	Broken Bow	90F	No	200	7	
Buffalo	Buffalo Municipal	BFK	No	200	5	
Burns Flat	Clinton-Sherman	CSM	Yes	36,737	0	
Canadian	Carlton Landing Field	91F	No	100	0	
Carnegie	Carnegie Municipal	86F	No	500	8	



Associated City	Airport Name	LOCID	Air Traffic Control Tower	General Aviation Operations	Based Aircraft	Commercial Service Enplanements
Chandler	Chandler Regional	CQB	No	6,500	8	
Chattanooga	Chattanooga Sky Harbor	92F	No	3,500	16	
Cherokee	Cherokee Municipal	4O5	No	3,000	8	
Cheyenne	Mignon Laird Municipal	93F	No	1,200	2	
Chickasha	Chickasha Municipal	CHK	No	10,200	30	
Claremore	Claremore Regional	GCM	No	15,000	74	
Cleveland	Cleveland Municipal	95F	No	1,600	5	
Clinton	Clinton Regional	CLK	No	3,600	22	
Cookson	Tenkiller Lake Airpark	44M	No	2,800	20	
Cordell	Cordell Municipal	F36	No	450	4	
Cushing	Cushing Municipal	CUH	No	5,800	27	
Duncan	Halliburton Field	DUC	No	8,750	37	
Durant	Durant Regional-Eaker Field	DUA	No	55,030	51	
El Reno	El Reno Regional	RQO	No	24,825	18	
Elk City	Elk City Regional Business	ELK	No	8,040	31	
Enid	Enid Woodring Regional	WDG	Yes	31,710	58	
Eufaula	Fountainhead Lodge Airpark	0F7	No	100	0	
Eufaula	Eufaula Municipal	F08	No	150	11	
Fairview	Fairview Municipal	6K4	No	5,400	14	
Frederick	Frederick Regional	FDR	No	63,700	13	
Gage	Gage	GAG	No	700	6	
Goldsby	David Jay Perry	1K4	No	15,000	44	

Associated City	Airport Name	LOCID	Air Traffic Control Tower	General Aviation Operations	Based Aircraft	Commercial Service Enplanements
Grandfield	Grandfield Municipal	101	No	2,000	4	
Grove	Grove Municipal	GMJ	No	29,650	30	
Guthrie	Guthrie-Edmond Regional	GOK	No	23,000	132	
Guymon	Guymon Municipal	GUY	No	19,250	31	
Healdton	Healdton Municipal	F32	No	600	0	
Henryetta	Henryetta Municipal	F10	No	4,010	4	
Hinton	Hinton Municipal	208	No	2,500	11	
Hobart	Hobart Regional	HBR	No	1,885	9	
Holdenville	Holdenville Municipal	F99	No	1,500	9	
Hollis	Hollis Municipal	O35	No	1,200	10	
Hominy	Hominy Municipal	H92	No	400	5	
Hooker	Hooker Municipal	O45	No	2,000	10	
Hugo	Stan Stamper Municipal	HHW	No	4,835	15	
Idabel	McCurtain County Regional	404	No	1,600	18	
Ketchum	South Grand Lake Regional	1K8	No	8,890	9	
Kingfisher	Kingfisher	F92	No	3,200	13	
Kingston	Lake Texoma State Park	F31	No	300	0	
Lindsay	Lindsay Municipal	1K2	No	472	5	
Madill	Madill Municipal	1F4	No	4,000	20	
Mangum	Scott Field	2K4	No	3,100	8	
McAlester	McAlester Regional	MLC	No	8,550	25	
Medford	Medford Municipal	O53	No	1,000	5	
Miami	Miami Municipal	MIO	No	12,000	27	



Associated City	Airport Name	LOCID	Air Traffic Control Tower	General Aviation Operations	Based Aircraft	Commercial Service Enplanements
Mooreland	Mooreland Municipal	MDF	No	1,300	3	
Muskogee	Muskogee-Davis Regional	MKO	No	12,000	94	
Norman	University of Oklahoma Westheimer	OUN	Yes	48,700	104	
Okeene	Christman Airfield	O65	No	3,000	4	
Okemah	Okemah Municipal	F81	No	700	0	
Oklahoma City	Wiley Post	PWA	Yes	70,027	321	
Oklahoma City	Clarence E. Page Municipal	RCE	No	42,554	48	
Okmulgee	Okmulgee Regional	OKM	No	12,410	19	
Pauls Valley	Pauls Valley Municipal	PVJ	No	7,300	32	
Pawhuska	Pawhuska Municipal	H76	No	1,550	5	
Perry	Perry Municipal	F22	No	30,000	24	
Ponca City	Ponca City Regional	PNC	No	51,500	49	
Poteau	Robert S. Kerr	RKR	No	8,024	21	
Prague	Prague Municipal	O47	No	2,600	17	
Pryor Creek	Mid-America Industrial	H71	No	5,125	14	
Purcell	Purcell Municipal	303	No	2,000	8	
Sallisaw	Sallisaw Municipal	JSV	No	2,764	14	
Sand Springs	William R. Pogue Municipal	OWP	No	30,000	53	
Sayre	Sayre Municipal	304	No	2,100	10	
Seminole	Seminole Municipal	SRE	No	17,150	25	
Shawnee	Shawnee Regional	SNL	No	9,182	37	
Skiatook	Skiatook Municipal	2F6	No	4,500	19	

Associated City	Airport Name	LOCID	Air Traffic Control Tower	General Aviation Operations	Based Aircraft	Commercial Service Enplanements
Stigler	Stigler Regional	GZL	No	6,600	13	
Stroud	Stroud Municipal	SUD	No	1,500	10	
Sulphur	Sulphur Municipal	F30	No	1,650	9	
Tahlequah	Tahlequah Municipal	TQH	No	15,400	39	
Talihina	Talihina Municipal	6F1	No	350	1	
Texhoma	Texhoma Municipal	K49	No	550	10	
Thomas	Thomas Municipal	1O4	No	10,000	10	
Tipton	Tipton Municipal	1O8	No	1,500	5	
Tishomingo	Tishomingo Airpark	0F9	No	120	0	
Tulsa	Richard Lloyd Jones Jr.	RVS	Yes	188,024	307	
Vinita	Vinita Municipal	H04	No	10,500	34	
Wagoner	Hefner-Easley	H68	No	4,000	33	
Walters	Walters Municipal	3O5	No	800	1	
Watonga	Watonga Regional	JWG	No	2,900	20	
Waynoka	Waynoka Municipal	1K5	No	1,900	2	
Weatherford	Thomas P. Stafford	OJA	No	7,200	28	
Westport	Westport	4F1	No	4,800	18	
Wilburton	Wilburton Municipal	H05	No	300	9	
Woodward	West Woodward	WWR	No	6,030	25	

Source: FAA 5010, OAC Database. Note: Information presented in this table was collected between January and May, 2021.

**Table 2-5: Summary of Primary Runway Information**



Associated City	Airport Name	LOCID	Runway Length	Runway Lighting	Approach Type	Approach Aids	Approach Lighting
<b>Commercial Service Airports</b>							
Lawton	Lawton-Fort Sill Regional	LAW	8,599	HIRL	Precision	REILs / PAPI	MALSR
Oklahoma City	Will Rogers World	OKC	9,803	HIRL	Precision	None	MALSR / ALSF2
Stillwater	Stillwater Regional	SWO	7,401	MIRL	Precision	REILs / PAPI	MALSR
Tulsa	Tulsa International	TUL	10,000	HIRL	Precision	PAPI	MALSR / ALSF2
<b>General Aviation Airports</b>							
Ada	Ada Regional	ADH	6,203	MIRL	Precision-Like	REILs / PAPI	ODALS
Altus	Altus/Quartz Mountain Regional	AXS	5,501	MIRL	Precision-Like	PAPI	ODALS
Alva	Alva Regional	AVK	5,001	MIRL	Precision-Like	REILs / PAPI	
Anadarko	Anadarko Municipal	F68	3,100	MIRL	Visual	None	
Antlers	Antlers Municipal	80F	4,001	MIRL	Precision-Like	None	
Ardmore	Ardmore Downtown Executive	1F0	5,014	MIRL	Published	REILs / PAPI	
Ardmore	Ardmore Municipal	ADM	9,002	HIRL	Precision	PAPI / VASI	MALS
Atoka	Atoka Municipal	AQR	3,015	MIRL	Visual	PAPI	
Bartlesville	Bartlesville Municipal	BVO	6,850	MIRL	Precision-Like	REILs / PAPI	MALSR
Beaver	Beaver Municipal	K44	4,050	MIRL	Visual	REILs	
Blackwell	Blackwell-Tonkawa Municipal	BKN	3,501	MIRL	Precision-Like	PAPI	
Boise City	Boise City	17K	4,211	MIRL	Published	None	
Bristow	Jones Memorial	3F7	4,001	MIRL	Precision-Like	None	
Broken Bow	Broken Bow	90F	3,200	MIRL	Visual	PAPI	
Buffalo	Buffalo Municipal	BFK	4,000	MIRL	Published	None	
Burns Flat	Clinton-Sherman	CSM	13,503	HIRL	Precision	REILs / PAPI	
Canadian	Carlton Landing Field	91F	3,500	None	Visual	None	
Carnegie	Carnegie Municipal	86F	3,000	MIRL	Visual	None	
Chandler	Chandler Regional	CQB	4,000	MIRL	Precision-Like	PAPI	
Chattanooga	Chattanooga Sky Harbor	92F	3,400	MIRL	Visual	None	
Cherokee	Cherokee Municipal	405	3,770	MIRL	Visual	None	
Cheyenne	Mignon Laird Municipal	93F	4,022	MIRL	Visual	PAPI	
Chickasha	Chickasha Municipal	CHK	5,101	MIRL	Precision-Like	PAPI	
Claremore	Claremore Regional	GCM	5,200	MIRL	Precision-Like	REILs / PAPI	ODALS

Associated City	Airport Name	LOCID	Runway Length	Runway Lighting	Approach Type	Approach Aids	Approach Lighting
Cleveland	Cleveland Municipal	95F	4,000	MIRL	Visual	PAPI	
Clinton	Clinton Regional	CLK	4,305	MIRL	Precision-Like	REILs / PAPI	
Cookson	Tenkiller Lake Airpark	44M	2,600	LIRL	Visual	VASI	
Cordell	Cordell Municipal	F36	3,430	MIRL	Visual	None	
Cushing	Cushing Municipal	CUH	5,201	MIRL	Precision-Like	REILs / PAPI	
Duncan	Halliburton Field	DUC	6,326	MIRL	Precision-Like	REILs / PAPI / VASI	ODALS
Durant	Durant Regional-Eaker Field	DUA	6,800	MIRL	Precision-Like	PAPI	ODALS
El Reno	El Reno Regional	RQO	5,600	MIRL	Precision-Like	REILs / PAPI	
Elk City	Elk City Regional Business	ELK	5,399	MIRL	Precision-Like	REILs / PAPI	ODALS
Enid	Enid Woodring Regional	WDG	8,614	MIRL	Precision	REILs / PAPI	MALSR
Eufaula	Fountainhead Lodge Airpark	0F7	3,000	MIRL	Visual	None	
Eufaula	Eufaula Municipal	F08	3,000	MIRL	Visual	PAPI	
Fairview	Fairview Municipal	6K4	4,400	MIRL	Precision-Like	None	
Frederick	Frederick Regional	FDR	6,099	MIRL	Precision-Like	PAPI	
Gage	Gage	GAG	5,033	Non-Standard	Visual	None	
Goldsby	David Jay Perry	1K4	3,004	MIRL	Precision-Like	None	
Grandfield	Grandfield Municipal	101	3,100	MIRL	Visual	None	
Grove	Grove Municipal	GMJ	5,200	MIRL	Precision-Like	PAPI	
Guthrie	Guthrie-Edmond Regional	GOK	5,001	MIRL	Precision-Like	REILs / PAPI	ODALS
Guymon	Guymon Municipal	GUY	5,904	MIRL	Precision-Like	PAPI / VASI	ODALS
Healdton	Healdton Municipal	F32	3,020	None	Visual	None	
Henryetta	Henryetta Municipal	F10	3,501	MIRL	Published	PAPI	
Hinton	Hinton Municipal	208	4,001	MIRL	Published	PAPI	
Hobart	Hobart Regional	HBR	5,507	MIRL	Precision-Like	PAPI	
Holdenville	Holdenville Municipal	F99	3,251	MIRL	Published	None	
Hollis	Hollis Municipal	O35	3,000	MIRL	Published	None	
Hominy	Hominy Municipal	H92	3,210	MIRL	Visual	PAPI	
Hooker	Hooker Municipal	O45	3,312	MIRL	Visual	PAPI	
Hugo	Stan Stamper Municipal	HHW	4,007	MIRL	Precision-Like	REILs / PAPI	



Associated City	Airport Name	LOCID	Runway Length	Runway Lighting	Approach Type	Approach Aids	Approach Lighting
Idabel	McCurtain County Regional	404	5,002	MIRL	Published	REILs / PAPI	
Ketchum	South Grand Lake Regional	1K8	4,730	MIRL	Precision-Like	None	
Kingfisher	Kingfisher	F92	2,800	MIRL	Visual	None	
Kingston	Lake Texoma State Park	F31	3,000	MIRL	Visual	None	
Lindsay	Lindsay Municipal	1K2	3,010	MIRL	Visual	None	
Madill	Madill Municipal	1F4	3,005	MIRL	Published	REILs	
Mangum	Scott Field	2K4	4,199	MIRL	Precision-Like	None	
McAlester	McAlester Regional	MLC	5,602	MIRL	Precision-Like	REILs / PAPI	MALS
Medford	Medford Municipal	O53	3,007	MIRL	Published	PAPI	
Miami	Miami Municipal	MIO	5,020	MIRL	Published	REILs / PAPI	ODALS
Mooreland	Mooreland Municipal	MDF	3,500	MIRL	Published	None	
Muskogee	Muskogee-Davis Regional	MKO	7,202	MIRL	Precision-Like	PAPI	MALS
Norman	University of Oklahoma Westheimer	OUN	5,199	MIRL	Precision	REILs / PAPI	MALSR
Okeene	Christman Airfield	O65	3,000	MIRL	Visual	None	
Okemah	Okemah Municipal	F81	3,400	MIRL	Visual	None	
Oklahoma City	Wiley Post	PWA	7,199	HIRL	Precision	PAPI	MALSR
Oklahoma City	Clarence E. Page Municipal	RCE	6,014	HIRL	Precision-Like	PAPI	
Okmulgee	Okmulgee Regional	OKM	5,150	MIRL	Precision	PAPI	MALSR
Pauls Valley	Pauls Valley Municipal	PVJ	5,001	MIRL	Precision-Like	REILs / PAPI	
Pawhuska	Pawhuska Municipal	H76	3,200	MIRL	Visual	None	
Perry	Perry Municipal	F22	5,103	MIRL	Precision-Like	REILs / PAPI	
Ponca City	Ponca City Regional	PNC	7,201	HIRL	Precision	PAPI	MALSR / ODALS
Poteau	Robert S. Kerr	RKR	4,007	MIRL	Precision-Like	REILs / PAPI	
Prague	Prague Municipal	O47	3,600	MIRL	Published	PAPI	
Pryor Creek	Mid-America Industrial	H71	4,992	MIRL	Precision-Like	REILs / PAPI	
Purcell	Purcell Municipal	3O3	3,003	MIRL	Visual	None	
Sallisaw	Sallisaw Municipal	JSV	4,006	MIRL	Published	PAPI	
Sand Springs	William R. Pogue Municipal	OWP	5,799	MIRL	Precision-Like	PAPI	ODALS
Sayre	Sayre Municipal	3O4	4,276	MIRL	Visual	PAPI	
Seminole	Seminole Municipal	SRE	5,004	MIRL	Precision-Like	REILs / PAPI	



Associated City	Airport Name	LOCID	Runway Length	Runway Lighting	Approach Type	Approach Aids	Approach Lighting
Shawnee	Shawnee Regional	SNL	5,997	MIRL	Precision	REILs / PAPI	MALSR
Skiatook	Skiatook Municipal	2F6	3,000	MIRL	Visual	PAPI	
Stigler	Stigler Regional	GZL	4,296	LIRL	Precision-Like	None	
Stroud	Stroud Municipal	SUD	3,000	MIRL	Visual	PAPI	
Sulphur	Sulphur Municipal	F30	3,500	MIRL	Visual	None	
Tahlequah	Tahlequah Municipal	TQH	5,001	MIRL	Precision-Like	REILs / PAPI	
Talihina	Talihina Municipal	6F1	3,300	MIRL	Visual	None	
Texhoma	Texhoma Municipal	K49	3,564	MIRL	Visual	None	
Thomas	Thomas Municipal	1O4	3,771	MIRL	Precision-Like	PAPI	
Tipton	Tipton Municipal	1O8	3,062	MIRL	Visual	None	
Tishomingo	Tishomingo Airpark	0F9	3,100	None	Visual	None	
Tulsa	Richard Lloyd Jones Jr.	RVS	5,102	HIRL	Precision	REILs / PAPI	
Vinita	Vinita Municipal	H04	4,209	MIRL	Visual	PAPI	
Wagoner	Hefner-Easley	H68	3,401	MIRL	Published	PAPI	
Walters	Walters Municipal	3O5	2,900	MIRL	Visual	None	
Watonga	Watonga Regional	JWG	4,001	MIRL	Published	PAPI	
Waynoka	Waynoka Municipal	1K5	3,532	MIRL	Visual	None	
Weatherford	Thomas P. Stafford	OJA	5,100	MIRL	Precision-Like	REILs / PAPI	
Westport	Westport	4F1	2,900	MIRL	Visual	None	
Wilburton	Wilburton Municipal	H05	3,000	MIRL	Visual	PAPI	
Woodward	West Woodward	WWR	5,502	MIRL	Precision-Like	REILs / PAPI	ODALS

Source: FAA 5010. Note: Information presented in this table was collected between January and May, 2021.

**Note:** A precision-like approach refers to either a Precision Instrument Landing System (ILS) approach or a non-precision Area Navigation (RNAV) approach with Localizer Performance with Vertical guidance (LPV) minima. The term precision-like is used with the understand that FAA is not installing additional ILS approaches at general aviation airports.

**Table 2-6: Landside Facilities at Oklahoma Airports**

Associated City	Airport Name	LOCID	Fuel	FBO	Public Terminal Building
<b>Commercial Service Airports</b>					
Lawton	Lawton-Fort Sill Regional	LAW	100LL / Jet A	Yes	Yes
Oklahoma City	Will Rogers World	OKC	100LL / Jet A	Yes	Yes
Stillwater	Stillwater Regional	SWO	100LL / Jet A	Yes	Yes
Tulsa	Tulsa International	TUL	100LL / Jet A	Yes	Yes
<b>General Aviation Airports</b>					



Associated City	Airport Name	LOCID	Fuel	FBO	Public Terminal Building
Ada	Ada Regional	ADH	100LL / Jet A	Yes	Yes
Altus	Altus/Quartz Mountain Regional	AXS	100LL / Jet A	Yes	Yes
Alva	Alva Regional	AVK	100LL / Jet A	Yes	Yes
Anadarko	Anadarko Municipal	F68	None	No	No
Antlers	Antlers Municipal	80F	100LL	No	Yes
Ardmore	Ardmore Downtown Executive	1F0	100LL / Jet A	Yes	Yes
Ardmore	Ardmore Municipal	ADM	100LL / Jet A	Yes	Yes
Atoka	Atoka Municipal	AQR	100LL	No	No
Bartlesville	Bartlesville Municipal	BVO	100LL / Jet A	Yes	Yes
Beaver	Beaver Municipal	K44	None	No	No
Blackwell	Blackwell-Tonkawa Municipal	BKN	100LL	Yes	Yes
Boise City	Boise City	17K	None	No	No
Bristow	Jones Memorial	3F7	100LL	No	Yes
Broken Bow	Broken Bow	90F	None	No	Yes
Buffalo	Buffalo Municipal	BFK	None	No	Yes
Burns Flat	Clinton-Sherman	CSM	100LL / Jet A	Yes	No
Canadian	Carlton Landing Field	91F	100LL	No	No
Carnegie	Carnegie Municipal	86F	None	No	No
Chandler	Chandler Regional	CQB	100LL / Jet A	No	Yes
Chattanooga	Chattanooga Sky Harbor	92F	None	No	Yes
Cherokee	Cherokee Municipal	405	None	No	Yes
Cheyenne	Mignon Laird Municipal	93F	100LL	No	No
Chickasha	Chickasha Municipal	CHK	100LL / Jet A	Yes	Yes
Claremore	Claremore Regional	GCM	100LL / Jet A	Yes	Yes
Cleveland	Cleveland Municipal	95F	None	No	No
Clinton	Clinton Regional	CLK	100LL / Jet A	Yes	Yes
Cookson	Tenkiller Lake Airpark	44M	100LL	No	No
Cordell	Cordell Municipal	F36	None	No	Yes
Cushing	Cushing Municipal	CUH	100LL / Jet A	Yes	Yes
Duncan	Halliburton Field	DUC	100LL / Jet A	Yes	Yes
Durant	Durant Regional-Eaker Field	DUA	100LL / Jet A	Yes	Yes
El Reno	El Reno Regional	RQO	100LL / Jet A	Yes	Yes
Elk City	Elk City Regional Business	ELK	100LL / Jet A	Yes	Yes
Enid	Enid Woodring Regional	WDG	100LL / Jet A	Yes	Yes
Eufaula	Fountainhead Lodge Airpark	0F7	None	No	No
Eufaula	Eufaula Municipal	F08	100LL	No	No
Fairview	Fairview Municipal	6K4	100LL / Jet A	Yes	Yes
Frederick	Frederick Regional	FDR	100LL	No	Yes
Gage	Gage	GAG	None	No	Yes
Goldsby	David Jay Perry	1K4	100LL	No	Yes

Associated City	Airport Name	LOCID	Fuel	FBO	Public Terminal Building
Grandfield	Grandfield Municipal	101	100LL	No	No
Grove	Grove Municipal	GMJ	100LL / Jet A	Yes	Yes
Guthrie	Guthrie-Edmond Regional	GOK	100LL / Jet A	Yes	Yes
Guymon	Guymon Municipal	GUY	100LL / Jet A	Yes	Yes
Healdton	Healdton Municipal	F32	None	No	No
Henryetta	Henryetta Municipal	F10	100LL	No	Yes
Hinton	Hinton Municipal	208	100LL	Yes	Yes
Hobart	Hobart Regional	HBR	100LL / Jet A	Yes	Yes
Holdenville	Holdenville Municipal	F99	None	Yes	Yes
Hollis	Hollis Municipal	O35	100LL	No	Yes
Hominy	Hominy Municipal	H92	100LL	No	No
Hooker	Hooker Municipal	O45	100LL	No	Yes
Hugo	Stan Stamper Municipal	HHW	100LL / Jet A	Yes	Yes
Idabel	McCurtain County Regional	404	100LL / Jet A	Yes	Yes
Ketchum	South Grand Lake Regional	1K8	100LL / Jet A	Yes	Yes
Kingfisher	Kingfisher	F92	100LL	No	Yes
Kingston	Lake Texoma State Park	F31	None	No	No
Lindsay	Lindsay Municipal	1K2	None	No	No
Madill	Madill Municipal	1F4	None	No	Yes
Mangum	Scott Field	2K4	100LL	No	Yes
McAlester	McAlester Regional	MLC	100LL / Jet A	Yes	Yes
Medford	Medford Municipal	O53	100LL	No	No
Miami	Miami Municipal	MIO	100LL / Jet A	Yes	Yes
Mooreland	Mooreland Municipal	MDF	None	No	Yes
Muskogee	Muskogee-Davis Regional	MKO	100LL / Jet A	Yes	Yes
Norman	University of Oklahoma Westheimer	OUN	100LL / Jet A	Yes	Yes
Okeene	Christman Airfield	O65	None	No	Yes
Okemah	Okemah Municipal	F81	None	No	No
Oklahoma City	Wiley Post	PWA	100LL / Jet A	Yes	Yes
Oklahoma City	Clarence E. Page Municipal	RCE	100LL / Jet A	Yes	No
Okmulgee	Okmulgee Regional	OKM	100LL / Jet A	Yes	Yes
Pauls Valley	Pauls Valley Municipal	PVJ	100LL / Jet A	Yes	Yes
Pawhuska	Pawhuska Municipal	H76	None	No	Yes
Perry	Perry Municipal	F22	100LL / Jet A	Yes	Yes
Ponca City	Ponca City Regional	PNC	100LL / Jet A	Yes	Yes
Poteau	Robert S. Kerr	RKR	100LL / Jet A	Yes	Yes
Prague	Prague Municipal	O47	100LL	No	No
Pryor Creek	Mid-America Industrial	H71	100LL / Jet A	Yes	Yes
Purcell	Purcell Municipal	303	100LL	No	No
Sallisaw	Sallisaw Municipal	JSV	100LL / Jet A	Yes	Yes



Associated City	Airport Name	LOCID	Fuel	FBO	Public Terminal Building
Sand Springs	William R. Pogue Municipal	OWP	100LL	Yes	Yes
Sayre	Sayre Municipal	3O4	100LL	No	No
Seminole	Seminole Municipal	SRE	100LL / Jet A	Yes	Yes
Shawnee	Shawnee Regional	SNL	100LL / Jet A	Yes	Yes
Skiatook	Skiatook Municipal	2F6	100LL	No	Yes
Stigler	Stigler Regional	GZL	100LL	No	Yes
Stroud	Stroud Municipal	SUD	100LL / Jet A	No	Yes
Sulphur	Sulphur Municipal	F30	100LL	No	No
Tahlequah	Tahlequah Municipal	TQH	100LL / Jet A	Yes	Yes
Talihina	Talihina Municipal	6F1	None	No	No
Texhoma	Texhoma Municipal	K49	100LL	No	No
Thomas	Thomas Municipal	1O4	100LL	No	No
Tipton	Tipton Municipal	1O8	None	No	No
Tishomingo	Tishomingo Airpark	0F9	None	No	No
Tulsa	Richard Lloyd Jones Jr.	RVS	100LL / Jet A	Yes	No
Vinita	Vinita Municipal	H04	None	Yes	No
Wagoner	Hefner-Easley	H68	None	No	No
Walters	Walters Municipal	3O5	None	No	No
Watonga	Watonga Regional	JWG	100LL / Jet A	Yes	Yes
Waynoka	Waynoka Municipal	1K5	None	No	Yes
Weatherford	Thomas P. Stafford	OJA	100LL / Jet A	Yes	Yes
Westport	Westport	4F1	None	No	No
Wilburton	Wilburton Municipal	H05	None	No	No
Woodward	West Woodward	WWR	100LL / Jet A	Yes	Yes

Source: FAA 5010, Inventory Survey, AOPA. Note: Information presented in this table was collected between January and May, 2021.



### 3. Forecast of Aviation Demand

#### 3.1 Introduction To Demand Forecasts

This chapter examines aviation trends and projects key components of aviation activity in Oklahoma. Forecasts developed in the Oklahoma Airport System Plan help establish airport roles and frame future system development. After conducting an inventory of existing conditions, an activity forecast is the next step in the system planning process. Forecasts presented in this chapter rely for the most part on projections contained in the Federal Aviation Administration’s (FAA) National Aerospace Forecast (NAF) and Terminal Area Forecast (TAF). The most current version of each FAA document at the time of forecast preparation supported this analysis. The system plan’s projections reflect a conservative view of activity at Oklahoma’s airports over the next 20 years. Projections presented in this chapter indicate that Oklahoma’s aviation activity will increase at relatively moderate rates. These rates are similar to what is anticipated nationwide for similar aviation demand components. Forecasts prepared at the individual airport level may vary from those presented in this chapter of the system plan.

As per Oklahoma Aeronautics Commission (OAC) guidance, five- (2025), ten- (2030), and twenty-year (2040) projections of aviation activity were prepared using 2019 as the base year. The base year to support the demand projections, 2019, was selected because it represented conditions prior to the aviation downturn brought on by the COVID-19 pandemic.

This chapter presents projections for four segments of aviation activity:

- Based Aircraft
- Annual General Aviation Aircraft Operations
- Annual Commercial Aircraft Operations
- Total Commercial Enplanements

While there are a variety of ways to develop aviation forecasts, this study relied on the FAA’s NAF and TAF to generate those presented in this chapter. The TAF is the FAA’s official forecast of aviation activity for airports included in the National Plan of Integrated Airport Systems (NPIAS). Because not all Oklahoma airports are included in the NPIAS, typical FAA growth rates were used to develop demand projections for all non-NPIAS facilities. FAA forecasts generally reflect national economic conditions and anticipated trends; they do not take into consideration an airport’s capacity to accommodate growth, nor do these national-level forecasts reflect an in-depth examination of local conditions.

All FAA forecasts used as the basis for this analysis were released in 2020. These FAA projections do not reflect any impacts on demand that resulted from the COVID pandemic which started in early 2020. This analysis assumes the economy and the aviation industry will recover and demand will return to 2019 levels.

**All tables referenced are located at the conclusion of the chapter.**

#### 3.2 National Aviation Trends

While Oklahoma has a unique aviation environment, aviation activity in the state is still typically subject to various national trends. This section presents a brief overview of select national aviation trends that may impact demand at Oklahoma’s airports. The TAF, a document used in part as a basis for projections presented in this chapter, contains demand driven forecasts for aviation services; according to FAA, TAF projections consider both the national and the local economy, as well as conditions within the aviation industry.

The FAA creates a comprehensive aerospace forecast each year which presents a variety of projections for aviation-related activity components. **Table 3-1** summarizes hours flown by active fixed-wing general aviation and air taxi aircraft, utilizing 2019 as the base year. The FAA's implied growth rates in their projection of hours flown can be a proxy for general aviation activity. As shown in **Table 3-1**, the agency anticipates different rates of growth in hours flown, depending on the aircraft type. Smaller general aviation aircraft are not expected to show an increase in activity, while larger general aviation aircraft should have higher rates of utilization.

Another national trend to consider is the FAA's forecast of active fixed-wing general aviation aircraft in the United States. Active aircraft, by definition, are flown at least one hour each year. As displayed in **Table 3-2**, in total, all active general aviation aircraft are expected to decrease at a rate of 0.1 percent annually from 2019 to 2025 and 0.39 percent from 2025 to 2040. The FAA projects these lower rates of growth to result from a reduction in smaller single-engine and multi-engine piston aircraft in the U.S. fleet.

Nationally, trends are shifting from smaller piston aircraft towards larger turboprop and turbine jet aircraft. While there is a slow decline in smaller general aviation aircraft projected by the FAA, an increase in more demanding, business aircraft is anticipated.

While growth in active general aviation aircraft is anticipated to be generally flat, the FAA's commercial service enplanement forecast for more than 500 commercial airports is more robust. As **Table 3-3** shows, the FAA projects commercial enplanements to increase at a rate of more than two percent per year through 2040. Enplanement levels for most commercial airports in 2020 (when this forecast for the system plan was prepared) ran about 50 percent, or less, of enplanements recorded in 2019. The impacts of COVID-19 on commercial airline travel, especially as they relate to a decline in business travel, continue to linger. For this analysis, 2023-2024 was assumed be the horizon for economic recovery from the pandemic. At that time, rates of growth previously anticipated for commercial airline travel may again become applicable.

### 3.3 Oklahoma Based Aircraft Projections

Based aircraft are defined as the total number of general aviation aircraft that are permanently stored at an airport, either in hangars or on tie-downs. Estimating the number of aircraft to be based at system airports in future years can impact planning for facility and infrastructure needs. The forecast for this demand component used 2019 based aircraft for each study airport. This information was provided by OAC or obtained from FAA Form 5010. Based aircraft as reported for each Oklahoma airport (2019) served as the starting point for projecting future based aircraft demand.

The first step in preparing projections of based aircraft for each Oklahoma study airport was to review information in FAA's 2020 TAF. The TAF includes individual airport projections of based aircraft for all study airports included in the NPAIS. Most, but not all, Oklahoma study airports are included in the NPAIS and therefore have a TAF projection of based aircraft.

As for other demand components, 2019 was selected as the base year for the based aircraft forecasts. Based on the review of individual airport forecasts in the TAF, it was determined that projections of based aircraft fell into four categories:

- Based aircraft were projected to increase at an average annual rate of 3 percent.
- Based aircraft were projected to increase at an average annual rate of 2 percent.
- Based aircraft were projected to increase at an average annual rate of 1 percent.
- Based aircraft were shown to stay constant, indicating "no growth."

The TAF, according to the FAA, considers both national and local economic conditions in preparation of demand projections.



If an airport exhibited positive growth in based aircraft, TAF implied average annual rate was applied to the airport's 2019 based aircraft value to generate forecasts for 2025, 2030, and 2040. It is worth noting that OAC supplied information was used for based aircraft for most study airports; and in some instances, this information does not match 2019 based aircraft as reported in the 2020 TAF for Oklahoma airports. Based aircraft levels at individual airports change frequently and depending upon the exact timeframe in which information is collected, reported based aircraft fluctuate.

An additional step was taken for the remaining non-NPIAS airports not included in the TAF or those in the TAF that exhibited constant/no growth in their TAF forecast. OAC was able to provide based aircraft information for all airports for both 2013 and 2019. For the remaining airports, those not projected using their TAF growth rate, actual increases or decreases in based aircraft between 2013 and 2019 were established. If any airport examined in this step had an increase in its based aircraft between 2013 and 2019, its future based aircraft were projected to increase at an average annual rate of one percent. In this second step, if an airport showed negative or no growth in based aircraft between 2013 and 2019, future based aircraft for those airports were held constant (no growth) at their reported 2019 level.

**Table 3-4** reflects based aircraft projections for all study airports derived from the steps and assumptions noted above.

As shown in **Table 3-2**, total active general aviation aircraft in the U.S. are not expected to increase as a result of anticipated negative growth for small piston engine aircraft. Examining individual TAF projections for Oklahoma NPIAS airports shows that FAA expects no growth in based aircraft for some airports. Constant projections of based aircraft at some Oklahoma airports included in the TAF are tied to the anticipated contraction of the small piston engine fleet in the U.S. Growth in turboprop and jet general aviation aircraft is expected to offset declines in smaller general aviation aircraft at more active/larger airports in the Oklahoma system, resulting in positive growth in general aviation based aircraft for the system as a whole.

Statewide, based aircraft are projected to increase at an average annual rate of 0.99 percent through the end of the forecast period. Local conditions do have the propensity to impact the individual airport projections shown in **Table 3-4**. The implementation of any airport project with FAA funding must be supported by an approved master plan which includes a projection of demand considering the airport's individual market area. Locally prepared forecasts may or may not be reflective of projections of based aircraft developed during the system plan.

### **3.4 Oklahoma General Aviation Annual Operations Projections**

General aviation includes all components of aviation other than scheduled commercial service activity and military activity. Forecasts of annual general aviation operations include operations associated with aircraft based at each airport, along with visiting or transient general aviation activity.

A general aviation operation is defined as a non-commercial aircraft takeoff or landing. When an aircraft lands at and takes off from an airport, it counts as two aircraft operations. Different factors impact the number of operations at each airport. These factors include total based aircraft, airport facilities, airport services (fuel and FBO), airport location, and market area characteristics. For this study, individual Oklahoma airport projections for total annual general aviation operations from the FAA's TAF were considered. When preparing TAF projections, FAA considers national and local economic conditions along with overarching trends in the general aviation industry.

Base year (2019) total annual general aviation airport operations were provided by OAC or were obtained from a FAA data source. Two different methods were used to estimate future general aviation operations.

The first method identified the FAA’s projected implied average annual average rate of growth for general aviation operations for individual airports included in the TAF. Once identified, the TAF growth rate was applied to each airport’s 2019 base year operations to generate a projection of annual general aviation operations. Though general aviation operations take place at all system airports, but TAF data is only available for airports included in the NPIAS.

The second method established an operations per based aircraft ratio (OBPA) for each of the study airports by dividing total annual operations by total based aircraft. Once an OPBA was identified, this ratio was applied to future based aircraft at all study airports. This second approach was used to produce a subsequent projection of annual general aviation operations for all study airports.

Results from the approach using TAF growth rates and results obtained from using the OBPA methodology were compared. Based on the comparison, a preferred projection of general aviation operations was selected for each study airport. It is worth noting that some airports show a constant level of general aviation operations. Lack of growth in operational demand is most often a result of lack of growth for based aircraft. **Table 3-5** presents the forecast for annual general aviation operations for Oklahoma’s 108 system airports.

As shown in **Table 3-5**, total statewide general aviation operations are expected to show modest growth and increase at an average annual rate of 0.92 percent over the forecast period. Rates of growth for individual study airports vary, but according to the FAA TAF projections, most Oklahoma airports should expect overall growth in annual general aviation activity to be minimal.

### 3.5 Oklahoma Projections of Commercial Service Operations

A commercial service operation is the takeoff or landing by a scheduled commercial airline; these operations may be flown by mainline jets or by regional feeder aircraft. As previously mentioned, an aircraft landing at and taking off from an airport counts as two aircraft operations. **Table 3-6** displays commercial service operations for the base year (2019), along with near- (2025), mid- (2030), and long-term (2040) forecasts for commercial airline operations. Baseline 2019 annual commercial airline operations used in this analysis were supplied by each of the four study commercial airports.

Once 2019 operations were established, the rate of growth implied in the airport’s TAF forecast for commercial operations was used to project future operational demand. Demand forecasts of annual commercial operations, shown in **Table 3-6**, assume that the size (seating capacity) of commercial aircraft serving each airport will increase over time to mirror national trends. This will enable commercial airports to accommodate growth in enplanements without significant increases in operational demand. **Table 3-6** implies that statewide commercial operations are expected to grow at an average annual rate of 1.36 percent over the forecast period.

### 3.6 Oklahoma Projections of Commercial Service Enplanements

A commercial service enplanement refers to a passenger boarding a commercial aircraft at an airport. **Table 3-7** shows historic enplanement data from 2010 through 2019 for Oklahoma’s commercial service airports. This information was obtained from the TAF and/or from individual commercial airports in Oklahoma.

To project future enplanements, consideration was given to forecasted rates of average annual growth implied in the 2020 TAF for each of the four commercial airports. Enplanement projections were developed from the FAA’s national rate of growth for commercial passenger enplanements from the 2020 Aerospace Forecast and from rates of average annual growth reflected in projections provided by individual study airports. As shown in **Table 3-8**, statewide enplanements are projected to grow at an average annual rate that is similar to that experienced in the state between 2010 and 2019. It is important to note that these projections assume that





before future growth is realized; enplanements at each commercial airport will return to levels recorded in 2019. The anticipated rate of growth for enplanements at Oklahoma’s commercial airports is expected to be slightly less than the U.S. average for all commercial airports as projected by the FAA in their 2020 National Aerospace Forecast.

### 3.7 Summary

**Table 3-9** provides a summary of projections prepared in the system plan. In general, statewide aviation demand in Oklahoma is expected to have rates of growth similar to those projected on a national level. For the most part, future development needs at system airports will be determined based on each airport’s assigned role in the state airport system. However, forecasts presented this chapter will be used later in the system planning analysis help to inform the airport roles analysis and to establish some facility needs.

The remainder of this section is dedicated to the tables referenced throughout this chapter.

**Table 3-1: FAA Active U.S. Fixed-Wing General Aviation & Air Taxi Hours Flown Projections (Thousands)**

Aircraft Type	2019	2025	AAGR 2019-2025	2030	2040	AAGR 2030-2040
Single Engine Piston	12,030	10,881	-1.66%	10,209	9,626	-0.59%
Piston Multi-Engine	1,670	1,598	-0.73%	1,567	1,551	-0.10%
Turboprop	2,774	2,956	1.06%	3,129	3,652	1.56%
Turbine Jet	4,810	5,945	3.59%	6,824	8,331	2.02%
<b>Total</b>	<b>21,284</b>	<b>21,380</b>	<b>0.08%</b>	<b>21,729</b>	<b>23,160</b>	<b>0.64%</b>

Source: FAA National Aerospace Forecast FY 2020-2040, Appendix C, Forecast Tables, Table 29.

**Table 3-2: FAA U.S. Active Fixed-Wing General Aviation Aircraft Projections**

Aircraft Type	2019	2025	AAGR 2019-2025	2030	2040	AAGR 2030-2040
Single Engine Piston	129,535	128,495	-0.13%	115,710	104,335	-1.03%
Piston Multi-Engine	12,800	12,750	-0.07%	12,195	11,635	-0.47%
Turboprop	9,965	9,995	0.05%	10,795	12,595	1.55%
Turbine Jet	15,035	15,495	0.50%	19,970	24,000	1.86%
<b>Total</b>	<b>167,335</b>	<b>166,735</b>	<b>-0.1%</b>	<b>158,670</b>	<b>152,565</b>	<b>-0.39%</b>

Source: FAA National Aerospace Forecast FY 2020-2040, Appendix C, Forecast Tables, Table 28

**Table 3-3: FAA U.S. Commercial Airline Enplanement Projection**

2019	2025	AAGR 2019-2025	2030	2040	AAGR 2030-2040
917,000,000	1,065,000,000	2.53%	1,190,000,000	1,468,000,000	2.12%

Source: FAA National Aerospace Forecast FY 2020-2040, Appendix C, Forecast Tables, Table 5

Table 3-4: Based Aircraft Projections for System Airports

Associated City	Airport Name	LOCID	2019	2025	2030	2040
<b>Commercial Service Airports</b>						
Lawton	Lawton-Fort Sill Regional	LAW	53	53	54	54
Oklahoma City	Will Rogers World	OKC	53	54	55	56
Stillwater	Stillwater Regional	SWO	71	81	90	112
Tulsa	Tulsa International	TUL	81	81	81	81
<b>Commercial Service Total</b>			<b>258</b>	<b>269</b>	<b>280</b>	<b>304</b>
<b>General Aviation Airports</b>						
Ada	Ada Regional	ADH	47	47	48	49
Altus	Altus/Quartz Mountain Regional	AXS	34	34	34	34
Alva	Alva Regional	AVK	39	39	39	39
Anadarko	Anadarko Municipal	F68	9	9	9	9
Antlers	Antlers Municipal	80F	12	12	12	12
Ardmore	Ardmore Downtown Executive	1F0	38	42	46	54
Ardmore	Ardmore Municipal	ADM	13	13	13	13
Atoka	Atoka Municipal	AQR	13	14	15	16
Bartlesville	Bartlesville Municipal	BVO	40	40	40	40
Beaver	Beaver Municipal	K44	4	4	4	4
Blackwell	Blackwell-Tonkawa Municipal	BKN	11	11	11	11
Boise City	Boise City	17K	12	12	12	12
Bristow	Jones Memorial	3F7	8	8	8	8
Broken Bow	Broken Bow	90F	7	7	7	7
Buffalo	Buffalo Municipal	BFK	5	5	5	5
Burns Flat	Clinton-Sherman	CSM	0	0	0	0
Canadian	Carlton Landing Field	91F	0	0	0	0
Carnegie	Carnegie Municipal	86F	8	8	8	8
Chandler	Chandler Regional	CQB	8	8	8	8
Chattanooga	Chattanooga Sky Harbor	92F	16	16	16	16
Cherokee	Cherokee Municipal	4O5	8	8	8	8
Cheyenne	Mignon Laird Municipal	93F	2	2	2	2
Chickasha	Chickasha Municipal	CHK	30	30	30	30
Claremore	Claremore Regional	GCM	74	84	94	117
Cleveland	Cleveland Municipal	95F	5	5	5	5
Clinton	Clinton Regional	CLK	22	27	33	48



Associated City	Airport Name	LOCID	2019	2025	2030	2040
Cookson	Tenkiller Lake Airpark	44M	20	20	20	20
Cordell	Cordell Municipal	F36	4	4	4	4
Cushing	Cushing Municipal	CUH	27	29	30	33
Duncan	Halliburton Field	DUC	37	41	46	55
Durant	Durant Regional-Eaker Field	DUA	51	51	51	51
El Reno	El Reno Regional	RQO	18	19	20	22
Elk City	Elk City Regional Business	ELK	31	33	35	38
Enid	Enid Woodring Regional	WDG	58	58	58	58
Eufaula	Fountainhead Lodge Airpark	0F7	0	0	0	0
Eufaula	Eufaula Municipal	F08	11	11	11	11
Fairview	Fairview Municipal	6K4	14	14	14	14
Frederick	Frederick Regional	FDR	13	13	13	13
Gage	Gage	GAG	6	6	6	6
Goldsby	David Jay Perry	1K4	44	44	44	44
Grandfield	Grandfield Municipal	1O1	4	4	4	4
Grove	Grove Municipal	GMJ	30	30	30	30
Guthrie	Guthrie-Edmond Regional	GOK	132	149	165	203
Guymon	Guymon Municipal	GUY	31	31	31	31
Healdton	Healdton Municipal	F32	0	0	0	0
Henryetta	Henryetta Municipal	F10	4	4	4	4
Hinton	Hinton Municipal	2O8	11	12	12	14
Hobart	Hobart Regional	HBR	9	9	9	9
Holdenville	Holdenville Municipal	F99	9	9	9	9
Hollis	Hollis Municipal	O35	10	10	10	10
Hominy	Hominy Municipal	H92	5	5	6	6
Hooker	Hooker Municipal	O45	10	10	10	10
Hugo	Stan Stamper Municipal	HHW	15	15	15	15
Idabel	McCurtain County Regional	4O4	18	18	18	18
Ketchum	South Grand Lake Regional	1K8	9	9	9	9
Kingfisher	Kingfisher	F92	13	13	13	13
Kingston	Lake Texoma State Park	F31	0	0	0	0
Lindsay	Lindsay Municipal	1K2	5	5	5	5
Madill	Madill Municipal	1F4	20	20	20	20
Mangum	Scott Field	2K4	8	8	8	8

Associated City	Airport Name	LOCID	2019	2025	2030	2040
McAlester	McAlester Regional	MLC	25	30	35	47
Medford	Medford Municipal	O53	5	5	5	5
Miami	Miami Municipal	MIO	27	29	30	33
Mooreland	Mooreland Municipal	MDF	3	3	3	3
Muskogee	Muskogee-Davis Regional	MKO	94	104	113	133
Norman	University of Oklahoma Westheimer	OUN	104	113	121	139
Okeene	Christman Airfield	O65	4	4	4	4
Okemah	Okemah Municipal	F81	0	0	0	0
Oklahoma City	Wiley Post	PWA	321	348	372	426
Oklahoma City	Clarence E. Page Municipal	RCE	48	55	62	79
Okmulgee	Okmulgee Regional	OKM	19	20	21	23
Pauls Valley	Pauls Valley Municipal	PVJ	32	32	32	32
Pawhuska	Pawhuska Municipal	H76	5	5	5	5
Perry	Perry Municipal	F22	24	27	29	35
Ponca City	Ponca City Regional	PNC	49	52	55	60
Poteau	Robert S. Kerr	RKR	21	24	28	35
Prague	Prague Municipal	O47	17	18	19	21
Pryor Creek	Mid-America Industrial	H71	14	14	14	14
Purcell	Purcell Municipal	3O3	8	8	9	10
Sallisaw	Sallisaw Municipal	JSV	14	15	15	16
Sand Springs	William R. Pogue Municipal	OWP	53	57	61	70
Sayre	Sayre Municipal	3O4	10	10	10	10
Seminole	Seminole Municipal	SRE	25	25	26	27
Shawnee	Shawnee Regional	SNL	37	39	41	46
Skiatook	Skiatook Municipal	2F6	19	20	21	23
Stigler	Stigler Regional	GZL	13	14	15	16
Stroud	Stroud Municipal	SUD	10	10	10	10
Sulphur	Sulphur Municipal	F30	9	9	9	9
Tahlequah	Tahlequah Municipal	TQH	39	42	45	52
Talihina	Talihina Municipal	6F1	1	1	1	1
Texhoma	Texhoma Municipal	K49	10	10	10	10
Thomas	Thomas Municipal	1O4	10	10	11	12
Tipton	Tipton Municipal	1O8	5	5	5	5
Tishomingo	Tishomingo Airpark	0F9	0	0	0	0



Associated City	Airport Name	LOCID	2019	2025	2030	2040
Tulsa	Richard Lloyd Jones Jr.	RVS	307	322	336	364
Vinita	Vinita Municipal	H04	34	36	38	42
Wagoner	Hefner-Easley	H68	33	35	37	41
Walters	Walters Municipal	3O5	1	1	1	1
Watonga	Watonga Regional	JWG	20	24	29	40
Waynoka	Waynoka Municipal	1K5	2	2	2	2
Weatherford	Thomas P. Stafford	OJA	28	29	30	31
Westport	Westport	4F1	18	18	18	18
Wilburton	Wilburton Municipal	H05	9	10	10	11
Woodward	West Woodward	WWR	25	25	25	26
<b>All General Aviation Airports</b>			<b>2,694</b>	<b>2,853</b>	<b>2,999</b>	<b>3,330</b>
<b>All System Airports Total</b>			<b>2,952</b>	<b>3,122</b>	<b>3,278</b>	<b>3,634</b>

Source: FAA TAF, OAC Database. Data reflects inventory as of August 2021.

**Table 3-5: General Aviation Operations Projections for System Airports**

Associated City	Airport Name	LOCID	2019	2025	2030	2040
Lawton	Lawton-Fort Sill Regional	LAW	7,425	7,470	7,507	7,583
Oklahoma City	Will Rogers World	OKC	16,304	16,589	16,830	17,323
Stillwater	Stillwater Regional	SWO	74,033	84,420	94,181	117,219
Tulsa	Tulsa International	TUL	26,660	26,660	26,660	26,660
<b>Commercial Service Airports Total</b>			<b>124,422</b>	<b>135,139</b>	<b>145,178</b>	<b>168,785</b>
Ada	Ada Regional	ADH	12,400	12,523	12,626	12,835
Altus	Altus/Quartz Mountain Regional	AXS	8,472	8,472	8,472	8,472
Alva	Alva Regional	AVK	6,500	6,500	6,500	6,500
Anadarko	Anadarko Municipal	F68	1,000	1,000	1,000	1,000
Antlers	Antlers Municipal	80F	1,300	1,300	1,300	1,300
Ardmore	Ardmore Downtown Executive	1F0	26,170	26,170	26,170	26,170
Ardmore	Ardmore Municipal	ADM	12,400	13,073	14,314	16,903
Atoka	Atoka Municipal	AQR	3,500	3,715	3,905	4,313
Bartlesville	Bartlesville Municipal	BVO	13,112	14,990	18,858	28,723
Beaver	Beaver Municipal	K44	1,200	1,200	1,200	1,200
Blackwell	Blackwell-Tonkawa Municipal	BKN	5,000	5,000	5,000	5,000
Boise City	Boise City	17K	3,500	3,500	3,500	3,500
Bristow	Jones Memorial	3F7	2,000	2,000	2,000	2,000

Associated City	Airport Name	LOCID	2019	2025	2030	2040
Broken Bow	Broken Bow	90F	200	200	200	200
Buffalo	Buffalo Municipal	BFK	200	200	200	200
Burns Flat	Clinton-Sherman	CSM	36,737	36,737	36,737	36,737
Canadian	Carlton Landing Field	91F	100	100	100	100
Carnegie	Carnegie Municipal	86F	500	500	500	500
Chandler	Chandler Regional	CQB	6,500	6,500	6,500	6,500
Chattanooga	Chattanooga Sky Harbor	92F	3,500	3,500	3,500	3,500
Cherokee	Cherokee Municipal	405	3,000	3,000	3,000	3,000
Cheyenne	Mignon Laird Municipal	93F	1,200	1,200	1,200	1,200
Chickasha	Chickasha Municipal	CHK	10,200	10,200	10,200	10,200
Claremore	Claremore Regional	GCM	15,000	17,105	19,082	23,750
Cleveland	Cleveland Municipal	95F	1,600	1,600	1,600	1,600
Clinton	Clinton Regional	CLK	3,600	4,496	5,410	7,835
Cookson	Tenkiller Lake Airpark	44M	2,800	2,800	2,800	2,800
Cordell	Cordell Municipal	F36	450	450	450	450
Cushing	Cushing Municipal	CUH	5,800	6,157	6,471	7,148
Duncan	Halliburton Field	DUC	8,750	9,802	10,774	13,018
Durant	Durant Regional-Eaker Field	DUA	55,030	55,030	55,030	55,030
El Reno	El Reno Regional	RQO	24,825	26,352	27,696	30,594
Elk City	Elk City Regional Business	ELK	8,040	8,535	8,970	9,908
Enid	Enid Woodring Regional	WDG	31,710	31,816	31,997	32,333
Eufaula	Eufaula Municipal	F08	150	150	150	150
Eufaula	Fountainhead Lodge Airpark	0F7	100	100	100	100
Fairview	Fairview Municipal	6K4	5,400	5,400	5,400	5,400
Frederick	Frederick Regional	FDR	63,700	63,700	63,700	63,700
Gage	Gage	GAG	700	700	700	700
Goldsby	David Jay Perry	1K4	15,000	15,000	15,000	15,000
Grandfield	Grandfield Municipal	1O1	2,000	2,000	2,000	2,000
Grove	Grove Municipal	GMJ	29,650	29,650	29,650	29,650
Guthrie	Guthrie-Edmond Regional	GOK	23,000	25,993	28,783	35,293
Guymon	Guymon Municipal	GUY	19,250	19,250	19,250	19,250
Healdton	Healdton Municipal	F32	600	600	600	600
Henryetta	Henryetta Municipal	F10	4,010	4,010	4,010	4,010
Hinton	Hinton Municipal	2O8	2,500	2,654	2,789	3,081
Hobart	Hobart Regional	HBR	1,885	1,885	1,885	1,885



Associated City	Airport Name	LOCID	2019	2025	2030	2040
Holdenville	Holdenville Municipal	F99	1,500	1,500	1,500	1,500
Hollis	Hollis Municipal	O35	1,200	1,200	1,200	1,200
Hominy	Hominy Municipal	H92	400	425	446	493
Hooker	Hooker Municipal	O45	2,000	2,000	2,000	2,000
Hugo	Stan Stamper Municipal	HHW	4,835	4,835	4,835	4,835
Idabel	McCurtain County Regional	4O4	1,600	1,600	1,600	1,600
Ketchum	South Grand Lake Regional	1K8	8,890	8,890	8,890	8,890
Kingfisher	Kingfisher	F92	3,200	3,200	3,200	3,200
Kingston	Lake Texoma State Park	F31	300	300	300	300
Lindsay	Lindsay Municipal	1K2	472	472	472	472
Madill	Madill Municipal	1F4	4,000	4,000	4,000	4,000
Mangum	Scott Field	2K4	3,100	3,100	3,100	3,100
McAlester	McAlester Regional	MLC	8,550	10,232	11,884	16,031
Medford	Medford Municipal	O53	1,000	1,000	1,000	1,000
Miami	Miami Municipal	MIO	12,000	12,738	13,388	14,789
Mooreland	Mooreland Municipal	MDF	1,300	1,300	1,300	1,300
Muskogee	Muskogee-Davis Regional	MKO	12,000	13,258	14,407	17,011
Norman	University of Oklahoma Westheimer	OUN	48,700	52,933	56,740	65,195
Okeene	Christman Airfield	O65	3,000	3,000	3,000	3,000
Okemah	Okemah Municipal	F81	700	700	700	700
Oklahoma City	Clarence E Page Municipal	RCE	42,554	49,058	55,232	70,008
Oklahoma City	Wiley Post	PWA	70,027	75,921	81,211	92,920
Okmulgee	Okmulgee Regional	OKM	12,410	13,173	13,845	15,294
Pauls Valley	Pauls Valley Municipal	PVJ	7,300	7,300	7,300	7,300
Pawhuska	Pawhuska Municipal	H76	1,550	1,550	1,550	1,550
Perry	Perry Municipal	F22	30,000	33,323	36,373	43,333
Ponca City	Ponca City Regional	PNC	51,500	54,668	57,457	63,468
Poteau	Robert S Kerr	RKR	8,024	9,304	10,525	13,469
Prague	Prague Municipal	O47	2,600	2,760	2,901	3,204
Pryor Creek	Mid-America Industrial	H71	5,125	5,125	5,125	5,125
Purcell	Purcell Municipal	3O3	2,000	2,123	2,231	2,465
Sallisaw	Sallisaw Municipal	JSV	2,764	2,875	2,971	3,173
Sand Springs	William R. Pogue Municipal	OWP	30,000	32,495	34,731	39,677
Sayre	Sayre Municipal	3O4	2,100	2,100	2,100	2,100
Seminole	Seminole Municipal	SRE	17,150	17,441	17,687	18,189

Associated City	Airport Name	LOCID	2019	2025	2030	2040
Shawnee	Shawnee Regional	SNL	9,182	9,747	10,244	11,316
Skiatook	Skiatook Municipal	2F6	4,500	4,777	5,021	5,546
Stigler	Stigler Regional	GZL	6,600	7,006	7,363	8,134
Stroud	Stroud Municipal	SUD	1,500	1,500	1,500	1,500
Sulphur	Sulphur Municipal	F30	1,650	1,650	1,650	1,650
Tahlequah	Tahlequah Municipal	TQH	15,400	16,719	17,905	20,533
Talihina	Talihina Municipal	6F1	350	350	350	350
Texhoma	Texhoma Municipal	K49	550	550	550	550
Thomas	Thomas Municipal	1O4	10,000	10,489	10,914	11,818
Tipton	Tipton Municipal	1O8	1,500	1,500	1,500	1,500
Tishomingo	Tishomingo Airpark	0F9	120	120	120	120
Tulsa	Richard Lloyd Jones Jr	RVS	188,024	197,420	205,608	223,017
Vinita	Vinita Municipal	H04	10,500	11,161	11,743	13,000
Wagoner	Hefner-Easley	H68	4,000	4,246	4,463	4,930
Walters	Walters Municipal	3O5	800	869	930	1,067
Watonga	Watonga Regional	JWG	2,900	3,535	4,169	5,800
Waynoka	Waynoka Municipal	1K5	1,900	1,900	1,900	1,900
Weatherford	Thomas P Stafford	OJA	7,200	7,409	7,588	7,958
Westport	Westport	4F1	4,800	4,800	4,800	4,800
Wilburton	Wilburton Municipal	H05	300	318	335	370
Woodward	West Woodward	WWR	6,030	6,087	6,134	6,231
<b>All General Aviation Airports</b>			<b>1,165,898</b>	<b>1,224,868</b>	<b>1,281,269</b>	<b>1,409,322</b>
<b>All System Airports</b>			<b>1,290,320</b>	<b>1,360,007</b>	<b>1,426,448</b>	<b>1,578,107</b>

Source: FAA 2020 Terminal Area Forecast (TAF) and OAC. Data reflects operations as of 2020 TAF publishing.

**Table 3-6: Projections of Commercial Service Operations**

Associated City	Airport Name	LOCID	2019	2025	2030	2040
Lawton	Lawton-Fort Sill Regional	LAW	1,976	1,982	1,987	1,997
Oklahoma City	Will Rogers World	OKC	54,642	60,283	65,426	77,067
Stillwater	Stillwater Regional	SWO	2,521	2,673	2,806	3,094
Tulsa	Tulsa International	TUL	50,339	53,737	56,743	63,269
<b>All Commercial Service Airports</b>			<b>109,478</b>	<b>118,675</b>	<b>126,963</b>	<b>145,427</b>

Source: FAA 2020 Terminal Area Forecast (TAF) and Oklahoma Commercial Airports. Data reflects operations as of 2020 TAF publishing.





**Table 3-7: Historic Commercial Service Enplanements at System Airports**

Associated City	Airport Name	LOCID	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	AAGR 2010-2019
Lawton	Lawton-Fort Sill Regional	LAW	62,061	65,267	57,761	53,670	53,261	53,272	50,046	51,166	47,854	49,613	-3.2%
Oklahoma City	Will Rogers World	OKC	1,688,211	1,720,824	1,796,056	1,787,915	1,829,911	1,814,424	1,799,535	1,841,007	2,042,237	2,148,204	2.4%
Stillwater	Stillwater Regional	SWO								27,754	26,462	29,395	2.9%*
Tulsa	Tulsa International	TUL	1,385,514	1,348,899	1,338,376	1,314,348	1,363,844	1,356,967	1,347,930	1,351,803	1,463,903	1,507,852	0.7%
<b>All Commercial Service Airports</b>			<b>3,135,786</b>	<b>3,134,990</b>	<b>3,192,193</b>	<b>3,155,933</b>	<b>3,247,016</b>	<b>3,224,663</b>	<b>3,197,511</b>	<b>3,271,730</b>	<b>3,580,456</b>	<b>3,735,064</b>	<b>1.7%</b>

Source: FAA 2020 Terminal Area Forecast (TAF) and Oklahoma Commercial Airports. \*SWO AAGR 2017-2019; prior to 2017, this airport did not have scheduled commercial airline service.

**Table 3-8: Projected Commercial Enplanements at System Airports**

Associated City	Airport Name	LOCID	2019	2025	2030	2040	AAGR
Lawton	Lawton-Fort Sill Regional	LAW	49,613	52,657	55,335	61,108	1.00%
Oklahoma City	Will Rogers World	OKC	2,210,616	2,446,618	2,662,422	3,152,815	1.70%
Stillwater	Stillwater Regional	SWO	29,661	33,600	37,279	45,891	2.10%
Tulsa	Tulsa International	TUL	1,504,284	1,664,392	1,810,758	2,143,235	1.70%
<b>All Commercial Service Airports</b>			<b>3,794,174</b>	<b>4,197,267</b>	<b>4,565,795</b>	<b>5,403,049</b>	<b>1.70%</b>

Source: FAA 2020 Terminal Area Forecast (TAF) and Oklahoma Commercial Airports. 2019 data reflects enplanements as reported in 2019.

**Table 3-9: Summary of Oklahoma Aviation Demand Projections**

Category	2019	2025	2030	2040	AAGR 2019-2040
Based Aircraft	2,952	3,122	3,278	3,634	0.99%
General Aviation Operations	1,290,320	1,360,007	1,426,448	1,578,107	0.92%
Commercial Service Operations	109,478	118,675	126,963	145,427	1.36%
Commercial Service Enplanements	3,794,174	4,197,267	4,565,795	5,403,049	1.70%

Source: OAC, FAA 2020 Terminal Areas Forecast (TAF), 2020 FAA National Aerospace Forecast, and Oklahoma Commercial Airports



## 4. Airport Roles

This chapter of the Oklahoma 2021 Airport System Plan presents information on state and federal roles for the airports in Oklahoma.

### 4.1 Overview of Roles

Oklahoma's State Airport System Plan was last updated in 1999. In the ensuing years, the state has experienced changes in aviation. Most of these changes, some of which were discussed in the previous chapter, mirror national aviation trends. The last system plan assigned functional classification roles to airports in the state system. Since each airport serves uniquely diverse communities and users, the role an individual airport plays in the state airport system varies accordingly. In the previous state plan, Oklahoma airports were assigned to one of three functional classifications or roles: Regional Business, District, and Community airports.

Since the Oklahoma airports were last assigned to a state airport role, the aviation industry has changed. Use of piston aircraft, particularly single-engine aircraft, has decreased, while the use of larger turboprop and jets to support business needs has increased. According to information from the General Aviation Manufacturers Association (GAMA), the percent of "large" aircraft in the general aviation fleet is increasing. In recent years, almost 35 percent of all general aviation business jets shipped have been over 50,000 pounds maximum takeoff weight (MTOW). An aircraft with an MTOW of 50,000 pounds is classified as a large general aviation jet. Bombardier projects demand for large general aviation business jets will grow at an average annual rate of over eight percent through 2025. According to Honeywell, 57 percent of all business jets that will be purchased through 2026 will fall into the large jet category. Finally, Honeywell also projects that almost 5,000 new large business jets will be delivered, and that 65 percent of these planes will be delivered to customers in North America.

In the prior Oklahoma Airport System Plan, a runway length of objective of 5,000 feet was established for a Regional Business airport. Runway length requirements for large business jets, that are in excess of 50,000 MTOW, exceed the 5,000-foot length. Runway length requirements for specific aircraft operating at any given airport are dependent upon temperature, elevation, stage length, and takeoff weight. Given the amount of time since the last plan, a new functional role classification capable of serving today's growing large business jet fleet is warranted for the Oklahoma airport system. Airports assigned to the new functional classification/role will be designated as National Business airports to signify an expectation that these airports be able to accommodate non-stop flights to most all national destinations and some international locations. With this new functional classification, all airports in the Oklahoma system will be assigned to either the National Business, Regional Business, General, or Community airport role. A general description of airports that are included in each role/classification follows:

- **National Business** – airports in this classification/role have facilities and services that are suited to serving the needs of more demanding business aircraft, including heavier business jets. Runways at National Business airports are capable of supporting non-stop flights to most all domestic locations and some international destinations. These airports have public terminal facilities, Jet A fuel, and FBO services. Primary runways are supported by a full parallel taxiway, a precision-like approach, and an approach lighting system. National Business airports have significant economic impact and serve larger communities in the state.
- **Regional Business** – airports in this category serve a wide variety of general aviation aircraft including medium weight business jets. Primary runways are served by a full parallel taxiway

and a precision-like approach. Regional Business airports serve primarily medium-sized markets in Oklahoma. These airports support non-stop flights to many domestic destinations and nearby international markets. Regional Business airports provide notable economic benefit to the communities they serve. These airports have a public terminal, Jet A fuel, and FBO services.

- **General** – airports in this role serve some medium-sized but more predominantly smaller markets in Oklahoma, and they provide facilities capable of supporting most twin-engine general aviation planes and the smallest business jets. Airports in this role classification are suited for travel to regional destinations, as well as to some longer-range destinations, depending on the aircraft type. Primary runways at airports in this classification are served by a published approach. Facilities at General airports typically include a public terminal and 100LL fuel. Airports in this role have measurable economic impact.
- **Community** – these airports serve smaller and more rural areas in Oklahoma. These airports have more a more limited economic role. Facilities at airports in this classification are suited to serving small twin-engine and almost all single-engine general aviation aircraft. Facilities at Community airports are more limited in their scope and size. Depending on the activity level, Community airports may have a public terminal and 100LL fuel for their customers.

## 4.2 Role Assignment Process

While some factors that were used to in 1999 to classify Oklahoma airports, others do not. In addition, there is now a fourth role category to consider. In concurrence with and at the direction of FAA, a process was undertaken to objectively revisit roles for all system airports. Airport roles are important to the system planning process since they help establish development needs for each airport which inform the recommended system. The role assignment process is described below:

- Identify factors that contextualize the customers and aircraft the airport serves, the characteristics of the community the airport supports, and other factors that demonstrate the airport’s contribution to meeting the state’s transportation needs and economic objectives.
- Establish indicators for each factor that can be assigned a numerical value. Generally, scoring for each factor ranged from 0 – 5. OAC assigned an importance weighting to some factors; in these instances, scoring ranges were 0 – 10.
- Determine, in conjunction with OAC, if any indicators should have a different importance weighting.
- Assign a score to each indicator for each factor for each airport.
- Sum each airport’s scores for all factors/indicators considered in the process.
- Display all final airport values for all factors/indicators from high to low and identify final cohorts through graphing which supports the final assignment of an airport to one of the four roles.

Factors used in the role assignment process include demand, facilities, services, community characteristics, and other. These factors and the indicators that were used for each follow:

1. Demand
  - a. Total based aircraft\* (source: 5010/OAC)
  - b. Total annual general aviation operations (sources: FAA 5010, OAC, and Air Traffic Control Counts)
  - c. Total recorded operations by business jet aircraft\* (source: FAA National Offload Program (NOP))
  - d. Percent jets operations as a percent of total operations (source: FAA NOP data)
2. Facilities
  - a. Runway length (source: FAA)



- b. Approach: precision, precision-like, published, visual (source: FAA)
  - c. Airport Reference Code\* (ARC) (source: OAC)
  - d. Air traffic control tower (source: FAA)
3. Services
- a. Fuel: Jet A fuel and AvGas, AvGas, no fuel (source: FAA)
  - b. Socio-Economic and Demographic Characteristics
  - c. Historic rate of population growth or decline\* (source: Census)
  - d. Historic rate of employment growth or decline\* (source: Woods & Poole)
  - e. Projected rate of growth/decline population\* (source: Woods & Poole)
  - f. Projected rate of growth/decline employment\* (source: Woods & Poole)
4. Other
- a. FAA National Plan of Integrated Airport Systems (NPIAS)/ASSET role (source: FAA)
  - b. National Business Aviation Association (NBAA) business ready airport\* (source: NBAA/study analysis)
  - c. Economic impact (source: OAC)
  - d. Community Support (source: OAC)
  - e. Communities of 10,000 or more (Source: Census)

The factors starred above were determined by OAC to warrant a different weighting in the scoring process.

**Table 4-1** (located at the end of the chapter as are all referenced tables) provides information that summarizes how airports scored for each of the factors/indicators identified above. In **Table 4-1**, considering actual numeric scores, airports are identified as scoring high, medium high, medium, medium low, or low for each factor. These cumulative indicators are reflective of actual point values assigned to each airport for each indicator. For some of the factors noted above, particular airports receive no score because they did not exhibit the particular indicator being evaluated. A good example is the air traffic control tower; only 10 of the 108 study airports received a score for this indicator.

Based on the scoring and ranking process, **Table 4-2** shows the results of the role assignment process. In a subsequent task, airports in each role category will be evaluated to determine their ability to meet a set of role specific facilities and services prescribed by the system plan. **Figures 4-1, 4-2, 4-3, and 4-4**, respectively, show airports assigned to the National Business, Regional Business, General, and Community airport roles. **Figure 4-5** shows the combined accessibility afforded by both National Business and Regional Business airports.

As will be discussed in the next chapter, a high percentage of the state's population is within a 30-mile drive time for one or more airports in the National Business or Regional Business role. Information from this initial airport roles assignment process supports the system evaluation task which is the next step in the Oklahoma State Airport System Plan. The system evaluation will identify where the existing airport system is adequate, deficient, or, perhaps, duplicative.

Figure 4-1: National Business Airports in Oklahoma



Source: Jviation, OAC Roles Analysis

Figure 4-2: Regional Business Airports in Oklahoma



Source: Jviation, OAC Roles Analysis



**Figure 4-3: General Airports in Oklahoma**



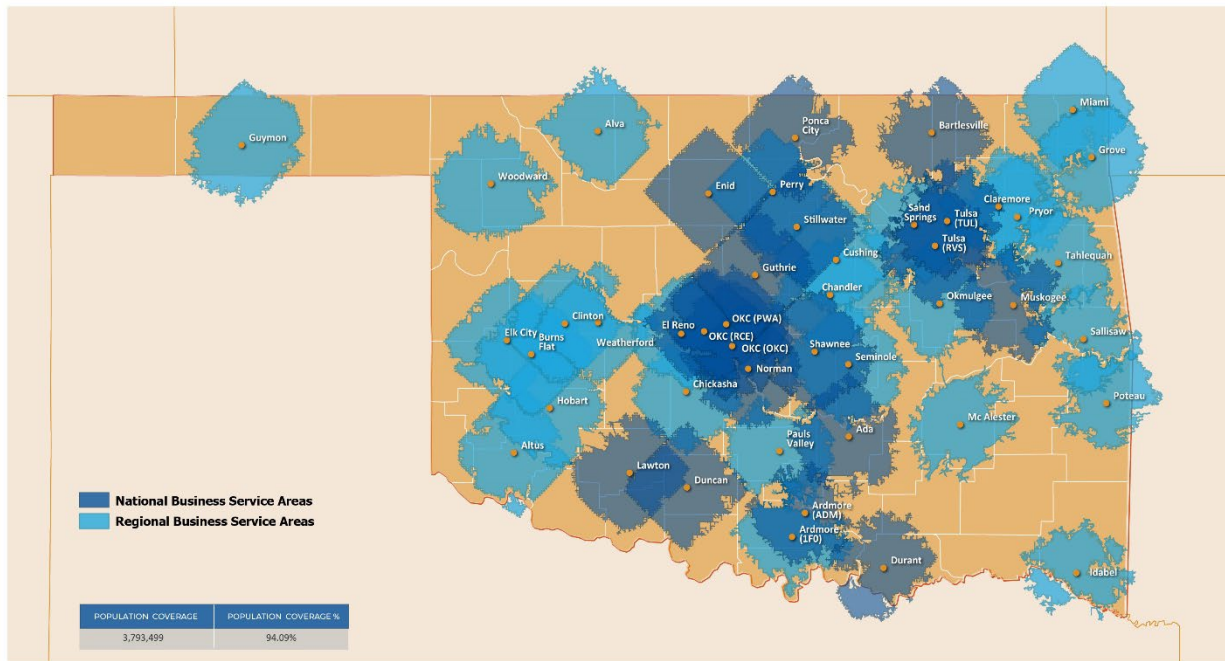
Source: Aviation, OAC Roles Analysis

**Figure 4-4: Community Airports in Oklahoma**



Source: Aviation, OAC Roles Analysis

Figure 4-5: National Business & Regional Business Airport 30-Mile Drive Times



Source: Jviation Mapping Analysis

### 4.3 Federal (NPIAS) Airport Roles

Chapter 2 of the Oklahoma Airport System Plan included a map showing the federal role for all Oklahoma airports included in the NPIAS. An airport must be included in the NPIAS for it to be eligible to compete for FAA Airport Improvement Program (AIP) funds. FAA uses the NPIAS to identify airports that have a role in the National Airspace System (NAS). The FAA formulates the Airport Capital Improvement Plan (ACIP) to guide the assignment of Airport Improvement Program (AIP) funding.

Commercial airports in the NPIAS are designated as being Primary or Non-Primary, based on their level of annual passenger enplanements. General aviation airports are assigned to one of following roles: National, Regional, Local, Basic, or Unclassified. Airports are assigned to their role in NPIAS based primarily on the types and volumes of aviation activity they serve. Criteria for each federal role are detailed in Table 4-3. If an airport is designated as Unclassified in NPIAS, this indicates the airport has fewer than 10 based aircraft. Having 10 airworthy based aircraft is one of the primary considerations for NPIAS inclusion.

Table 4-4 compares state airport roles to federal roles, assigned in the NPIAS. It is not necessary for state and federal airport roles to match since it is possible, and even likely, that an airport plays a different role in the state airport system than it does in the federal system. Each airport’s federal role, however, was one of many factors considered in the assignment of state airport roles. As Table 4-4 shows, the federal classifications for Oklahoma’s airports include:

- 4 Commercial Airports
- 2 National Airports
- 11 Regional Airports
- 34 Local Airports
- 26 Basic Airports



- 22 Unclassified Airports
- 9 Non-NPIAS Airports

The remainder of this chapter focuses on the airports in NPIAS that are Unclassified and on the Non-NPIAS airports in the Oklahoma airport system.

#### 4.4 Unclassified NPIAS Airports

When the 2021 NPIAS was published by FAA, Oklahoma had 22 airports that were included in the Unclassified role. An Unclassified role means that the airport has dipped below the minimum level of 10 based aircraft. This level of demand is considered the threshold for NPIAS inclusion. **Table 4-5** presents the Oklahoma airports that are in the Unclassified role, as per the 2021 NPIAS publication available at the time this chapter was prepared (estimated date, April 16, 2021).

As shown in **Table 4-5**, there are currently no Unclassified airports in the Oklahoma airport system that meet the minimum threshold of 10 based aircraft; in fact, several of the Unclassified airports reportedly had no based aircraft. One of the FAA’s goals for system planning is to ensure balanced and viable airport systems. This goal includes identifying which airports in a system are financially self-sustaining. With minimal or no based aircraft, it is difficult, if not impossible, for an airport to generate revenue sufficient to cover its maintenance and operation expenses. Of the 22 Unclassified NPIAS airports, 7 currently have no based aircraft.

At this time, there are no recommendations to move any of the Oklahoma airports with an Unclassified designation back into the Basic role. However, as part of its continuous planning process, OAC should continue to monitor these airports for their based aircraft activity levels. Should any of these airports report a based aircraft level of 10 or more planes, it would be appropriate for OAC to re-visit the NPIAS status of these airports with the FAA.

#### 4.5 Non-NPIAS Airports

Out of the 108 system airports in Oklahoma, there are 9 non-NPIAS airports. A non-NPIAS designation signifies that the airport is not part of the federal airport system and is therefore not eligible to compete for FAA funding. Entry into the NPIAS is based on a number of quantitative and qualitative factors. Quantitative data include the availability of scheduled commercial service, number of revenue passenger enplanements, itinerant take-offs/landings (operations that arrive from outside the airport area or depart and leave the area), instrument approaches, and based aircraft. Qualitative factors include type of ownership (public or private), remoteness of the location, distance of travel to a comparable facility, type of traffic supported including unique support to operations by unmanned aerial systems (UAS) vehicles, and other available means of travel. The requirements for inclusion in the NPIAS are presented in **Table 4-6**.

The FAA, via its oversight of the AIP, has the authority to admit an airport into the NPIAS. This decision is based on factors that are considered to ensure new airport entries comply with statutory requirements and “provide a safe, efficient, and integrated system of public use airports as per 49 U.S.C. §47103(a).” The FAA considers the following factors as they pertain to recommending an airport for NPIAS entry:

- How financially self-reliant is the airport and how much reliance on federal funding does the airport anticipate?
- Would any issues prevent the airport from accepting a grant, meeting grant obligations, or complying with federal obligations?



- Does the airport meet minimum federal design and safety standards for the type of aircraft it accommodates on a regular basis?
- What are the historic trends in activity for the airport and the community (population) that the airport would serve?
- Are the aircraft owners or users a diverse aeronautical group (i.e., are the majority of the based aircraft owned by one user which could lead to a potential compliance issues)?
- How many NPIAS airports are within 30 miles of the airport requesting entry and what are their roles?
- What is the airport's potential FAA role in the National Airspace System: National, Regional, Local, or Basic airport?
- Are there existing conditions (ownership, lease agreements, non-aeronautical activity on airport owned property, etc.) that would render the airport non-compliant with FAA guidelines?
- Is there a special justification or unique purpose for including the airport in the NPIAS?
- Can the proposed airport sponsor demonstrate that the airport has these characteristics?
  - Safe and efficient operations.
  - Developed and maintained to appropriate standards.
  - Expandable and reasonably affordable to maintain and develop.
  - Able to meet increased demand and accommodate new aircraft types.
  - Longevity, with assurance that it will remain open for aeronautical use over the long term.
  - Compatible with surrounding communities, maintaining a balance between the needs of aviation, the environment, and the requirements of the airport's neighboring residents/communities.

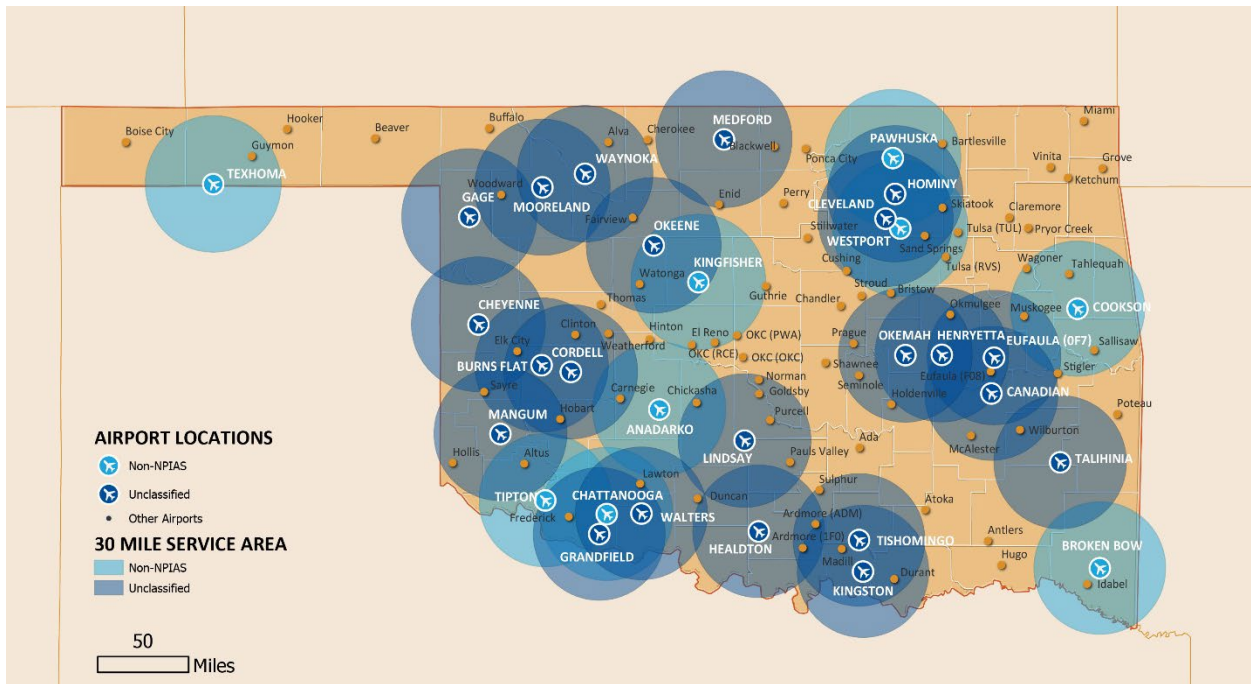
**Table 4-7** shows the Oklahoma airports that are not currently included in the NPIAS. Some of these airports meet the activity criteria (10 or more based aircraft), but they are in proximity to an existing NPIAS airport. **Figure 4-6** shows a 30-radius around the Unclassified and the Non-NPIAS airports. As the system evaluation is completed and final recommendations developed, OAC will consider the status for the Unclassified airports and if any non-NPIAS airports should be considered for NPIAS inclusion. As applicable, this information will be presented in **Appendix B** to this report.

## 4.6 Summary of Airport Roles

This chapter of Oklahoma's airport system contained an in-depth analysis to assign each airport to one of four roles in the state airport system. The resultant airport roles are important to subsequent steps in the planning process, including the upcoming evaluation of system performance. As current system performance is evaluated, it is possible that there could be subsequent recommendations concerning Unclassified NPIAS airports and/or Oklahoma airports not currently included in the NPIAS. Ultimately, airports will be reviewed to determine their ability to meet a set of facilities and services that are applicable for their role in the state airport system. Facility and service deficiencies are the primary input for developing a recommended plan.



Figure 4-6: Non-NPIAS and Unclassified NPIAS Airport 30-Mile Radius



Source: Aviation Mapping Analysis

Table 4-1: Airport Scores by Factor

City	Airport Name	LOCID	Based Aircraft	General Aviation Operations	Jet Operations	Jet Operations % of Total	Approach Type	Fuel Type	Historic Population growth	Projected Population Growth	Historic Employment Growth	Projected Employment Growth	NPI/AS ASSET	Runway Length	Community support	Communities 10,000 or more	Economic Impact	NBAA	Control Tower	ARC	
<b>Commercial Service Airports</b>																					
Lawton	Lawton-Fort Sill Regional	LAW	M	ML	MH	H	H	H	0	ML	0	ML	H	H	MH	H	MH	H	H	H	
Oklahoma City	Will Rogers World	OKC	M	MH	H	H	H	H	MH	M	MH	MH	H	H	H	H	H	H	H	H	
Stillwater	Stillwater Regional	SWO	MH	MH	MH	M	H	H	M	ML	M	ML	H	H	H	H	MH	H	H	H	
Tulsa	Tulsa International	TUL	MH	M	H	H	H	H	M	M	MH	M	H	H	H	H	H	H	H	H	
<b>General Aviation Airports</b>																					
Ada	Ada Regional	ADH	M	M	M	MH	H	H	M	MH	MH	MH	MH	MH	H	H	MH	H	0	H	
Altus	Altus/Quartz Mountain Regional	AXS	M	ML	M	MH	H	H	0	0	0	L	ML	MH	MH	H	MH	L	0	H	
Alva	Alva Regional	AVK	M	ML	ML	MH	H	H	0	L	MH	ML	ML	M	M	H	M	L	0	MH	
Anadarko	Anadarko Municipal	F68	L	L	0	0	L	0	0	0	ML	L	0	L	M	0	ML	0	0	M	
Antlers	Antlers Municipal	80F	ML	L	0	0	H	M	0	ML	0	MH	L	ML	MH	0	ML	0	0	L	
Ardmore	Ardmore Downtown Executive	1F0	M	M	M	M	M	H	L	ML	M	M	ML	M	H	H	M	L	0	MH	



City	Airport Name	LOCID	Based Aircraft	General Aviation Operations	Jet Operations	Jet Operations % of Total	Approach Type	Fuel Type	Historic Population growth	Projected Population Growth	Historic Employment Growth	Projected Employment Growth	NPIAS ASSET	Runway Length	Community support	Communities 10,000 or more	Economic Impact	NBAA	Control Tower	ARC
Ardmore	Ardmore Municipal	ADM	ML	M	MH	MH	H	H	L	ML	M	M	MH	H	H	H	MH	H	H	H
Atoka	Atoka Municipal	AQR	ML	ML	0	0	L	M	0	M	ML	MH	L	L	MH	0	ML	0	0	M
Bartlesville	Bartlesville Municipal	BVO	M	M	MH	H	H	H	0	MH	L	M	MH	H	M	H	MH	H	0	H
Beaver	Beaver Municipal	K44	L	L	0	0	L	0	0	0	L	ML	L	ML	ML	0	L	0	0	L
Blackwell	Blackwell-Tonkawa Municipal	BKN	ML	ML	0	L	H	M	0	0	0	L	L	ML	ML	0	M	0	0	M
Boise City	Boise City	17K	ML	ML	0	L	M	0	0	0	0	ML	L	ML	ML	0	ML	0	0	M
Bristow	Jones Memorial	3F7	L	L	0	0	H	M	M	ML	M	M	L	ML	H	0	M	0	0	M
Broken Bow	Broken Bow	90F	L	L	0	0	L	0	0	ML	M	M	0	L	MH	0	ML	0	0	M
Buffalo	Buffalo Municipal	BFK	L	L	0	0	M	0	0	0	0	ML	L	ML	M	0	ML	0	0	M
Burns Flat	Clinton-Sherman	CSM	0	ML	ML	MH	H	H	0	L	0	L	L	H	ML	H	M	H	H	H
Canadian	Carlton Landing Field	91F	0	L	0	0	L	M	0	ML	0	ML	L	ML	MH	0	ML	0	0	M
Carnegie	Carnegie Municipal	86F	L	L	0	0	L	0	0	0	ML	L	L	L	ML	0	ML	0	0	M
Chandler	Chandler Regional	CQB	L	ML	ML	H	H	H	ML	MH	ML	ML	L	ML	MH	0	M	0	0	MH

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City	Airport Name	LOCID	Based Aircraft	General Aviation Operations	Jet Operations	Jet Operations % of Total	Approach Type	Fuel Type	Historic Population growth	Projected Population Growth	Historic Employment Growth	Projected Employment Growth	NPIAS ASSET	Runway Length	Community support	Communities 10,000 or more	Economic Impact	NBAA	Control Tower	ARC
Chattanooga	Chattanooga Sky Harbor	92F	ML	ML	0	ML	L	0	0	0	0	L	0	ML	M	0	ML	0	0	M
Cherokee	Cherokee Municipal	4O5	L	ML	0	0	L	0	ML	0	H	ML	L	ML	ML	0	ML	0	0	M
Cheyenne	Mignon Laird Municipal	93F	L	L	0	0	L	M	0	L	M	ML	L	ML	ML	0	L	0	0	M
Chickasha	Chickasha Municipal	CHK	M	M	ML	ML	H	H	M	MH	M	M	ML	M	MH	H	M	M	0	MH
Claremore	Claremore Regional	GCM	MH	M	ML	ML	H	H	M	H	M	H	ML	M	MH	H	M	L	0	MH
Cleveland	Cleveland Municipal	95F	L	L	0	M	L	0	0	M	L	ML	L	ML	ML	0	M	0	0	M
Clinton	Clinton Regional	CLK	ML	ML	L	L	H	H	M	MH	MH	MH	ML	ML	M	0	M	0	0	MH
Cookson	Tenkiller Lake Airpark	44M	ML	L	0	0	L	M	M	H	L	H	0	L	M	0	L	0	0	L
Cordell	Cordell Municipal	F36	L	L	0	0	L	0	0	L	0	L	L	ML	ML	0	ML	0	0	M
Cushing	Cushing Municipal	CUH	ML	ML	ML	M	H	H	M	ML	M	ML	ML	M	M	0	M	M	0	MH
Duncan	Halliburton Field	DUC	M	ML	M	MH	H	H	0	ML	0	MH	MH	H	M	H	M	H	0	H
Durant	Durant Regional-Eaker Field	DUA	M	MH	M	ML	H	H	H	MH	H	MH	MH	H	MH	H	M	H	0	MH
El Reno	El Reno Regional	RQO	ML	M	ML	ML	H	H	H	H	H	H	ML	MH	MH	H	M	L	0	MH



City	Airport Name	LOCID	Based Aircraft	General Aviation Operations	Jet Operations	Jet Operations % of Total	Approach Type	Fuel Type	Historic Population growth	Projected Population Growth	Historic Employment Growth	Projected Employment Growth	NPIAS ASSET	Runway Length	Community support	Communities 10,000 or more	Economic Impact	NBAA	Control Tower	ARC
Elk City	Elk City Regional Business	ELK	M	ML	M	H	H	H	0	MH	ML	MH	ML	M	M	H	M	L	0	MH
Enid	Enid Woodring Regional	WDG	M	M	MH	M	H	H	L	ML	0	MH	MH	H	H	H	MH	H	H	H
Eufaula	Eufaula Municipal	F08	ML	L	0	0	L	0	0	M	L	ML	L	L	M	0	ML	0	0	M
Eufaula	Fountainhead Lodge Airpark	0F7	0	L	0	0	L	0	0	M	L	ML	L	L	L	0	L	0	0	L
Fairview	Fairview Municipal	6K4	ML	ML	L	L	H	H	ML	L	L	M	ML	ML	MH	0	M	0	0	MH
Frederick	Frederick Regional	FDR	ML	ML	L	ML	H	M	0	0	0	L	L	MH	M	0	M	0	0	MH
Gage	Gage	GAG	L	L	0	L	L	0	0	L	M	ML	L	M	ML	0	ML	0	0	MH
Goldsby	David Jay Perry	1K4	M	M	0	0	H	M	H	H	H	H	ML	L	MH	0	M	0	0	M
Grandfield	Grandfield Municipal	101	L	L	0	0	L	M	0	0	0	L	L	L	M	0	M	0	0	M
Grove	Grove Municipal	GMJ	M	M	MH	H	H	H	M	MH	MH	MH	ML	M	M	H	M	L	0	MH
Guthrie	Guthrie-Edmond Regional	GOK	MH	M	M	M	H	H	H	H	MH	MH	MH	M	H	H	MH	L	0	MH
Guymon	Guymon Municipal	GUY	M	M	M	ML	H	H	0	M	H	M	ML	MH	MH	H	M	H	0	MH

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City	Airport Name	LOCID	Based Aircraft	General Aviation Operations	Jet Operations	Jet Operations % of Total	Approach Type	Fuel Type	Historic Population growth	Projected Population Growth	Historic Employment Growth	Projected Employment Growth	NPIAS ASSET	Runway Length	Community support	Communities 10,000 or more	Economic Impact	NBAA	Control Tower	ARC
Healdton	Healdton Municipal	F32	0	L	0	0	L	0	L	ML	M	M	L	L	L	0	L	0	0	M
Henryetta	Henryetta Municipal	F10	L	ML	0	L	M	M	0	L	0	ML	L	ML	0	0	L	0	0	M
Hinton	Hinton Municipal	208	ML	ML	0	0	M	M	0	0	ML	L	L	ML	M	0	ML	0	0	M
Hobart	Hobart Regional	HBR	L	L	L	M	H	H	0	0	0	M	L	MH	ML	0	M	H	0	H
Holdenville	Holdenville Municipal	F99	L	L	0	0	M	M	0	0	ML	ML	L	L	ML	0	ML	0	0	M
Hollis	Hollis Municipal	O35	ML	L	0	0	M	M	0	0	0	ML	L	L	ML	0	M	0	0	M
Hominy	Hominy Municipal	H92	L	L	0	0	L	M	0	MH	L	M	L	L	M	0	L	0	0	M
Hooker	Hooker Municipal	O45	ML	L	0	0	L	M	0	M	H	M	L	ML	M	0	ML	0	0	M
Hugo	Stan Stamper Municipal	HHW	ML	ML	L	0	H	H	0	ML	0	M	L	ML	ML	0	M	L	0	MH
Idabel	McCurtain County Regional	404	ML	ML	M	MH	M	H	0	ML	M	M	ML	M	M	0	M	L	0	MH
Ketchum	South Grand Lake Regional	1K8	L	ML	ML	M	H	H	0	L	0	MH	L	ML	MH	0	M	0	0	M
Kingfisher	Kingfisher	F92	ML	ML	0	0	L	M	M	M	H	MH	0	L	MH	0	M	0	0	L
Kingston	Lake Texoma State Park	F31	0	L	0	0	L	0	M	MH	MH	M	L	L	L	0	L	0	0	L
Lindsay	Lindsay Municipal	1K2	L	L	0	0	L	0	L	L	M	MH	L	L	ML	0	ML	0	0	M



City	Airport Name	LOCID	Based Aircraft	General Aviation Operations	Jet Operations	Jet Operations % of Total	Approach Type	Fuel Type	Historic Population growth	Projected Population Growth	Historic Employment Growth	Projected Employment Growth	NPIAS ASSET	Runway Length	Community support	Communities 10,000 or more	Economic Impact	NBAA	Control Tower	ARC
Madill	Madill Municipal	1F4	ML	ML	0	0	M	0	M	MH	MH	M	ML	L	M	0	ML	0	0	L
Mangum	Scott Field	2K4	L	ML	0	L	H	M	0	0	0	L	L	ML	ML	0	ML	0	0	M
McAlester	McAlester Regional	MLC	ML	ML	M	ML	H	H	0	ML	0	ML	MH	MH	M	H	MH	H	0	MH
Medford	Medford Municipal	O53	L	L	0	0	M	M	0	0	M	ML	L	L	ML	0	ML	0	0	M
Miami	Miami Municipal	MIO	ML	M	ML	M	M	H	0	L	L	ML	ML	M	M	H	M	M	0	MH
Mooreland	Mooreland Municipal	MDF	L	L	0	0	M	0	ML	M	L	M	L	ML	L	0	ML	0	0	M
Muskogee	Muskogee-Davis Regional	MKO	MH	M	M	MH	H	H	0	ML	ML	M	ML	H	H	H	M	H	0	H
Norman	University of Oklahoma Westheimer	OUN	MH	MH	MH	MH	H	H	MH	H	MH	MH	MH	M	M	H	MH	M	H	H
Okeene	Christman Airfield	O65	L	ML	0	L	L	0	0	0	MH	L	L	L	M	0	M	0	0	L
Okemah	Okemah Municipal	F81	0	L	0	0	L	0	0	ML	MH	L	L	ML	MH	0	ML	0	0	L
Oklahoma City	Wiley Post	PWA	H	MH	H	H	H	H	MH	M	MH	MH	H	H	MH	H	MH	H	H	H
Oklahoma City	Clarence E. Page Municipal	RCE	M	MH	M	MH	H	H	H	H	H	H	ML	MH	MH	H	MH	H	0	H



Chapter 4, Airport Roles

City	Airport Name	LOCID	Based Aircraft	General Aviation Operations	Jet Operations	Jet Operations % of Total	Approach Type	Fuel Type	Historic Population growth	Projected Population Growth	Historic Employment Growth	Projected Employment Growth	NPIAS ASSET	Runway Length	Community support	Communities 10,000 or more	Economic Impact	NBAA	Control Tower	ARC
Okmulgee	Okmulgee Regional	OKM	ML	M	ML	ML	H	H	0	L	0	ML	ML	M	MH	H	MH	M	0	H
Pauls Valley	Pauls Valley Municipal	PVJ	M	ML	ML	MH	H	H	L	L	M	MH	ML	M	M	0	M	M	0	H
Pawhuska	Pawhuska Municipal	H76	L	ML	0	0	L	0	0	MH	L	M	0	L	M	0	ML	0	0	L
Perry	Perry Municipal	F22	ML	M	ML	MH	H	H	0	ML	MH	L	ML	M	M	0	M	0	0	MH
Ponca City	Ponca City Regional	PNC	M	MH	M	M	H	H	0	0	0	L	MH	H	MH	H	MH	H	0	H
Poteau	Robert S. Kerr	RKR	ML	ML	L	L	H	H	0	MH	0	MH	ML	ML	M	0	M	L	0	MH
Prague	Prague Municipal	O47	ML	L	0	0	M	M	ML	MH	ML	ML	ML	ML	M	0	ML	0	0	L
Pryor Creek	Mid-America Industrial	H71	ML	ML	L	M	H	H	0	ML	MH	ML	ML	M	MH	H	M	0	0	MH
Purcell	Purcell Municipal	303	L	L	0	0	L	M	H	H	H	H	L	L	M	0	ML	0	0	M
Sallisaw	Sallisaw Municipal	JSV	ML	M	L	L	M	H	0	H	0	MH	ML	ML	MH	0	M	L	0	MH
Sand Springs	William R. Pogue Municipal	OWP	M	M	L	L	H	M	0	MH	L	M	ML	MH	MH	H	M	0	0	MH
Sayre	Sayre Municipal	304	ML	L	0	MH	L	M	0	MH	ML	MH	L	ML	M	0	ML	0	0	MH
Seminole	Seminole Municipal	SRE	ML	M	L	L	H	H	0	0	L	L	ML	M	M	0	M	L	0	MH
Shawnee	Shawnee Regional	SNL	M	ML	ML	MH	H	H	M	MH	M	MH	ML	MH	MH	H	MH	H	0	H



City	Airport Name	LOCID	Based Aircraft	General Aviation Operations	Jet Operations	Jet Operations % of Total	Approach Type	Fuel Type	Historic Population growth	Projected Population Growth	Historic Employment Growth	Projected Employment Growth	NPIAS ASSET	Runway Length	Community support	Communities 10,000 or more	Economic Impact	NBAA	Control Tower	ARC
Skiatook	Skiatook Municipal	2F6	ML	ML	0	0	L	M	0	MH	L	M	ML	L	MH	0	M	0	0	M
Stigler	Stigler Regional	GZL	ML	ML	L	ML	H	M	0	M	0	M	L	ML	MH	0	M	0	0	M
Stroud	Stroud Municipal	SUD	ML	ML	0	0	L	H	ML	MH	ML	ML	L	L	MH	0	ML	0	0	M
Sulphur	Sulphur Municipal	F30	L	L	0	L	L	0	M	ML	ML	H	L	ML	ML	0	ML	0	0	M
Tahlequah	Tahlequah Municipal	TQH	M	M	ML	M	H	H	M	H	L	H	ML	M	M	H	M	L	0	MH
Talihina	Talihina Municipal	6F1	L	L	0	L	L	0	0	ML	0	M	L	ML	ML	0	L	0	0	M
Texhoma	Texhoma Municipal	K49	ML	L	0	0	L	M	0	M	H	M	0	ML	ML	0	ML	0	0	L
Thomas	Thomas Municipal	1O4	ML	M	0	0	H	M	M	MH	MH	MH	L	ML	M	0	M	0	0	M
Tipton	Tipton Municipal	1O8	L	L	0	0	L	0	0	0	0	L	0	L	L	0	L	0	0	M
Tishomingo	Tishomingo Airpark	0F9	0	L	0	0	L	0	L	ML	M	M	L	L	L	0	ML	0	0	M
Tulsa	Richard Lloyd Jones Jr.	RVS	H	H	MH	M	H	H	M	M	MH	M	H	M	H	H	MH	M	H	MH
Vinita	Vinita Municipal	H04	M	M	0	ML	L	0	0	L	0	MH	ML	ML	M	0	ML	0	0	L
Wagoner	Hefner-Easley	H68	M	ML	0	0	M	0	MH	MH	MH	MH	ML	ML	M	0	ML	0	0	M

City	Airport Name	LOCID	Based Aircraft	General Aviation Operations	Jet Operations	Jet Operations % of Total	Approach Type	Fuel Type	Historic Population growth	Projected Population Growth	Historic Employment Growth	Projected Employment Growth	NPIAS ASSET	Runway Length	Community support	Communities 10,000 or more	Economic Impact	NBAA	Control Tower	ARC
Walters	Walters Municipal	3O5	L	L	0	0	L	0	0	0	0	L	L	L	L	0	ML	0	0	L
Watonga	Watonga Regional	JWG	ML	L	L	L	M	H	0	0	MH	L	ML	ML	M	0	M	0	0	M
Waynoka	Waynoka Municipal	1K5	L	L	0	0	L	0	0	L	MH	ML	L	ML	M	0	ML	0	0	M
Weatherford	Thomas P. Stafford	OJA	ML	ML	M	H	H	H	M	MH	MH	MH	ML	M	H	H	M	L	0	MH
Westport	Westport	4F1	ML	ML	0	0	L	0	0	M	L	ML	0	L	ML	0	L	0	0	M
Wilburton	Wilburton Municipal	H05	L	L	0	0	L	0	0	ML	0	M	L	L	M	0	ML	0	0	M
Woodward	West Woodward	WWR	ML	ML	M	ML	H	H	ML	M	L	M	MH	MH	MH	H	M	H	0	H

Source: Aviation Scoring Process. H= High, MH = Medium-High, M = Medium, ML = Medium-Low, L = Low, 0 = no point value as the airport did not exhibit this indicator.



**Table 4-2: Oklahoma Airports by State Role**

City	Airport Name	LOCID	Role
Ada	Ada Regional	ADH	National Business
Ardmore	Ardmore Municipal	ADM	National Business
Bartlesville	Bartlesville Municipal	BVO	National Business
Duncan	Halliburton Field	DUC	National Business
Durant	Durant Regional-Eaker Field	DUA	National Business
Enid	Enid Woodring Regional	WDG	National Business
Guthrie	Guthrie-Edmond Regional	GOK	National Business
Lawton	Lawton-Fort Sill Regional	LAW	National Business
Muskogee	Muskogee-Davis Regional	MKO	National Business
Norman	University of Oklahoma Westheimer	OUN	National Business
Oklahoma City	Wiley Post	PWA	National Business
Oklahoma City	Will Rogers World	OKC	National Business
Oklahoma City	Clarence E. Page Municipal	RCE	National Business
Ponca City	Ponca City Regional	PNC	National Business

City	Airport Name	LOCID	Role
Shawnee	Shawnee Regional	SNL	National Business
Stillwater	Stillwater Regional	SWO	National Business
Tulsa	Tulsa International	TUL	National Business
Tulsa	Richard Lloyd Jones Jr.	RVS	National Business
Altus	Altus/Quartz Mountain Regional	AXS	Regional Business
Alva	Alva Regional	AVK	Regional Business
Ardmore	Ardmore Executive Downtown	1F0	Regional Business
Burns Flat	Clinton-Sherman	CSM	Regional Business
Chandler	Chandler Regional	CQB	Regional Business
Chickasha	Chickasha Municipal	CHK	Regional Business
Claremore	Claremore Regional	GCM	Regional Business
Clinton	Clinton Regional	CLK	Regional Business
Cushing	Cushing Municipal	CUH	Regional Business
El Reno	El Reno Regional	RQO	Regional Business
Elk City	Elk City Regional Business	ELK	Regional Business
Grove	Grove Municipal	GMJ	Regional Business



City	Airport Name	LOCID	Role
Guymon	Guymon Municipal	GUY	Regional Business
Hobart	Hobart Regional	HBR	Regional Business
Idabel	McCurtain County Regional	404	Regional Business
McAlester	McAlester Regional	MLC	Regional Business
Miami	Miami Municipal	MIO	Regional Business
Okmulgee	Okmulgee Regional	OKM	Regional Business
Pauls Valley	Pauls Valley Municipal	PVJ	Regional Business
Perry	Perry Municipal	F22	Regional Business
Poteau	Robert S. Kerr	RKR	Regional Business
Pryor Creek	Mid-America Industrial	H71	Regional Business
Sallisaw	Sallisaw Municipal	JSV	Regional Business
Sand Springs	William R. Pogue Municipal	OWP	Regional Business
Seminole	Seminole Municipal	SRE	Regional Business
Tahlequah	Tahlequah Municipal	TQH	Regional Business
Weatherford	Thomas P. Stafford	OJA	Regional Business
Woodward	West Woodward	WWR	Regional Business

City	Airport Name	LOCID	Role
Antlers	Antlers Municipal	80F	General
Atoka	Atoka Municipal	AQR	General
Blackwell	Blackwell-Tonkawa Municipal	BKN	General
Boise City	Boise City	17K	General
Bristow	Jones Memorial	3F7	General
Cleveland	Cleveland Municipal	95F	General
Fairview	Fairview Municipal	6K4	General
Frederick	Frederick Regional	FDR	General
Gage	Gage	GAG	General
Goldsby	David Jay Perry	1K4	General
Hinton	Hinton Municipal	208	General
Hollis	Hollis Municipal	O35	General
Hooker	Hooker Municipal	O45	General
Hugo	Stan Stamper Municipal	HHW	General
Ketchum	South Grand Lake Regional	1K8	General
Kingfisher	Kingfisher	F92	General



City	Airport Name	LOCID	Role
Madill	Madill Municipal	1F4	General
Mangum	Scott Field	2K4	General
Prague	Prague Municipal	O47	General
Purcell	Purcell Municipal	3O3	General
Sayre	Sayre Municipal	3O4	General
Skiatook	Skiatook Municipal	2F6	General
Stigler	Stigler Regional	GZL	General
Stroud	Stroud Municipal	SUD	General
Sulphur	Sulphur Municipal	F30	General
Thomas	Thomas Municipal	1O4	General
Vinita	Vinita Municipal	H04	General
Wagoner	Hefner-Easley	H68	General
Watonga	Watonga Regional	JWG	General
Anadarko	Anadarko Municipal	F68	Community
Beaver	Beaver Municipal	K44	Community
Broken Bow	Broken Bow	90F	Community



City	Airport Name	LOCID	Role
Buffalo	Buffalo Municipal	BFK	Community
Canadian	Carlton Landing Field	91F	Community
Carnegie	Carnegie Municipal	86F	Community
Chattanooga	Chattanooga Sky Harbor	92F	Community
Cherokee	Cherokee Municipal	405	Community
Cheyenne	Mignon Laird Municipal	93F	Community
Cookson	Tenkiller Lake Airpark	44M	Community
Cordell	Cordell Municipal	F36	Community
Eufaula	Eufaula Municipal	F08	Community
Eufaula	Fountainhead Lodge Airpark	0F7	Community
Grandfield	Grandfield Municipal	101	Community
Healdton	Healdton Municipal	F32	Community
Henryetta	Henryetta Municipal	F10	Community
Holdenville	Holdenville Municipal	F99	Community
Hominy	Hominy Municipal	H92	Community
Kingston	Lake Texoma State Park	F31	Community
Lindsay	Lindsay Municipal	1K2	Community



City	Airport Name	LOCID	Role
Medford	Medford Municipal	O53	Community
Mooreland	Mooreland Municipal	MDF	Community
Okeene	Christman Airfield	O65	Community
Okemah	Okemah Municipal	F81	Community
Pawhuska	Pawhuska Municipal	H76	Community
Talihina	Talihina Municipal	6F1	Community
Texhoma	Texhoma Municipal	K49	Community
Tipton	Tipton Municipal	108	Community
Tishomingo	Tishomingo Airpark	0F9	Community
Walters	Walters Municipal	305	Community
Waynoka	Waynoka Municipal	1K5	Community
Westport	Westport	4F1	Community
Wilburton	Wilburton Municipal	H05	Community

Source: Aviation & OAC Scoring

**Table 4-3: FAA ASSET/NPIAS Non-Primary Airport Categories and Criteria**

Asset Category (# of NPIAS Airports in the United States assigned to the category)	Criteria
<p><b>National (92 airports nationwide):</b> Supports national airport system by providing communities access to national and international markets throughout the United States. National airports have very high levels of aviation activity with many jets and multiengine propeller aircraft.</p>	<ol style="list-style-type: none"> <li>1) 5,000+ instrument operations, 11+ based jets, 20+ international flights, or 500+ interstate departures</li> <li>2) 10,000+ enplanements OR</li> <li>3) 500+ million lbs. of landed cargo</li> </ol>
<p><b>Regional (482 airports nationwide):</b> Supports regional economies connecting communities to regional and national markets. Generally located in metropolitan areas and serve relatively large populations. Regional airports have high levels of activity with some jets and multiengine propeller aircraft. The metropolitan areas in which regional airports are located can be Metropolitan Statistical Areas with an urban core population of at least 50,000 or a Micropolitan Statistical Area with a core urban population between 10,000 and 50,000.</p>	<ol style="list-style-type: none"> <li>1) Metropolitan Statistical Area (MSA) and 10+ domestic flights of 500 miles, 1,000 instrument ops, 1+ based jet, or 100+ based AC</li> <li>2) Nonprimary commercial service airport (requiring scheduled service) located in an MSA.</li> <li>3) Currently designated by the FAA as a Reliever with 90 or more validated based aircraft</li> </ol>
<p><b>Local (1,213 airports nationwide):</b> Supports local communities by providing access to markets with a state or intermediate region. Local airports are mostly located near larger population centers, but not necessarily in metropolitan or micropolitan areas. Most of the flying at local airports is piston aircraft in support of business and personal needs. These airports typically accommodate flight training, emergency services, and charter passenger activity.</p>	<ol style="list-style-type: none"> <li>1) Publicly owned with 10+ instrument operations and 15+ validated based aircraft OR</li> <li>2) 2,500+ annual enplanements</li> </ol>
<p><b>Basic (893 airports nationwide):</b> Provides a means for general aviation flying and links the community with national airport systems. These airports support general aviation activities such as emergency response, air ambulance service, flight training, and personal flying. Most of the flying at basic airports is self-piloted for business and personal reasons using propeller-driven aircraft. They often fulfill their role with a single runway or helipad and minimal infrastructure.</p>	<ol style="list-style-type: none"> <li>1) Publicly owned 10+ validated based aircraft; OR</li> <li>2) 4+ validated based helicopters if a heliport; OR</li> <li>3) Public airport located 30+ miles from nearest NPIAS airport</li> <li>4) Used by US Forest Service, or US Marshalls, or US Customs and Border Protection, or US Postal Service, or has Essential Air Service; OR</li> <li>5) New or replacement public airport opened within the last 10 years</li> <li>6) Unique circumstances related to special aeronautical use</li> </ol>
<p><b>Unclassified (228 airports nationwide):</b> Currently in the NPIAS but with limited activity and may not meet NPIAS eligibility criteria. If the FAA's next review of unclassified airport activity shows levels that meet the criteria for one of the classifications, the airport will be reclassified in the next publication of the NPIAS.</p>	<p>Airports that do not meet the criteria of the Basic category</p>

Source: FAA NPIAS 2021-2025 Appendix C: Statutory and Policy Definitions; Data Sources; and NPIAS Process



**Table 4-4: Oklahoma State Airport Roles and FAA NPIAS ASSET Roles**

City	Airport Name	LOCID	NPIAS ASSET/Role	Oklahoma State Role
<b>Commercial Service Airports</b>				
Lawton	Lawton-Fort Sill Regional	LAW	Commercial	National Business
Oklahoma City	Will Rogers World	OKC	Commercial	National Business
Stillwater	Stillwater Regional	SWO	Commercial	National Business
Tulsa	Tulsa International	TUL	Commercial	National Business
<b>General Aviation Airports</b>				National Business
Ada	Ada Regional	ADH	Regional	National Business
Altus	Altus/Quartz Mountain Regional	AXS	Local	Regional Business
Alva	Alva Regional	AVK	Local	Regional Business
Anadarko	Anadarko Municipal	F68	Non-NPIAS	Community
Antlers	Antlers Municipal	80F	Basic	General
Ardmore	Ardmore Municipal	ADM	Regional	National Business
Ardmore	Ardmore Downtown Executive	1F0	Local	Regional Business
Atoka	Atoka Municipal	AQR	Basic	General
Bartlesville	Bartlesville Municipal	BVO	Regional	National Business

City	Airport Name	LOCID	NPIAS ASSET/Role	Oklahoma State Role
Beaver	Beaver Municipal	K44	Basic	Community
Blackwell	Blackwell-Tonkawa Municipal	BKN	Basic	General
Boise City	Boise City	17K	Basic	General
Bristow	Jones Memorial	3F7	Basic	General
Broken Bow	Broken Bow	90F	Non-NPIAS	Community
Buffalo	Buffalo Municipal	BFK	Basic	Community
Burns Flat	Clinton-Sherman	CSM	Unclassified	Regional Business
Canadian	Carlton Landing Field	91F	Unclassified	Community
Carnegie	Carnegie Municipal	86F	Basic	Community
Chandler	Chandler Regional	CQB	Basic	Regional Business
Chattanooga	Chattanooga Sky Harbor	92F	Non-NPIAS	Community
Cherokee	Cherokee Municipal	4O5	Basic	Community
Cheyenne	Mignon Laird Municipal	93F	Unclassified	Community
Chickasha	Chickasha Municipal	CHK	Local	Regional Business
Claremore	Claremore Regional	GCM	Local	Regional Business
Cleveland	Cleveland Municipal	95F	Unclassified	General



City	Airport Name	LOCID	NPIAS ASSET/Role	Oklahoma State Role
Clinton	Clinton Regional	CLK	Local	Regional Business
Cookson	Tenkiller Lake Airpark	44M	Non-NPIAS	Community
Cordell	Cordell Municipal	F36	Unclassified	Community
Cushing	Cushing Municipal	CUH	Local	Regional Business
Duncan	Halliburton Field	DUC	Regional	National
Durant	Durant Regional-Eaker Field	DUA	Regional	National Business
El Reno	El Reno Regional	RQO	Local	Regional Business
Elk City	Elk City Regional Business	ELK	Local	Regional Business
Enid	Enid Woodring Regional	WDG	Regional	National Business
Eufaula	Eufaula Municipal	F08	Basic	Community
Eufaula	Fountainhead Lodge Airpark	0F7	Unclassified	Community
Fairview	Fairview Municipal	6K4	Local	General
Frederick	Frederick Regional	FDR	Basic	General
Gage	Gage	GAG	Unclassified	General
Goldsby	David Jay Perry	1K4	Local	General
Grandfield	Grandfield Municipal	101	Unclassified	Community

City	Airport Name	LOCID	NPIAS ASSET/Role	Oklahoma State Role
Grove	Grove Municipal	GMJ	Local	Regional Business
Guthrie	Guthrie-Edmond Regional	GOK	Regional	National Business
Guymon	Guymon Municipal	GUY	Local	Regional Business
Healdton	Healdton Municipal	F32	Unclassified	Community
Henryetta	Henryetta Municipal	F10	Unclassified	Community
Hinton	Hinton Municipal	208	Basic	General
Hobart	Hobart Regional	HBR	Basic	Regional Business
Holdenville	Holdenville Municipal	F99	Basic	Community
Hollis	Hollis Municipal	O35	Basic	General
Hominy	Hominy Municipal	H92	Unclassified	Community
Hooker	Hooker Municipal	O45	Basic	General
Hugo	Stan Stamper Municipal	HHW	Basic	General
Idabel	McCurtain County Regional	404	Local	Regional Business
Ketchum	South Grand Lake Regional	1K8	Basic	General
Kingfisher	Kingfisher	F92	Non-NPIAS	General
Kingston	Lake Texoma State Park	F31	Unclassified	Community



City	Airport Name	LOCID	NPIAS ASSET/Role	Oklahoma State Role
Lindsay	Lindsay Municipal	1K2	Unclassified	Community
Madill	Madill Municipal	1F4	Local	General
Mangum	Scott Field	2K4	Unclassified	General
McAlester	McAlester Regional	MLC	Regional	Regional Business
Medford	Medford Municipal	O53	Unclassified	Community
Miami	Miami Municipal	MIO	Local	Regional Business
Mooreland	Mooreland Municipal	MDF	Unclassified	Community
Muskogee	Muskogee-Davis Regional	MKO	Local	National Business
Norman	University of Oklahoma Westheimer	OUN	Regional	National Business
Okeene	Christman Airfield	O65	Unclassified	Community
Okemah	Okemah Municipal	F81	Unclassified	Community
Oklahoma City	Wiley Post	PWA	National	National Business
Oklahoma City	Clarence E. Page Municipal	RCE	Local	National Business
Okmulgee	Okmulgee Regional	OKM	Local	Regional Business
Pauls Valley	Pauls Valley Municipal	PVJ	Local	Regional Business
Pawhuska	Pawhuska Municipal	H76	Non-NPIAS	Community



City	Airport Name	LOCID	NPIAS ASSET/Role	Oklahoma State Role
Perry	Perry Municipal	F22	Local	Regional Business
Ponca City	Ponca City Regional	PNC	Regional	National Business
Poteau	Robert S. Kerr	RKR	Local	Regional Business
Prague	Prague Municipal	O47	Local	General
Pryor Creek	Mid-America Industrial	H71	Local	Regional Business
Purcell	Purcell Municipal	303	Basic	General
Sallisaw	Sallisaw Municipal	JSV	Local	Regional Business
Sand Springs	William R. Pogue Municipal	OWP	Local	Regional Business
Sayre	Sayre Municipal	304	Basic	General
Seminole	Seminole Municipal	SRE	Local	Regional Business
Shawnee	Shawnee Regional	SNL	Local	National Business
Skiatook	Skiatook Municipal	2F6	Local	General
Stigler	Stigler Regional	GZL	Basic	General
Stroud	Stroud Municipal	SUD	Basic	General
Sulphur	Sulphur Municipal	F30	Basic	General
Tahlequah	Tahlequah Municipal	TQH	Local	Regional Business



City	Airport Name	LOCID	NPIAS ASSET/Role	Oklahoma State Role
Talihina	Talihina Municipal	6F1	Unclassified	Community
Texhoma	Texhoma Municipal	K49	Non-NPIAS	Community
Thomas	Thomas Municipal	104	Basic	General
Tipton	Tipton Municipal	108	Non-NPIAS	Community
Tishomingo	Tishomingo Airpark	0F9	Unclassified	Community
Tulsa	Richard Lloyd Jones Jr.	RVS	National	National Business
Vinita	Vinita Municipal	H04	Local	General
Wagoner	Hefner-Easley	H68	Local	General
Walters	Walters Municipal	305	Unclassified	Community
Watonga	Watonga Regional	JWG	Local	General
Waynoka	Waynoka Municipal	1K5	Unclassified	Community
Weatherford	Thomas P. Stafford	OJA	Local	Regional Business
Westport	Westport	4F1	Non-NPIAS	Community
Wilburton	Wilburton Municipal	H05	Basic	Community
Woodward	West Woodward	WWR	Regional	Regional Business

Source: FAA, OAC

**Table 4-5: Unclassified NPIAS Airports**

City	Airport Name	LOCID	Current NPIAS ASSET	Based Aircraft
Burns Flat	Clinton-Sherman	CSM	Unclassified	0
Canadian	Carlton Landing Field	91F	Unclassified	0
Cheyenne	Mignon Laird Municipal	93F	Unclassified	2
Cleveland	Cleveland Municipal	95F	Unclassified	5
Cordell	Cordell Municipal	F36	Unclassified	4
Eufaula	Fountainhead Lodge Airpark	0F7	Unclassified	0
Gage	Gage	GAG	Unclassified	6
Grandfield	Grandfield Municipal	101	Unclassified	4
Healdton	Healdton Municipal	F32	Unclassified	0
Henryetta	Henryetta Municipal	F10	Unclassified	4
Hominy	Hominy Municipal	H92	Unclassified	5
Kingston	Lake Texoma State Park	F31	Unclassified	0
Lindsay	Lindsay Municipal	1K2	Unclassified	5
Mangum	Scott Field	2K4	Unclassified	8
Medford	Medford Municipal	O53	Unclassified	5
Mooreland	Mooreland Municipal	MDF	Unclassified	3



City	Airport Name	LOCID	Current NPIAS ASSET	Based Aircraft
Okeene	Christman Airfield	O65	Unclassified	4
Okemah	Okemah Municipal	F81	Unclassified	0
Talihina	Talihina Municipal	6F1	Unclassified	1
Tishomingo	Tishomingo Airpark	0F9	Unclassified	0
Walters	Walters Municipal	3O5	Unclassified	1
Waynoka	Waynoka Municipal	1K5	Unclassified	2

Source: NPIAS, OAC Based Aircraft Database

**Table 4-6: Requirements for an Airport to Be Added to the NPIAS**

Requirement	Explanation
An <u>existing</u> airport meeting the definition of a commercial service airport must be included in the NPIAS.	The airport must be publicly owned, publicly accessible, have scheduled air carrier service, and 2,500 or more annual passenger enplanements.
An <u>existing</u> public-use general aviation airport or seaplane base must satisfy ALL the criteria to the right at the time of request.	<ul style="list-style-type: none"> <li>– Operated by a sponsor eligible to receive federal funds and meet obligations.</li> <li>– Used by 10 or more operational and airworthy aircraft based at the airport. The aircraft tail numbers must be provided and validated against the FAA Aircraft Registry.</li> <li>– Located at least 30 miles from the nearest NPIAS airport. The 30-mile calculation must consider all existing NPIAS airports within a 30-mile radius, even if it is in an adjacent state.</li> <li>– Demonstrates an identifiable role in the national system (such as a basic, local, regional, or national as defined in the ASSET Study).</li> <li>– Included in a state aviation system plan with a role similar to the federal role, and recommended by the airport’s state aviation authority to be a part of the NPIAS.</li> <li>– A review by the FAA finds no significant airfield design standard deficiencies, compliance violations, or wetland or wildlife issues.</li> </ul> <p>An existing publicly owned airport that does not meet all of these criteria may be considered for inclusion using a “special justification” that it fulfills a unique role in the national system as identified under the Basic NPIAS role (e.g., the airport serves an isolated community or a Native American community). The airport would be considered Unclassified until it can meet the criteria for a role.</p> <p>A public-owned airport that is co-located with a commercial space transportation facility may be considered for inclusion if the airport’s activities not related to space transportation (such as its based aircraft, annual operations, and types of aircraft operations), and the airport meets the NPIAS entry criteria. If an airport with commercial space activities is included in the NPIAS, commercial space related development is not eligible for AIP funding.</p>
An <u>existing</u> public-use airport requesting inclusion as a reliever airport must satisfy ALL the criteria to the right at the time of request:	<ul style="list-style-type: none"> <li>– Operated by a sponsor eligible to receive federal funds and obligations.</li> <li>– Used by 100 or more operational and airworthy aircraft based at the airport. The aircraft tail number must be provided and validated by the FAA against the FAA Aircraft Registry.</li> <li>– Relieves a large- or medium-hub airport that is operating at 60% or more of its capacity.</li> <li>– Demonstrates an identifiable role in the national system (such as national or regional) and submits information confirming the candidate airport’s ability to fulfill that role (e.g., feasibility to develop facilities to accommodate jets, compatible land-use, and available resources to maintain and improve the facility).</li> <li>– Included in a state system plan with a role similar to the federal role and recommended by the airport’s state aviation authority to be a part of the NPIAS.</li> <li>– A review by the FAA finds no significant airfield design standard deficiencies, compliance violations, or wetland or wildlife issues.</li> <li>– Privately owned public-use airports are eligible for inclusion in the NPIAS if the FAA determines they meet the reliever criteria identified above.</li> </ul>



Requirement	Explanation
<p>A proposed commercial service or general aviation public airport (replacement, supplemental, or additional) must provide evidence it will satisfy the nonprimary airport category criteria and meet these additional requirements.</p>	<ul style="list-style-type: none"> <li>– Demonstrates how the airport will meet the operational activity required (through a forecast validated by the FAA) within the first 5 years of operation. The operational activity at the new airport should not be based on attracting existing demand from other airports, unless there is a demonstrable deficiency in safety or standards at these other airports.</li> <li>– Provides enhanced facilities that will accommodate the current aviation activity and improve functionality as well as provide room for future development based on imminent justified demand.</li> <li>– Shows a Benefit-Cost Analysis rating of 1.0 or more (Information on when and how to conduct a Benefit-Cost Analysis is in FAA Order 5100.38, <i>Airport Improvement Program Handbook</i> and FAA Airport Benefit-Cost Analysis Guidance).</li> <li>– Presents a detailed financial plan for the proposed airport to accomplish its construction and ongoing maintenance.</li> </ul> <p>A proposed publicly owned airport that does not meet all of the criteria may be considered for inclusion using a “special justification” if it can demonstrate that it will fulfill a unique role in the national system (e.g., an isolated community, Native American).</p>
<p>An existing publicly owned public-use heliport may be considered for inclusion in the plan if it makes a significant contribution to public transportation. It must satisfy these criteria at the time of request.</p>	<ul style="list-style-type: none"> <li>– Operated by a sponsor eligible to receive federal funds and meet obligations.</li> <li>– Used by 4 or more operational and airworthy rotorcraft based at the heliport for at least 2 years prior to this request and 400 annual IFR Flights.</li> <li>– Be part of the state airport system plan.</li> </ul> <p>Private use heliports or special service heliports that primarily provide community services such as police patrol, traffic surveillance, or air ambulance transportation are not included in the NPIAS.</p>

Source: FAA Order 5090.5, Table 3-3, Initial Screening Requirements For An Airport To Be Considered For Inclusion In The NPIAS

Table 4-7: Non-NPIAS Airports and Entry Criteria

Airport		Facility Data					Activity Data				NPIAS Entry Criteria				Eligible for NPIAS Inclusion if Yes to All					Eligible for NPIAS Inclusion if Yes to Any						
Associated City	Airport Name	LOCID	Runway Length	Runway Width	Runway Surface	Approach Type	2019 Based Aircraft	2025 Based Aircraft	2019 Operations	2025 Operations	Closest NPIAS Airport	Closest NPIAS Airport Role	Miles Distance	Reliever Airport	Receives US Mail	National Defense Role	Part of OK System Plan?	More than 30 miles from nearest NPIAS Airport?	Forecast more than 10 based aircraft in short term?	Is there a willing sponsor?	Do the airport benefits outweigh costs?	Remotely/Isolated Community	Native American Community	Recreational Area	Protecting Natural Resources	Does airport serve needs of:
Anadarko	Anadarko Municipal Airport	F68	3,100	50	Asphalt	Visual	9	9	1,000	1,000	Chickasha Municipal Airport	Local	17	No	N/A	No	Yes	No	No	Yes	No	No	No	No	No	
Broken Bow	Broken Bow Airport (Jewel B. Callahan Municipal Airport)	90F	3,200	50	Asphalt	Visual	7	7	200	200	McCurtain County Regional Airport	Local	10	No	N/A	No	Yes	No	No	Yes	No	No	No	No	No	
Chattanooga	Chattanooga Sky Harbor Airport	92F	3,400	60	Asphalt	Visual	16	16	3,500	3,500	Grandfield Municipal Airport	Unclassified	9	No	N/A	No	Yes	No	Yes	Yes	Yes	No	No	No	No	

Cookson	Tenkiller Lake Airpark	44M	2,600	75	Turf	Visual	20	20	2,800	2,800	Tahlequah Municipal Airport	Local	16	No	N/A	No	Yes	No	Yes	Yes	No	No	No	No	No
Kingfisher	Kingfisher Airport	F92	2,800	60	Concrete	Visual	13	13	3,200	3,200	Watonga Municipal Airport	Local	26	No	N/A	No	Yes	No	Yes	Yes	No	No	No	No	No
Pawhuska	Pawhuska Municipal Airport	H76	3,200	60	Asphalt	Visual	5	5	1,550	1,550	Hominy Municipal Airport	Unclassified	16	No	N/A	No	Yes	No	No	Yes	Yes	No	No	No	No
Texhoma	Texhoma Municipal Airport	K49	3,564	48	Asphalt	Visual	10	10	550	550	Guymon Municipal Airport	Local	21	No	N/A	No	Yes	No	Yes	Yes	No	No	No	No	No
Tipton	Tipton Municipal Airport	1O8	3,062	50	Asphalt	Visual	5	5	1,500	1,500	Frederick Regional Airport	Basic	12	No	N/A	No	Yes	No	No	Yes	No	No	No	No	No
Westport	Westport Airport	4F1	2,900	42	Asphalt	Visual	18	18	4,800	4,800	Cleveland Municipal Airport	Unclassified	8	No	N/A	No	Yes	No	Yes	Yes	No	No	No	No	No

Source: FAA, Interior Dept, Mapping Analysis





## 5. System Evaluation

An important step in a state airport system plan is evaluating the system to determine its current performance. The system evaluation task establishes system adequacies, deficiencies, and possible overlaps and sets the stage for the study's final recommendations. The system evaluation is supported by predetermined system performance measures. The performance measures generally reflect those high-level characteristics that define a functioning airport system and meet the state's transportation and economic needs and objectives. For this task, a distinctive set of benchmarks—quantifiable and measurable characteristics—were used to evaluate each performance measure. Results of the evaluation are subsequently used in **Chapter 6** to show how system performance can change if recommendations from the plan are implemented. Also, current system performance can be re-visited in subsequent planning cycles to determine how baseline performance documented in this plan has changed.

For some system performance measures, a geographic information system (GIS) mapping program was used to determine current accessibility to airports exhibiting various characteristics or benchmarks. Oklahoma is the 20<sup>th</sup> largest state based on land mass and 28<sup>th</sup> in population density. The majority of Oklahoma is rural, with only 7 counties having more than 5 percent of their land mass classified as urban. Approximately two million of the state's roughly 3.6 million residents live in metropolitan areas surrounding Oklahoma City, Tulsa, Lawton, and Ft. Smith, Arkansas. Historical population growth has generally been higher near the metropolitan areas, whereas population growth in the more rural counties has been lower or, in some instances, negative.

The following sections identify system performance measures and their associated benchmarks. Using the established performance measures and benchmarks, the Oklahoma airport system was evaluated to assess its current performance. It is worth noting that some benchmarks are action oriented while others are more informational in nature.

### 5.1 System Performance Measures and Benchmarks

For this system plan, the following performance measures were considered:

- A system of airports that is safe
- A system of airports that is efficient
- A system of airports that is optimal for user accessibility
- A system of airports that supports the economy
- A system of airports that meets user needs

The benchmarks used to evaluate each performance measure are identified in the corresponding sections. The system evaluation analysis utilized all benchmarks to assess 106 of the 108 system airports. The two major commercial airports serving Oklahoma City and Tulsa were not considered for all benchmarks; however, both airports were considered determining accessibility to certain system features or characteristics. For each of the benchmarks that follow, results indicated whether or not the two major commercial airports are or are not included in the reported performance.

#### 5.1.1 A System of Airports That Is Safe

For the Oklahoma airport system to function at a high level, airports should conform to applicable FAA standards and should exhibit other characteristics that demonstrate and promote safe operations.

For this system performance measure, six benchmarks were analyzed:

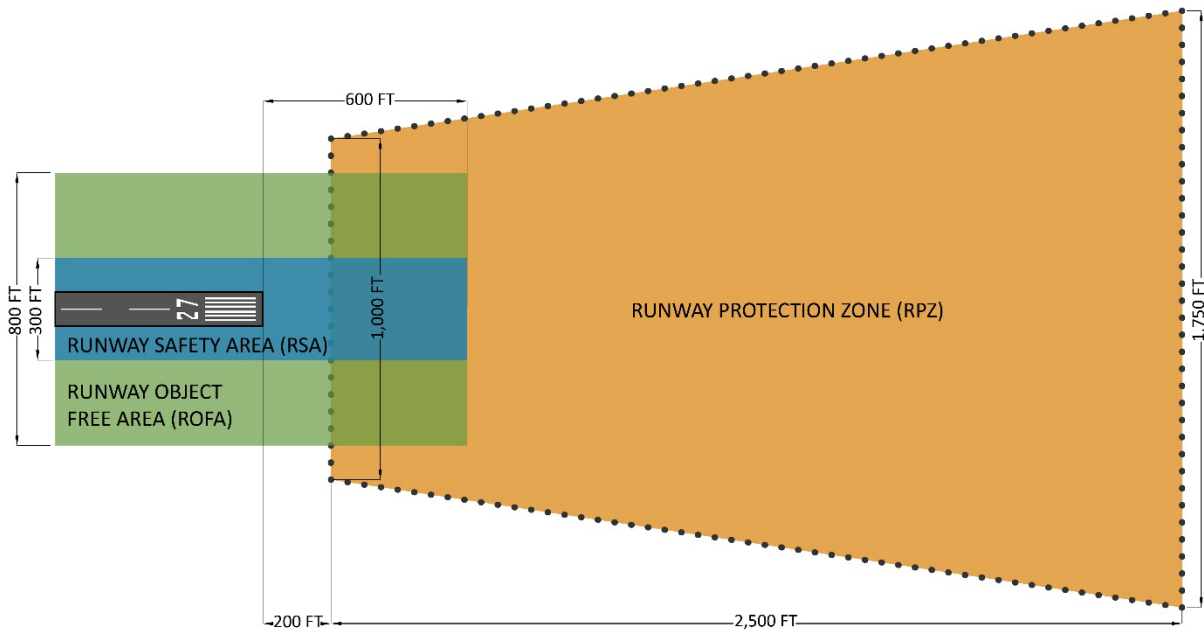
1. Percentage of airports and runway RPZs (Runway Protection Zones) that are 100 percent under airport control (fee simple or easement)
2. Percentage of airports with primary runway that meet Runway Safety Area (RSA) standards for the airport's current Airport Reference Code (ARC)
3. Percentage of airports with parallel taxiways/runways meeting separation standards for the airport's current ARC (applicable only to airports currently with partial or full parallel taxiways for their primary runway)
4. Percentage of airports with surrounding jurisdictions that have height zoning ordinances to protect the airport from incompatible development
5. Percentage of airports with a Pavement Condition Index (PCI) of 70 or greater for their primary runway
6. Percentage of airports without obstructions in 20:1 approach surfaces (one or both runway ends/primary runway)

### Runway Protection Zone (RPZ) Benchmark

The first benchmark considers the RPZ for each runway end at the study airports. An RPZ is a trapezoidal area that lies off the end of the runway, and the RPZ primarily serves to protect people and property on the ground. FAA design criteria specify that the airport must own the landing area and have sufficient interest (control) over the RPZ to protect it from obstructions and from incompatible land use, activities, and development. Information on RPZs for this analysis came from FAA Advisory Circular 150/5300-13A, Appendix 7.

The size of the RPZ varies by approach type for the specific runway end. The dimensions for the approach RPZ are a function of the aircraft approach category and the approach visibility minimum associated with the approach runway end. OAC provided information on applicable RPZs for runway ends for all study airports. As part of the system plan's inventory effort, investigation was conducted to determine if and how each airport controls the area within its RPZs. The results of that effort are summarized here. More detailed information on RPZ control, by airport by runway end, is included in the study's GIS database; information in the GIS database shows by runway end the dimensions of the RPZs considered in this analysis. An example RPZ shown on **Figure 5-1**.

**Figure 5-1: RPZ Example**



Source: FAA AC 150/5300-13A, Table A7-4. Graphic by Jviation.

**Figure 5-1** displays example RPZ dimensions; RPZ dimensions vary based on each airport’s ARC and visibility minimums. The dimensions in this figure reflect the RPZ definition established in Section 102.2 of the Oklahoma Aircraft Pilot and Passenger Protection Act. These dimensions align with an airport with a B-II ARC and a visibility minimum of lower than  $\frac{3}{4}$  mile. For the OAC analysis, assumptions were made on appropriate RPZ dimensions for each runway end. These RPZs were used to support study analysis for this benchmark.

In total, for 106 study airports, there are 272 RPZs. While most airports are served by a single runway, some airports have more than one runway which accounts for the number of RPZ reported here. Airport control for all RPZs is investigated for this benchmark. RPZs for all runways, primary, secondary, and crosswind, are included in this inventory task.

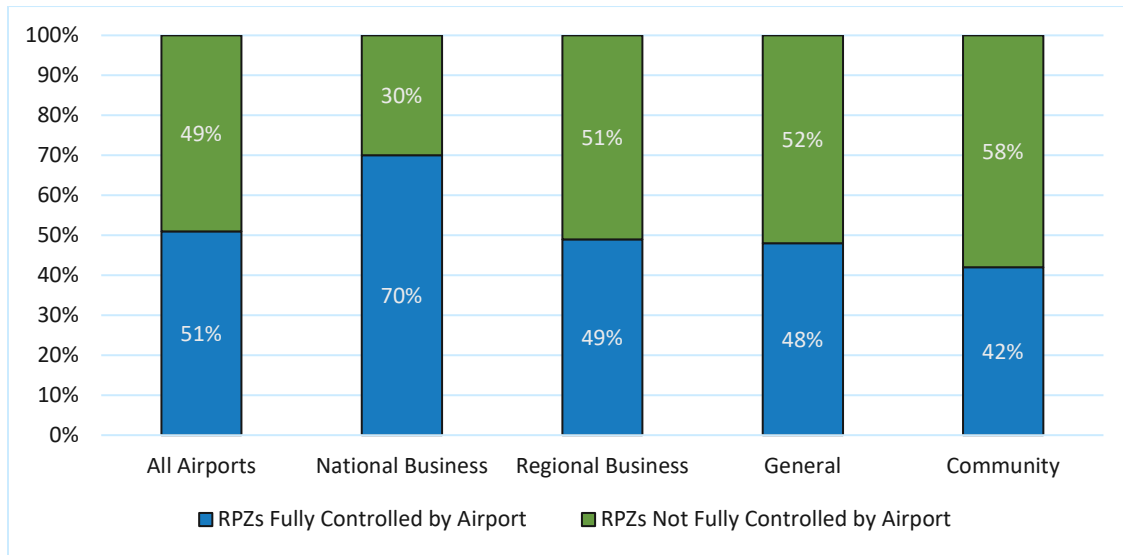
The analysis found that of the 272 RPZs for the study airports 139 RPZs, or 51 percent, are fully under airport control either through fee simple ownership or through easements. RPZ control by airport role is shown in **Table 5-1**.

**All tables referenced can be found at the end of the chapter.**

The RPZ analysis results in **Table 5-1**, summarized in **Figure 5-2**, show that, by role, 70 percent of the RPZs at airports in the National Business role are under airport control; 49 percent of the RPZs at airports in the Regional Business role are under airport control; 48 percent of the RPZs at airports in the General role are under airport control; and 42 percent of the RPZs at airports in the Community role are under airport control. Statewide, 51 percent of all RPZs are fully under airport control.

All airports included in the state system should have control over their RPZs. Study findings will identify those airports where actions are needed to gain full control over an airport’s existing RPZs. This analysis focused only on current RPZs and did not consider future or planned RPZs.

Figure 5-2: Percentage of RPZs Under Airport Control by Airport Role



Source: Lochner Engineering. Analysis does not include OKC or TUL.

### Runway Safety Area (RSA) Benchmark

The second benchmark for this performance measure examines the percentage of airports that meet applicable RSA FAA design criteria for their primary runway. RSA dimensions vary for each runway and are based on the ARC (**Chapter 2** presents current ARC information for each study airport). The RSA is a surface surrounding the runway designed to minimize the risk to aircraft if there is an undershoot, overshoot, or excursion from the runway. Applicable RSA dimensions for primary runways at study airports are determined by an associated ARC. Information on RSAs used in the system plan came from FAA Advisory Circular 150/5300-13A, Appendix 7.

This benchmark analysis led to several conclusions:

- 96 airports, or 91 percent of study airports, are compliant with RSA dimensions on both ends of their primary runway.
- 9 airports, or 8 percent of study airports, have compliant RSA dimensions on only one end of their primary runway.
- 1 airport, or 1 percent of study airports, have non-compliant RSA dimensions on both ends of their primary runway

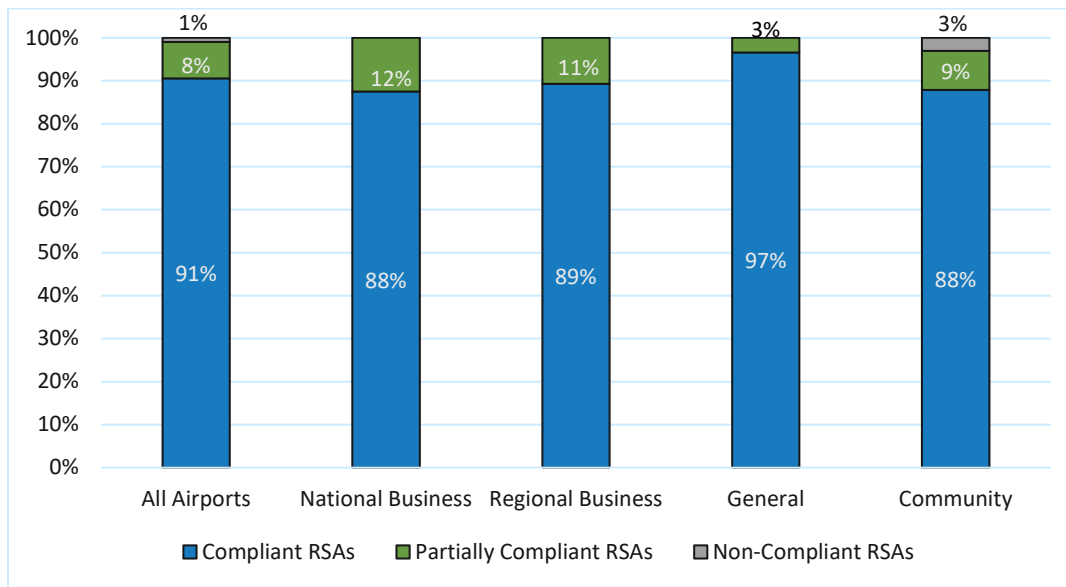
These results, by airport, are presented in **Table 5-2** and summarized on **Figure 5-3**. As **Table 5-2** and **Figure 5-3** reflect, 88 percent of all National Business airports have compliant RSAs on both ends of their primary runway; 89 percent of all Regional Business airports have compliant RSAs on both ends of their primary runway; 97 percent of all General airports have compliant RSAs on both ends of their primary runway; and 88 percent of all Community airports have compliant RSAs on both ends of their primary runway. Ideally, all airports in the Oklahoma airport system should have RSAs on their primary runway that meet the FAA guidelines matched to their ARC.

**Chapter 6** identifies airports where actions are needed to have compliant RSAs on one or both primary runway ends. **Figure 5-3** shows that if an airport is reported to be compliant when RSAs on both ends of the primary runway meet FAA standards. Partially compliant airports have a conforming RSA on one but not the other end



of their primary runway. Non-compliant airports have RSAs on both ends of their primary runway that currently do not meet FAA standards. While the system plan identifies which airports are partially or noncompliant, it does not identify specific actions needed to address these deficiencies nor provide associated cost estimates.

**Figure 5-3: Percentage of All Compliant RSAs for Primary Runways by Airport Role**



Source: Lochner Engineering. Analysis does not include OKC or TUL.

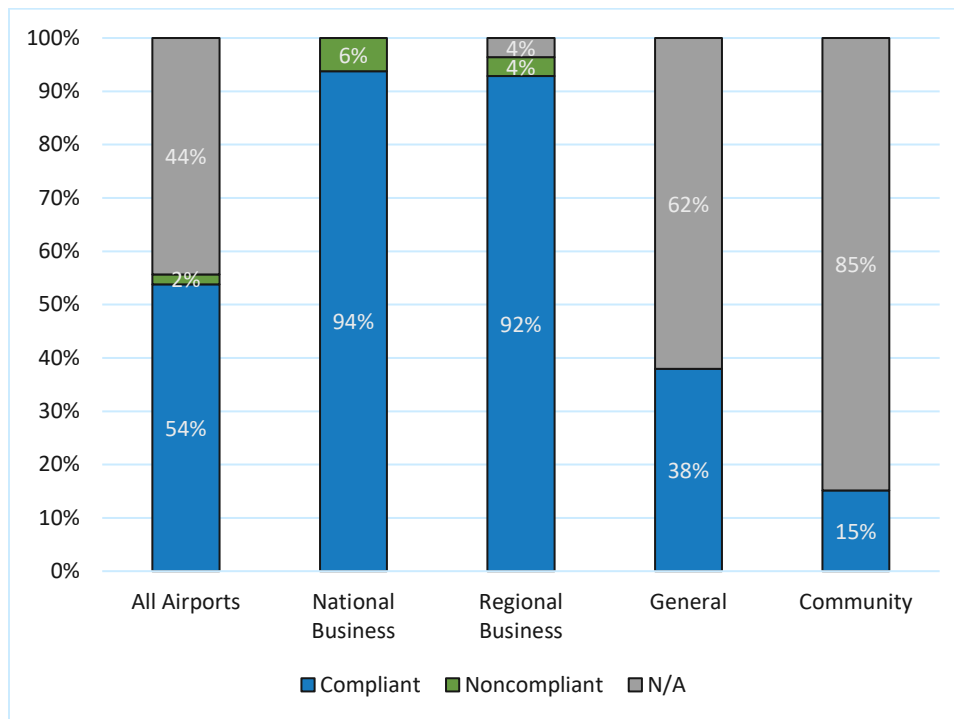
### Runway/Taxiway Separation Benchmark

The third benchmark for this performance measure identified the percentage of airports with a runway/taxiway separation that meets FAA design standards, based on the airport’s runway design category (RDC) which is a component of the ARC. This benchmark is applicable to 59 out of 106 study airports—those with an existing full or partial parallel taxiway supporting their primary runway. Information on runway and taxiway separation standards used in the system plan analysis is from FAA Advisory Circular 150/5300-13A, Appendix 7.

Of the 56 airports currently with a full or partial parallel taxiway, 97 percent meet this benchmark by having a separation between their runway and taxiway that meets FAA standards as per the airport’s current airport reference code (ARC/RDC). Results for the taxiway/runway separation benchmark are presented in **Table 5-3** and summarized in **Figure 5-4**.

**Table 5-3** shows by airport role which airports have full or partial parallel taxiways that meet separation standards. This table also shows airports without any type of parallel taxiway where this benchmark could not be applied at the time of this study. Plan recommendations identify airports where action is needed related to this safety benchmark. In addition, the facility objectives, which are also addressed in **Chapter 6**, identify other airports that should have a full or partial parallel taxiway. It is assumed that any new taxiways will be developed to meet applicable separation standards. Percentages reported in **Figure 5-4** reflect airports that currently do not have full or partial parallel taxiway systems.

**Figure 5-4: Percentage of Applicable Airports Meeting Runway/Taxiway Separations Standards by Airport Role**



Source: Lochner Engineering. Analysis does not include OKC or TUL.

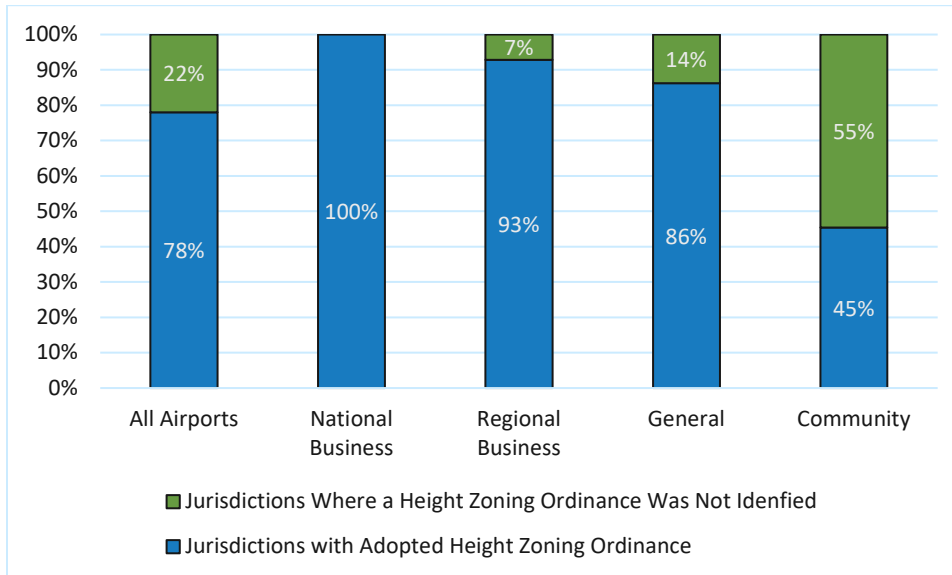
### Height Zoning Benchmark

The fourth benchmark for this performance measure is based on the percentage of jurisdictions (counties and cities) surrounding study airports that report having a height zoning ordinance that protects the airport. **Table 5-4** shows each study airports and its associated jurisdiction(s), as reported by OAC. This table also shows if each jurisdiction does or does not have a height zoning ordinance. For an airport to meet this benchmark, each applicable jurisdiction needs to report having a height zoning ordinance to protect the airport. Otherwise, the airport is considered non-compliant for this benchmark. FAA's AIP Handbook, Order 5100-38D, Change 1, provides airports more information on airport responsibilities as they relate to meeting grant assurances.

The analysis for this benchmark found that 78 percent of all applicable jurisdictions have a height zoning ordinance to meet this benchmark. **Table 5-4** reflects findings for this benchmark by airport role. As this table shows, for the National Business airports 100 percent of all applicable jurisdictions have a height zoning ordinance; for the Regional Business airports 93 percent of all applicable jurisdictions have height zoning; for the General airports 83 percent of all jurisdictions have a height zoning ordinance; and for the Community airports 45 percent of all applicable jurisdictions have height zoning. Findings for this benchmark are illustrated in **Figure 5-5**.



**Figure 5-5: Percentage of Jurisdictions by Role Having a Height Zoning Ordinance by Airport Role**



Source: Marr Arnold Planning. Analysis includes OKC and TUL.

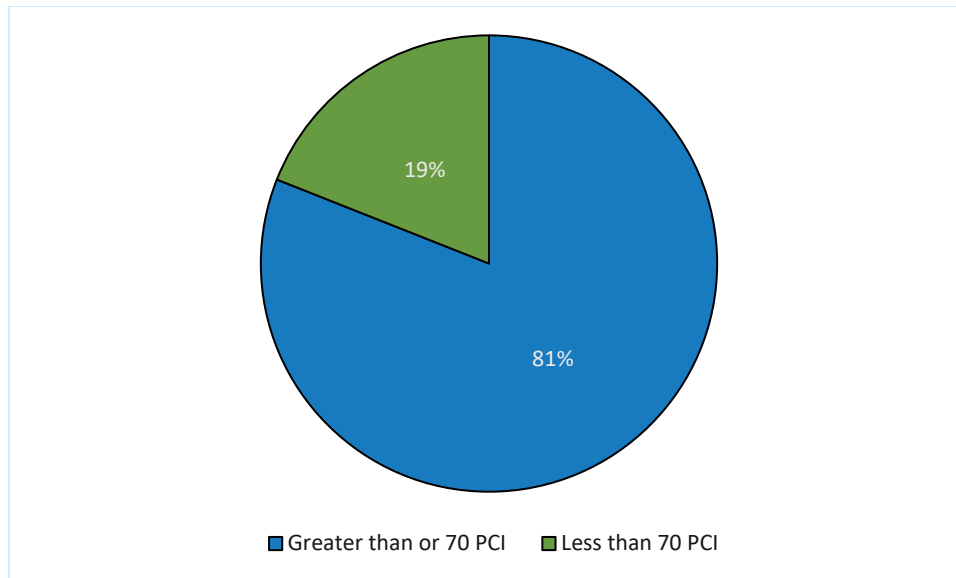
### Primary Runway Pavement Condition Index (PCI) Benchmark

The fifth benchmark for this performance measure is based on the percentage of airports with a PCI (a numerical rating of pavement condition) of 70 or greater on their primary runway. A PCI of 70 or greater indicates a good or better runway pavement condition. Information for this benchmark was obtained primarily from a separate pavement management study conducted by OAC and from other OAC or FAA sources. The PCI benchmark considered only the primary runway at each study airport.

**Table 5-5** reports if the primary runway for each study airport has a PCI of 70 or more. The analysis reported that 81 percent of all study airports meet this benchmark; this finding is summarized in **Figure 5-6**. **Figure 5-7** presents the results for the PCI benchmark by airport role. It is important to note that the PCI rating for an airport’s primary runway will increase when pavement improvement/maintenance projects are completed, but may decrease with time, weather, and usage. Because the information presented in this section constitute pavement conditions at the time data was gathered (June 2021), the results may not reflect current conditions.

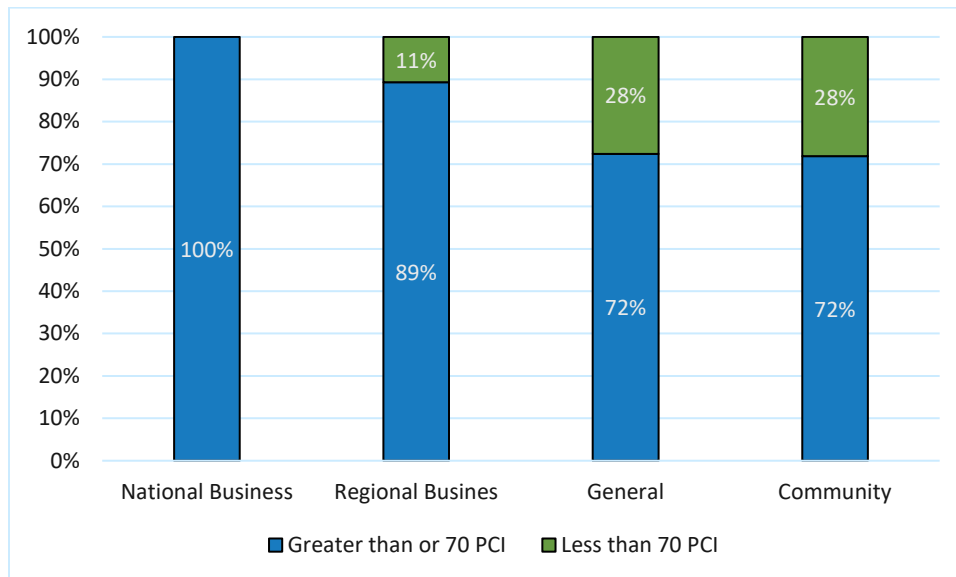
Results from the analysis for this benchmark show that 100 percent of all National Business airports have a PCI of 70 or greater on their primary runway; 89 percent of all Regional Business airports have a PCI of 70 or greater on their primary runway; 72 percent of all General airports have a PCI of 70 or greater on their primary runway; and 72 percent of all Community airports have a PCI of 70 or greater on their primary runway. These results are reflected in **Table 5-5**. It is worth noting that some runways are not paved; therefore, this benchmark is not applicable to those airports.

**Figure 5-6: Percentage of All Airports Meeting PCI of 70 or Greater on Primary Runway**



Source: OAC Pavement Condition Mapping Application. Analysis does not include OKC, TUL, or 44M (turf-runway surface is not paved). Data current as of June 2021.

**Figure 5-7: Percentage of Airports by Role with a PCI of 70 or Greater on Primary Runway**



Source: OAC Pavement Condition Mapping Application. Analysis does not include OKC, TUL, or 44M (turf/non-paved surface). Results for this benchmark are current as of June 2021. It is anticipated that by the time the System Plan is completed in early 2022 that some airports may have completed projects to address a PCI deficiency. To the extent that updated information on PCI values is available from OAC, the airport report cards, presented in Appendix C, will reflect updated PCI information as provided by study airports.



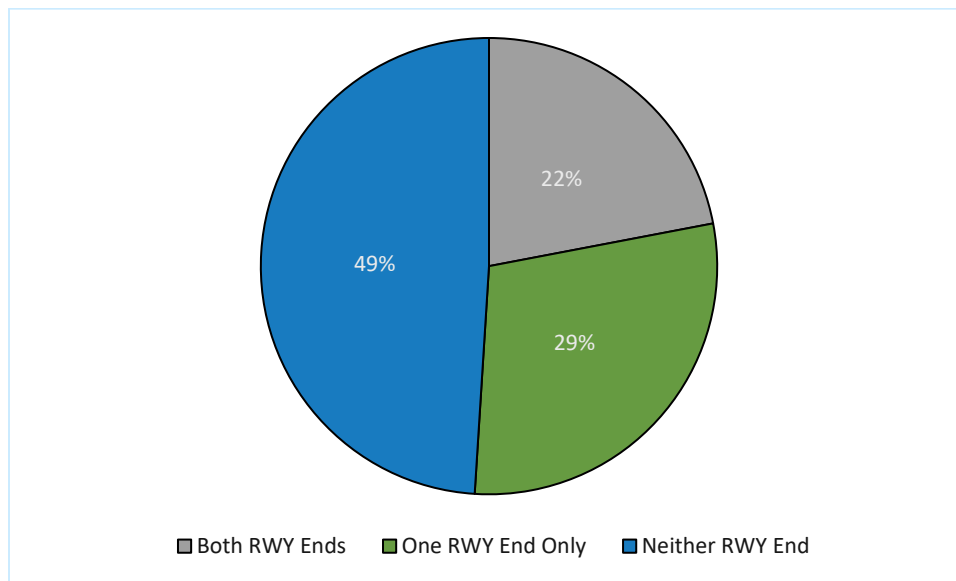


## 20:1 Approach Obstruction Benchmark

The sixth benchmark for this performance measure is determined by the percentage of airports with clear 20:1 approach surfaces to their primary runways. The analysis found that 52 airports, or 49 percent of 106 study airports, have no 20:1 obstructions on either end of their primary runway. Furthermore, the analysis showed that 23 airports (22 percent of all study airports) reported 20:1 obstructions on both ends of their primary runway. The remaining 31 airports, 29 percent of study airports, have 20:1 obstructions reported on one but not the other end of their primary runway. All system airports should ideally have clear 20:1 approach surfaces.

**Table 5-6** and **Figure 5-8** summarize the findings for the 20:1 benchmark review. Information in **Table 5-6** shows the results of this analysis for this benchmark by airport role by runway end.

**Figure 5-8: Primary Runway Ends All Airports 20:1 Approach Obstructions**

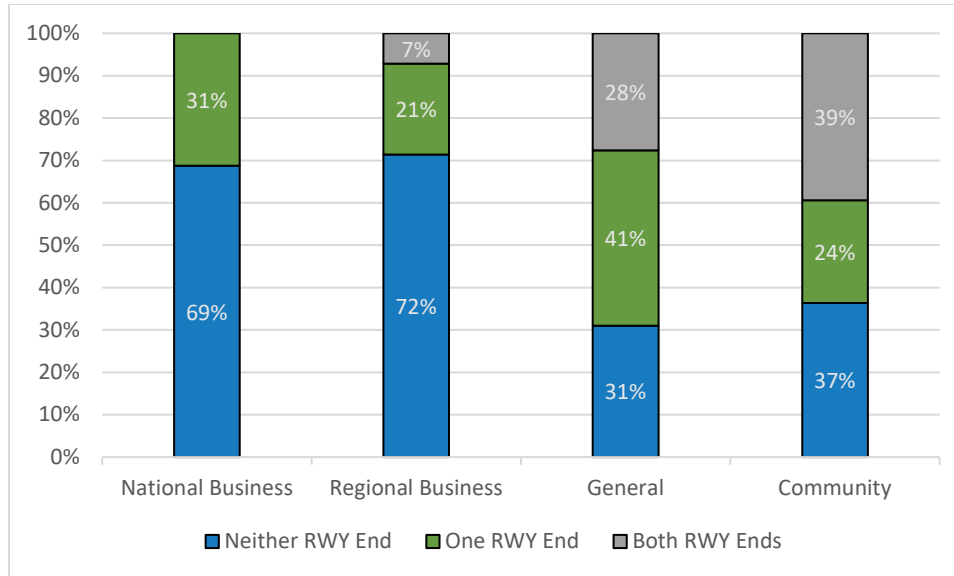


Source: FAA 5010. Results do not include OKC or TUL.

**Figure 5-9** shows 69 percent of National Business airports have no 20:1 approach obstructions to either end of their primary runway; the remaining 31 percent have a 20:1 obstruction on one end of their primary runway. For Regional Business airports, 72 percent have no 20:1 approach obstructions to either end of their primary runway, 21 percent have a 20:1 obstruction on one end of their primary runway, and the remaining 7 percent have 20:1 obstructions to both ends of their primary runway. For General airports, 31 percent have no 20:1 obstructions on either primary runway end, 41 percent have a 20:1 obstruction on one end of their primary runway, and the remaining 28 percent have 20:1 obstructions on both ends of their primary runway. For the Community airports, 37 percent have no 20:1 obstructions on either end of their primary runway, 24 percent have a 20:1 obstruction on one

primary runway end, and the remaining 39 percent have 20:1 obstructions on both ends of their primary runway.

**Figure 5-9: Primary Runway End 20:1 Approach Obstructions by Airport Role**



Source: FAA 5010. Results do not include OKC or TUL.

### 5.1.2 A System of Airports That Is Efficient

For the Oklahoma airport system to function efficiently, airports should have certain types of equipment that facilitate operations. For this system performance measure, a number of benchmarks were analyzed:

1. Percentage of airports that have on-site weather reporting equipment
2. Percentage of the state's population within 30 miles of an airport with on-site weather reporting equipment
3. Percentage of airports that have an LPV or more precise approach
4. Percentage of the state's population within 30 miles of an airport with an LPV or more precise approach
5. Percentage of airports that have a published approach
6. Percentage of the state's population within 30 miles of an airport with a published approach
7. Percentage of airports with an approach lighting system (ODALS, MALS, MALSR)
8. Percentage of the state's population within 30 miles of an airport with an approach lighting system
9. Percentage of airports with instrument approaches deemed to be good, better, or best (Note that "good/better/best" classifications are based on visibility minimums and decision heights associated with each airport's best instrument approach to the airport's primary runway)
10. Percentage of the state's the population within 30 miles of an airport with a good, better, or best approach
11. Percentage of airports with Visual Glide Slope Indicator (VGSI) on their primary runway
12. Percentage of the state's population within 30 miles of an airport with VGSI on primary runway



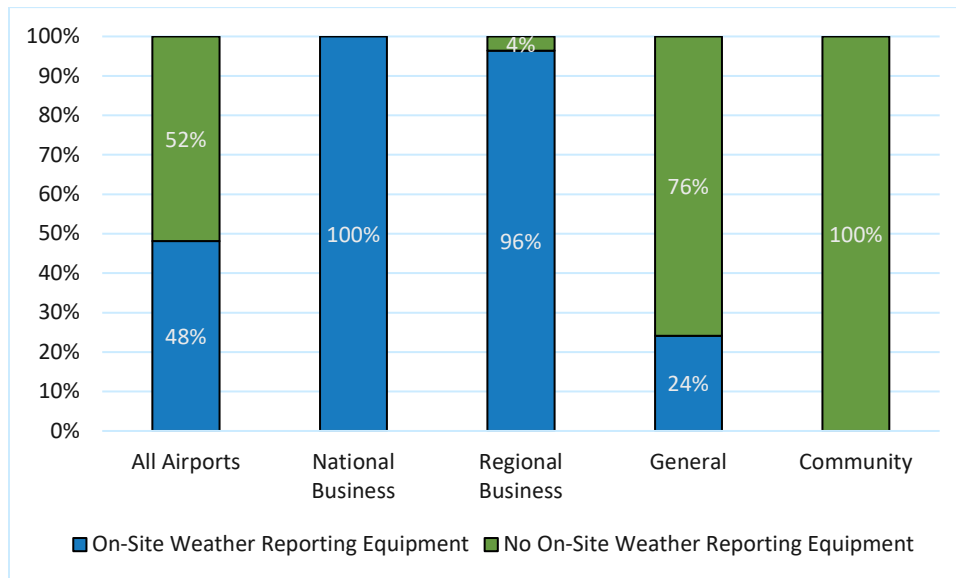
## On-Site Weather Reporting Benchmark

The first benchmark for this performance measure is based on airports that have on-site weather reporting equipment. This equipment can either be an Automated Weather Observing System (AWOS) or Automated Surface Observing System (ASOS). These two systems report weather conditions at the respective airport throughout the day and night.

**Table 5-7** provides data that shows the analysis found that 48 percent of study airports have either an AWOS or ASOS. **Table 5-7** shows, by airport by role, which airports have on-site weather reporting equipment. By role, 100 percent of National Business airports, 96 percent of the Regional Business airports, 24 percent of the General airports, and no Community airports meet this benchmark. These results are displayed in **Figure 5-10**.

**Chapter 6** of the plan will identify which additional airports, as applicable, that should have on-site weather reporting equipment and will show how system accessibility for this benchmark could change if airports meet their objective for on-site weather reporting equipment.

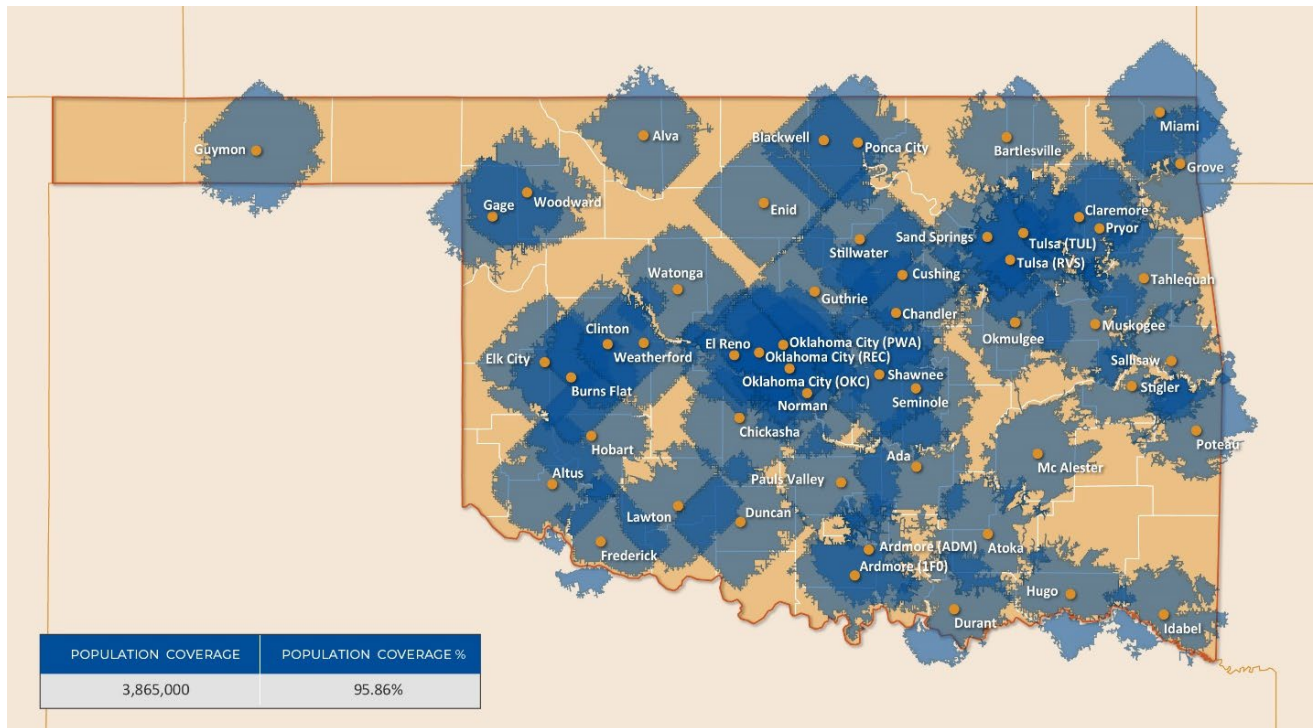
**Figure 5-10: On-Site Weather Reporting Equipment by Airport Role**



Source: FAA Air Traffic Surface Weather Observation Station. Results include OKC and TUL.

In analyzing the percentage of the state’s population within 30 road miles of an airport with on-site weather reporting equipment, the GIS analysis found that almost 96 percent of the state’s population is within 30 miles or less of one or more airports with on-site weather reporting equipment. This result is displayed in **Figure 5-11**.

Figure 5-11: 30-Mile Accessibility to an Airport with On-Site Weather Reporting Equipment



Source: Jviation Mapping Analysis. Results include OKC and TUL.

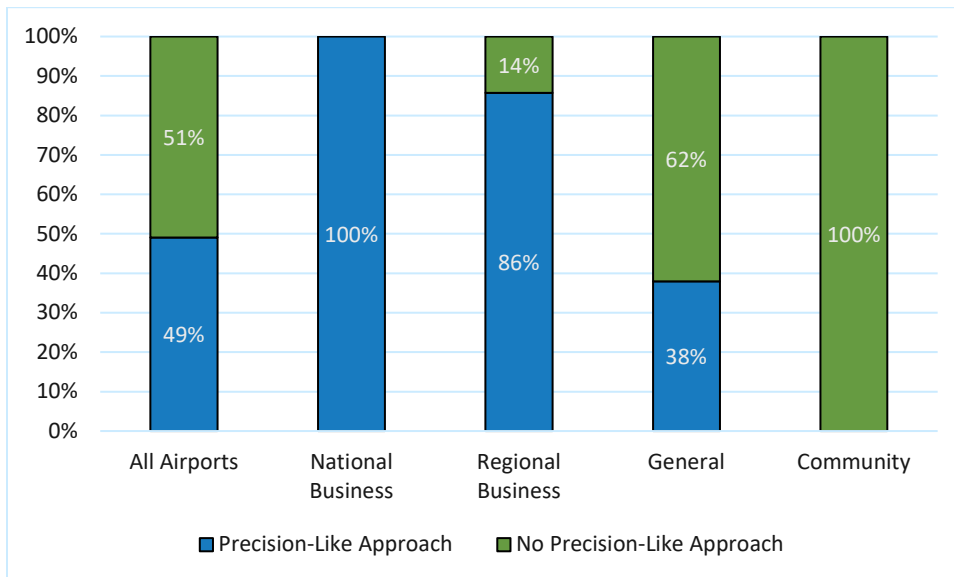
### Precision-Like Approach Benchmark

This benchmark is based on the percentage of airports with a precision-like approach. For the system plan, a precision-like approach refers to either a Precision Instrument Landing System (ILS) approach or a non-precision Area Navigation (RNAV) approach with Localizer Performance with Vertical guidance (LPV) minima. The term “precision-like” is used with the understanding that the FAA is not in the practice of installing additional ILS approaches at general aviation airports. Analysis found that 49 percent of all study airports meet this benchmark. As shown in **Table 5-8**, by role, 100 percent of National Business airports, 86 percent of Regional Business airports, 38 percent of General airports, and no Community airports meet the benchmark. These results are displayed in **Figure 5-12**.

It is worth noting that system plan’s facility objectives call for all airports included in either the National Business or the Regional Business role classification to have a precision-like approach. The next section of the plan will identify those airports that should have precision-like approach capabilities. As information in **Table 5-8** and **Figure 5-12** indicates, there are some airports in the General role category that also have precision-like approach capabilities. While a precision-like approach capabilities are not an objective for airports in the General airport role classification, the existence of these approaches helps to increase accessibility for this benchmark. **Chapter 6** will show how accessibility for this benchmark could change if all applicable airports meet this benchmark.



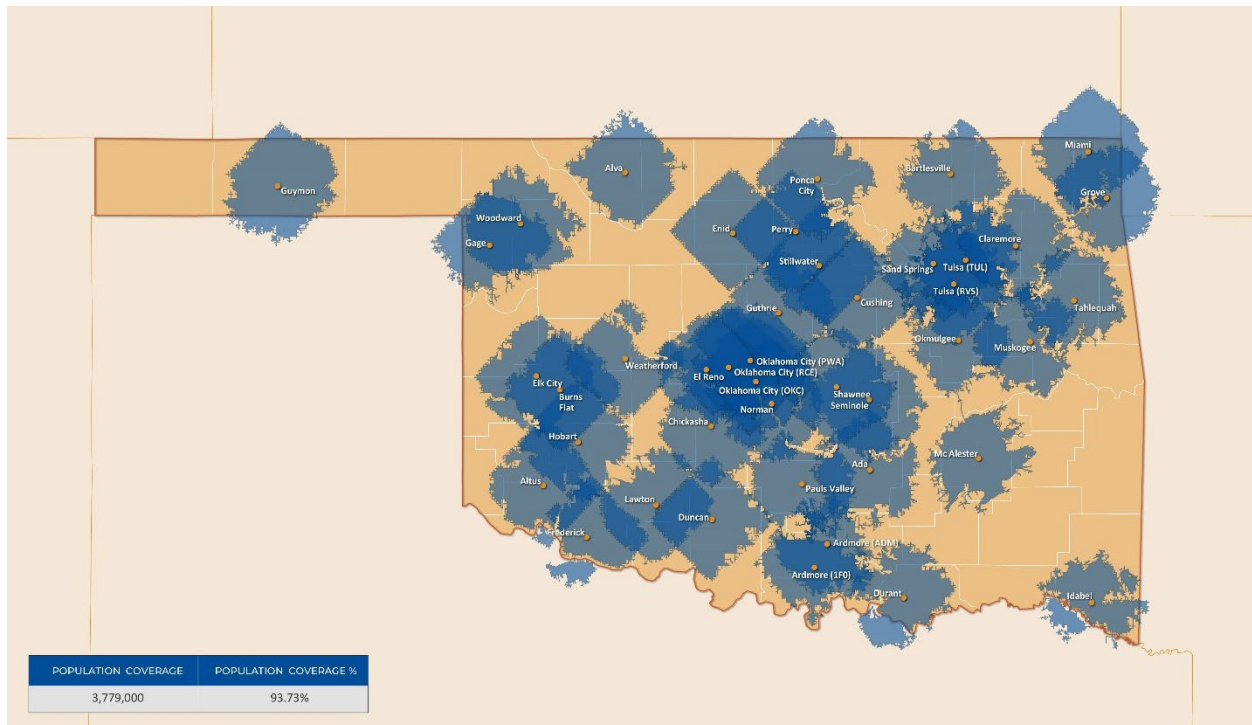
**Figure 5-12: Airports by Role with Precision-Like Approach**



Source: Airnav, Airport Approach Plates. Results include OKC and TUL.

In analyzing the percentage of the state’s population within 30 road miles of an airport with a precision-like approach, this analysis found that almost 94 percent of the state’s population is within 30 miles or less of one or more airports with a precision-like approach. These results are displayed in **Figure 5-13**.

**Figure 5-13: 30-Mile Accessibility to an Airport with a Precision-Like Approach**



Source: Jviation Mapping Analysis. Results include OKC and TUL.

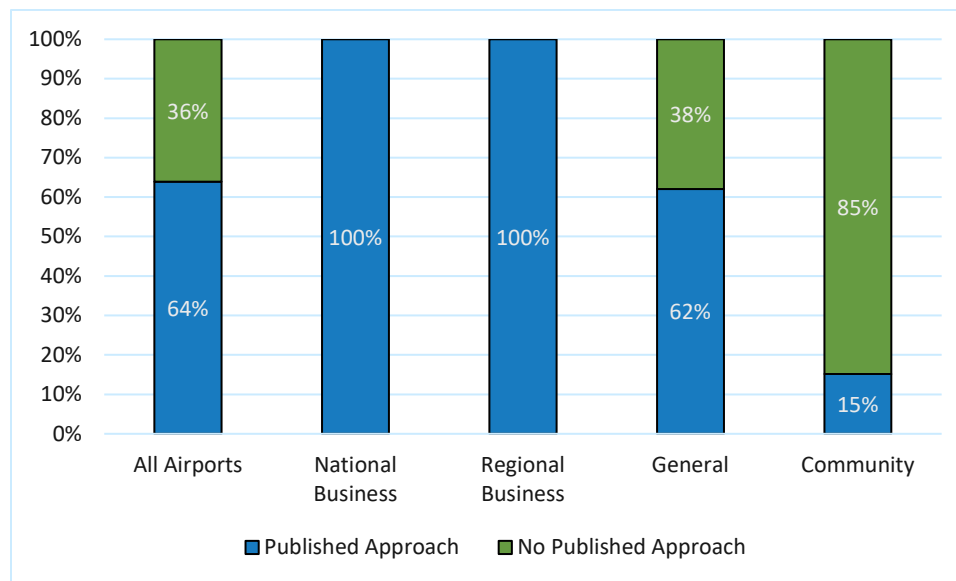
## Published Approach Benchmark

This benchmark is based on the percentage of airports with any type of published approach and, while similar to the prior benchmark, also includes airports with non-precision approaches. Non-precision approaches were identified in the inventory chapter and include approaches such as a very high frequency (VHF) omnidirectional range (VOR), a localizer approach without vertical guidance (LP), and a lateral navigation (LNAV) approach, and others. This analysis found that 64 percent of the study airports have a published approach of some type. This information is presented in **Table 5-8**.

As reflected in this table, by role, 100 percent of the National Business, 100 percent of Regional Business, 62 percent of the General, and 15 percent of the Community airports have some type of published approach to at least one runway end. It is a system plan objective for most airports to have some type of published approach. **Chapter 6** identifies which airports should have a published approach and will note, as applicable, how system accessibility would improve if all airports meet their established objective. **Figure 5-14** summarizes the findings for this benchmark reported in **Table 5-8**.

**Figure 5-15** shows the percentage of the state's population within 30 road miles of an airport with a published approach. This analysis found that almost 97 percent of the state's population is within 30 miles or less of one or more airports with a published approach. There is a potential for this reported accessibility to improve if system recommendations are implemented.

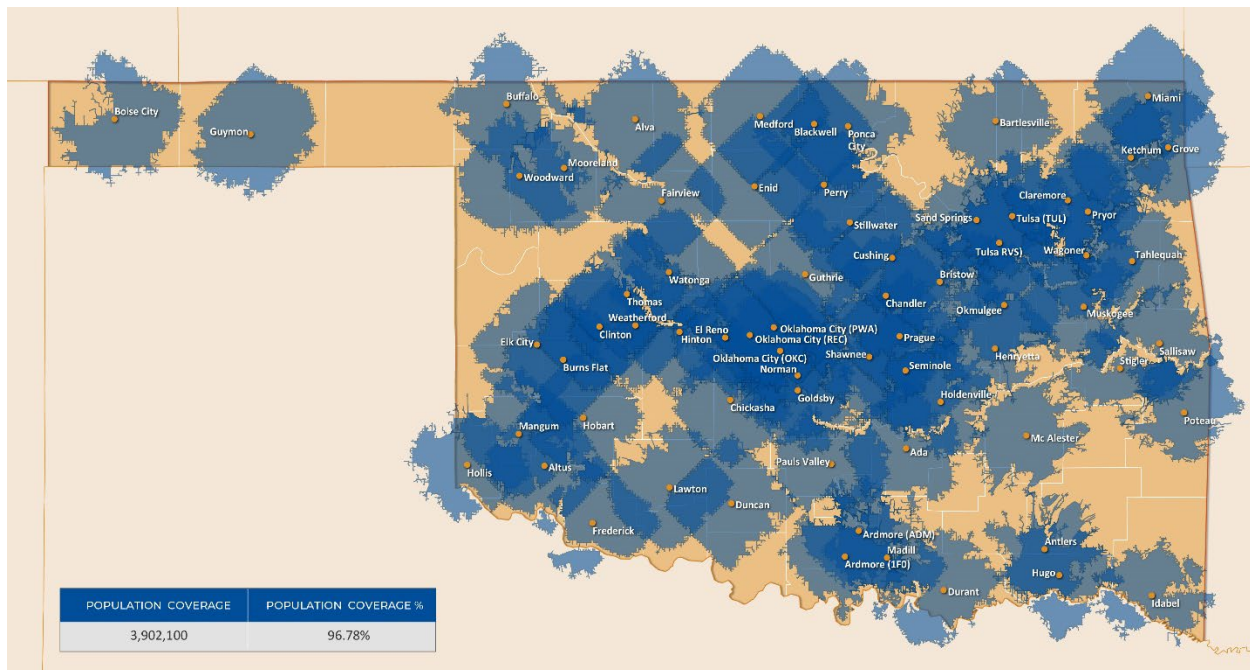
**Figure 5-14: Airports by Role with Any Published Approach**



Source: Airnav, Airport Approach Plates. Results include OKC and TUL.



**Figure 5-15: 30-Mile Accessibility to an Airport with a Published Approach**



Source: Aviation Mapping Analysis. Results include OKC and TUL.

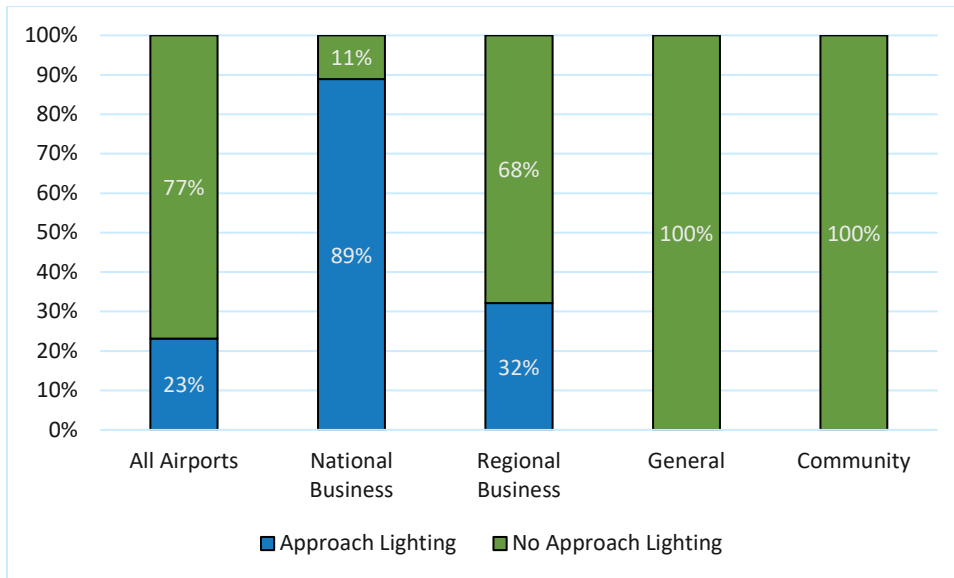
### Approach Lighting System Benchmark

This benchmark is based on the percentage of airports with a runway approach lighting system (ALS). These systems provide the ability to transition from instrument flight to visual flight rules when landing. There are three types of approach lighting systems considered for this benchmark: Omni-Directional Approach Lights (ODALS) identify the approach end and centerline of the runway, Medium Intensity Approach Lighting Systems (MALS) installed in an airport’s runway approach zone, and Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) align aircraft to the runway centerline. As per AC 150/5300-13A, which was used to guide system analysis, all ALS configurations should meet visual requirements for precision and non-precision approaches.

**Table 5-9** presents information that shows, by airport and by airport role, which airports currently have an approach lighting system for their primary runway. This analysis found that 23 percent of all study airports currently have an approach lighting system. By role, 89 percent of National Business and 32 percent of Regional Business airports have some type of approach lighting system. There are no General or Community airports that have an approach lighting system, nor is it an objective of the system plan for airports in these two roles to have an approach lighting system.

**Figure 5-16** summarizes information for this benchmark. The next phase of the system plan will measure how system performance could improve if all applicable airports have an approach lighting system.

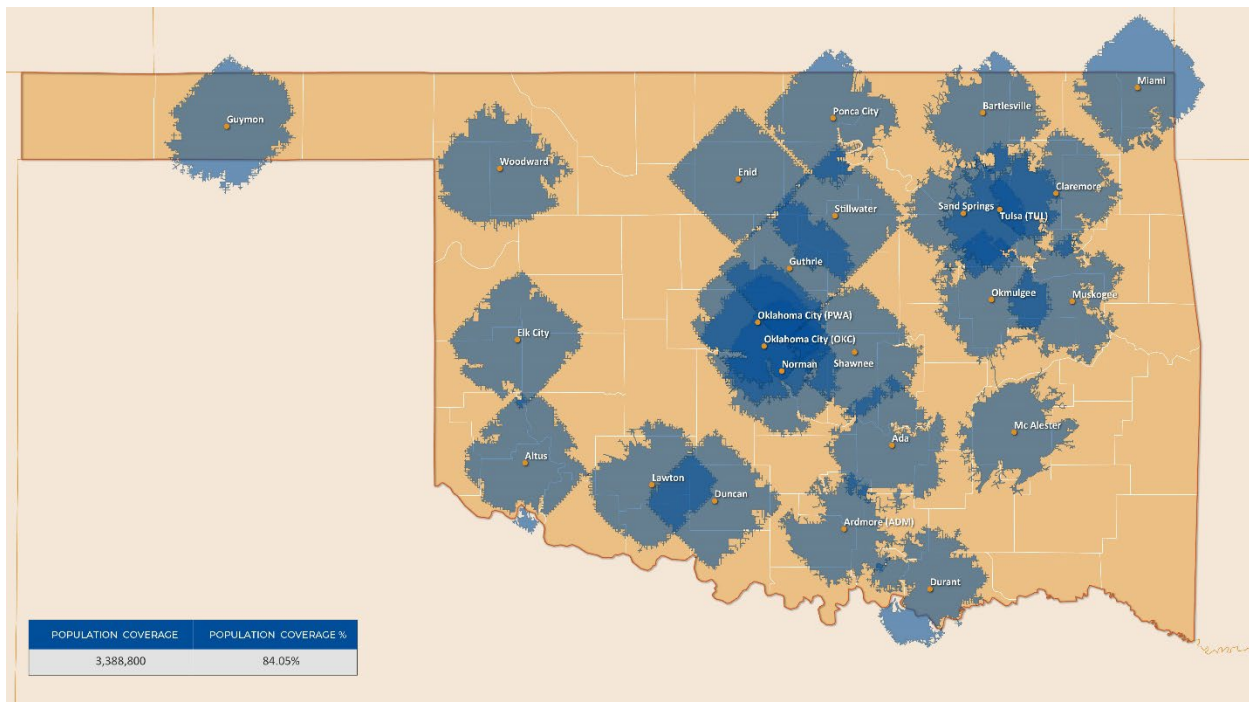
**Figure 5-16: Airports by Role with an Approach Lighting System**



Source: FAA 5010. Results include OKC and TUL.

GIS analysis found that 84 percent of the state’s population is within 30 road miles or less of one or more airports with an approach lighting system. This finding is displayed on **Figure 5-17**. The next chapter will determine if this accessibility would change if all airports meet their facility objectives, as they relate to having an approach lighting system for the airport’s primary runway.

**Figure 5-17: 30-Mile Accessibility to Airports with an Approach Lighting System**



Source: Jviation Mapping Analysis. Results include OKC and TUL.





## Visibility Minimums Benchmark

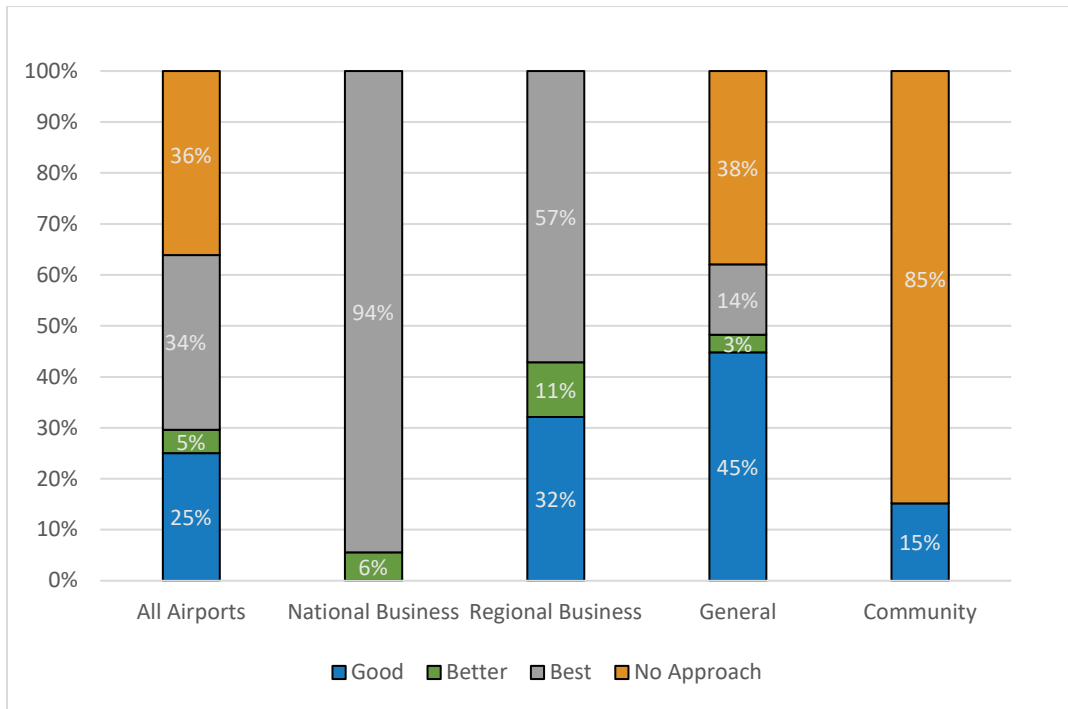
Another benchmark for this performance measure is based on the percentage of airports with visibility minimums deemed to be good, better, or best. These criteria were determined by considering the following descriptors established by OAC:

- None: No Published Approach
- Good: Approach with visibility of >1 mile
- Better: Instrument approach with horizontal visibility not lower than  $\frac{3}{4}$  mile and not greater than 1 mile OR minimum (lowest) approach altitude between 251-300 feet above ground level
- Best: Instrument approach with horizontal visibility under  $\frac{3}{4}$  mile OR minimum (lowest) approach altitude of 250 feet or less above ground level

Each airport's best visibility minimums are considered when assigning the ratings reported in this section. **Table 5-10** presents the results of the analysis for this benchmark and shows by airport role if the airport's visibility minimums are deemed good, better, or best. It is worth noting that not all study airports have a published approach; therefore, this benchmark is not applicable to all airports. Of all study airports (including OKC and TUL), 69 airports, or 64 percent, currently have an approach and were considered when reporting on this benchmark.

This analysis found that 25 percent of all study airports meet the criteria for "good" visibility minimums, 5 percent meet the "better" visibility minimums, 34 percent meet the "best" visibility minimums, and 36 percent of the study airports have no published approach, which makes this benchmark not applicable. Combined, this means that 64 percent of the airports have visibility minimum that are categorized as either good, better, or best, according to the criteria established for this benchmark. **Table 5-10** reports for each role which airports were determined to have a good, better, best visibility minimums, or in some instances no approach. Results for this benchmark are summarized in **Figure 5-18**.

Figure 5-18: Visibility Minimums Rating by Airport Role

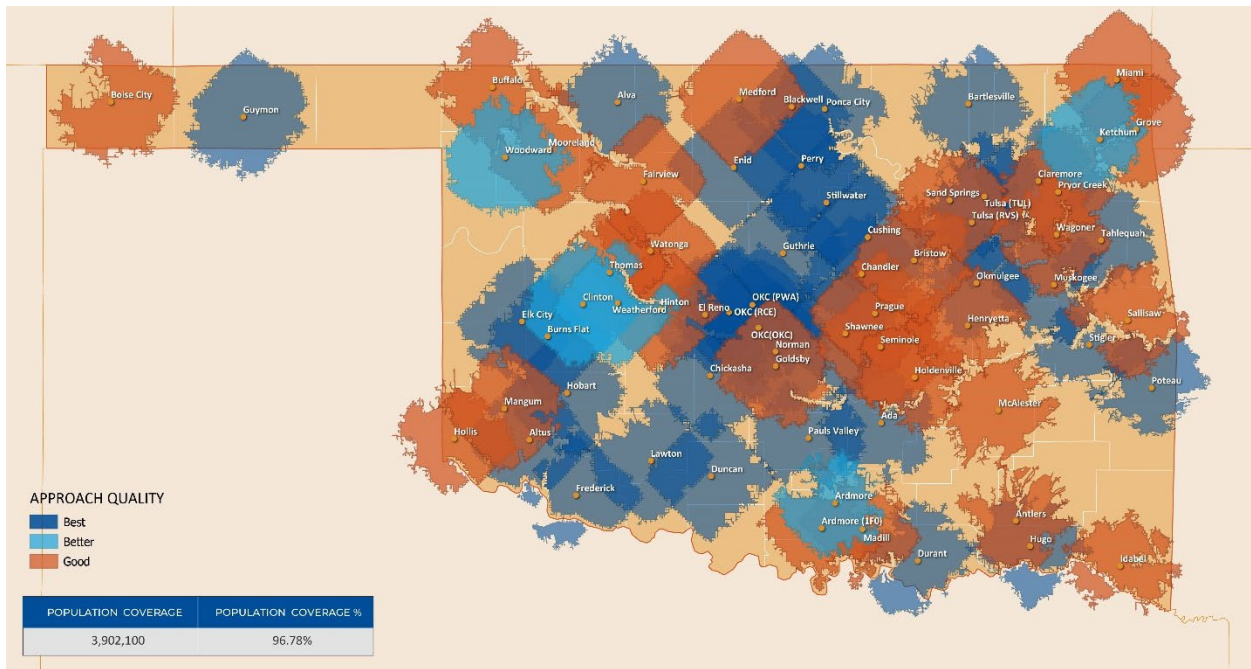


Source: Jviation Analysis, Airnav. Results include OKC and TUL.

Next, the percentage of the state’s population within 30 road miles or less of one or more airports meeting the good, better, or best visibility minimums was determined using GIS mapping. This analysis found that 97 percent of the state’s population is within 30 miles or less of an airport with visibility minimums which falls into the good, better, or best category. These results are shown in **Figure 5-19**.



**Figure 5-19: 30-Mile Accessibility to Airports with Good, Better, or Best Visibility Minimums**



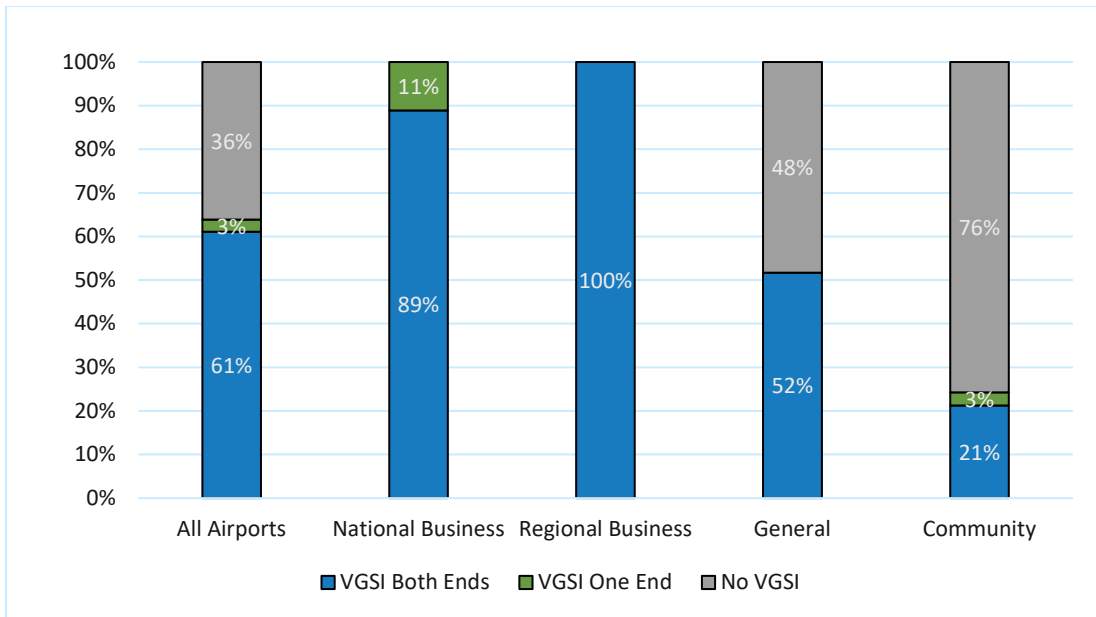
Source: FAA Airport Approach Plates. Results include OKC and TUL.

### Visual Guide Slope (VGSI) Benchmark

This benchmark is based on the percentage of airports with Visual Glide Slope Indicators (VGSI) on their primary runway. A VGSI is a ground device that uses lights to assist pilots in the landing process by indicating whether the airplane is approaching the runway at an altitude that is too high or too low. The main types of VGSIs are Visual Approach Slope Indicators (VASIs) and Precision Approach Path Indicators (PAPIs).

This analysis found that 61 percent of all study airports have VGSI on both ends of their primary runway, 3.0 percent of the study airports have VGSI on one end of their primary runway, and 36 percent of the study airports have no VGSI on either end of their primary runway. **Table 5-11** shows, by role, how airports are rated for their VGSI capabilities. **Figure 5-20** summarizes the information for this benchmark by airport role. As this figure reflects, most airports in the National Business and Regional Business role categories have VGSI on both ends of the primary runways, more than half of the airports in the General role category also have VGSI on both primary runway ends, but just over 20 percent of airports in the Community role have VGSI on both primary runway ends.

Figure 5-20: VGSI by Airport Role

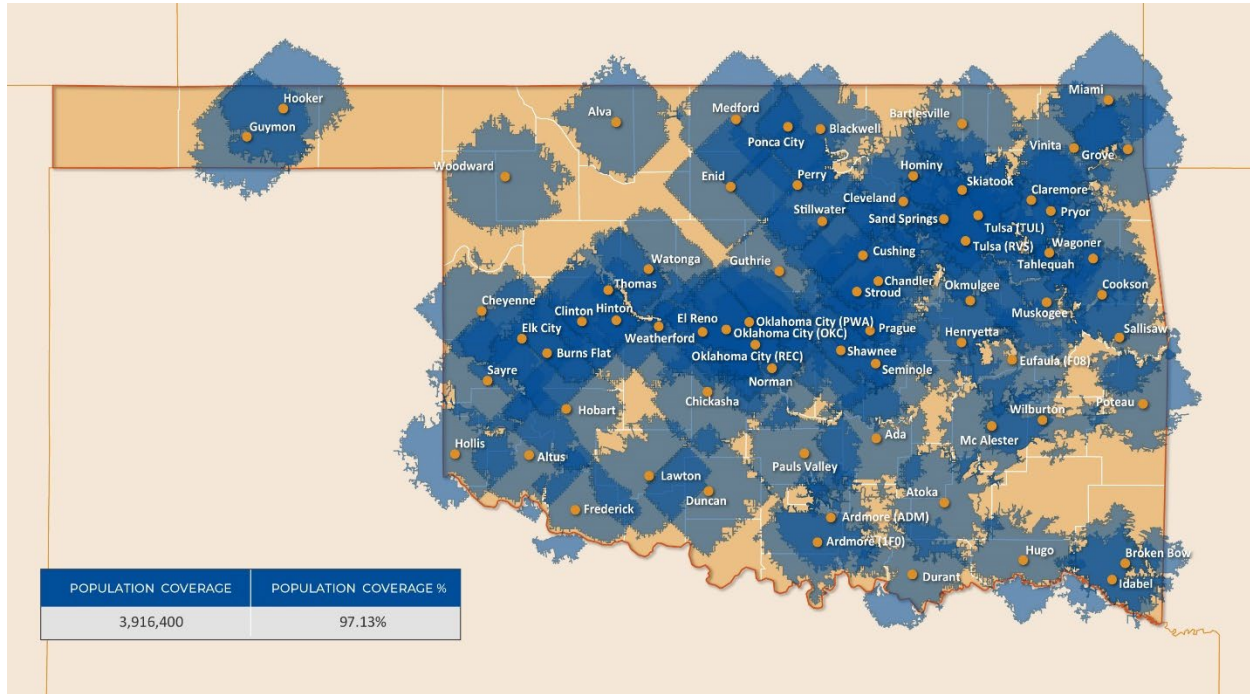


Source: FAA 5010. Results include OKC and TUL.

Figure 5-21 shows the percentage of the state’s population that is within 30 road miles or less of one or more airports with VGSI on their primary runway. This analysis found that 97 percent of the state’s population is within 30 miles of an airport with VGSI on at least one end of the airport’s primary runway. Depending on the airport’s approach capabilities, system plan objectives call for VGSI at airports with any type of published approach. Chapter 6 of the plan will identify those airports that currently lack appropriate VGSI for their assigned airport role and will show, as applicable, how system performance would improve if all airports meet their VGSI objectives.



**Figure 5-21: 30-Mile Accessibility to an Airport with VGSI**



Source: Aviation Mapping Analysis. Results include OKC and TUL.

### 5.1.3 A System That Provides Optimal Accessibility

Oklahoma has an extensive airport system. For this performance measure, accessibility to airports exhibiting certain characteristics was investigated. For this system performance measure, the following datapoints were analyzed:

1. Percentage of the state’s population within 30 miles of any system airport
2. Percentage of the state’s population within 30 miles of any NPIAS airport
3. Percentage of the state’s population within 60 miles of any commercial airport
4. Percentage of the state’s population within 90 miles of any commercial airport with multiple carriers
5. Percentage of the state’s population within 30 miles of any National Business or Regional Business airport
6. Percentage of state’s population within 30 miles of an airport with a runway length of 5,000 feet or greater

#### Accessibility to Any System Airport Benchmark

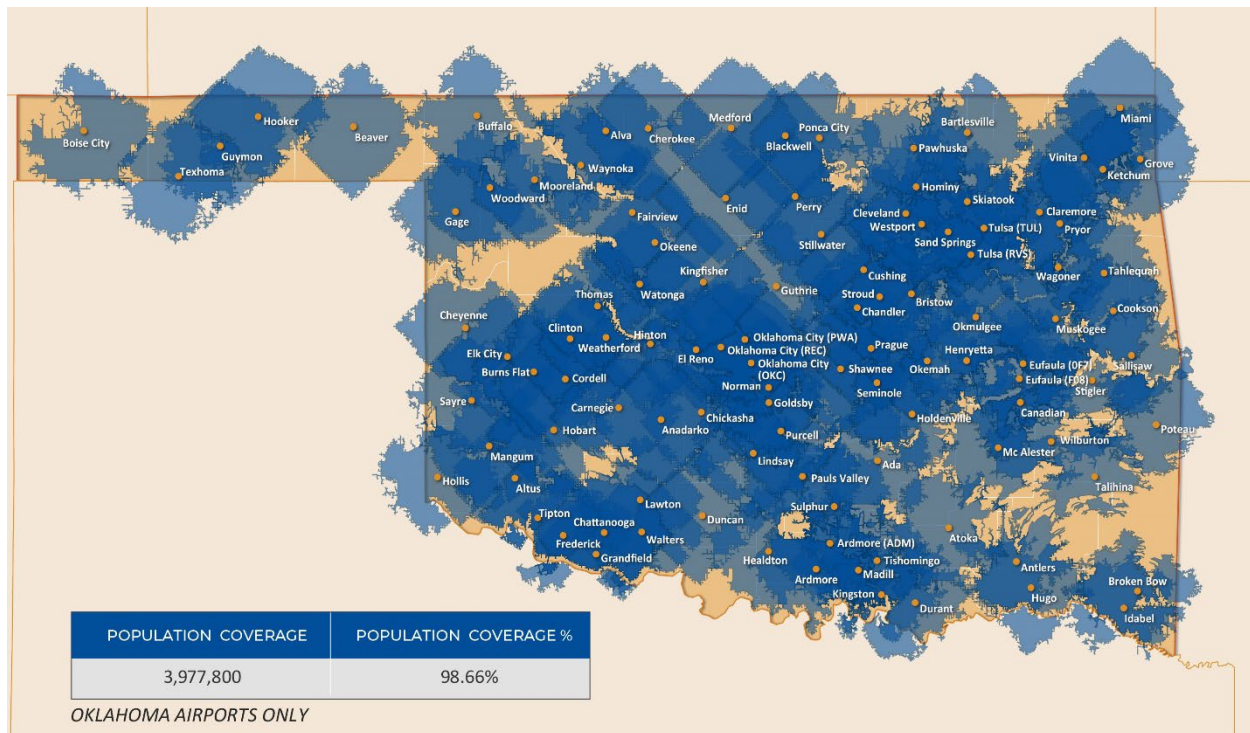
The first benchmark for this performance measure is based on the percentage of the state’s population within 30 road miles or less of any Oklahoma system airport. This analysis found that almost 99 percent of the state’s population is currently within 30 miles or less of one or more system airports. This information is displayed in **Figure 5-22**. System plan airports were identified as part of the inventory process described in **Chapter 2**.

As **Figure 5-22** shows, there are some areas of Oklahoma that are beyond a 30-mile roadway service area for any system airport, but these areas of the state are sparsely populated. It is not likely that any new airports

will be added to the system, but the GIS analysis shows that 99 percent of the state’s population is already within 30 miles or less of one or more system airports. System performance for this benchmark is currently excellent.

GIS mapping of 30-mile access to all system airports (**Figure 5-22**) shows that in some parts of the state there is considerable overlap among the service areas for various airports. Implications from overlapping service areas are discussed in **Appendix B**.

**Figure 5-22: 30-Mile Accessibility to Any System Airport**



Source: Jviation Mapping Analysis. Results include OKC and TUL.

### Accessibility to Any NPIAS Airport Benchmark

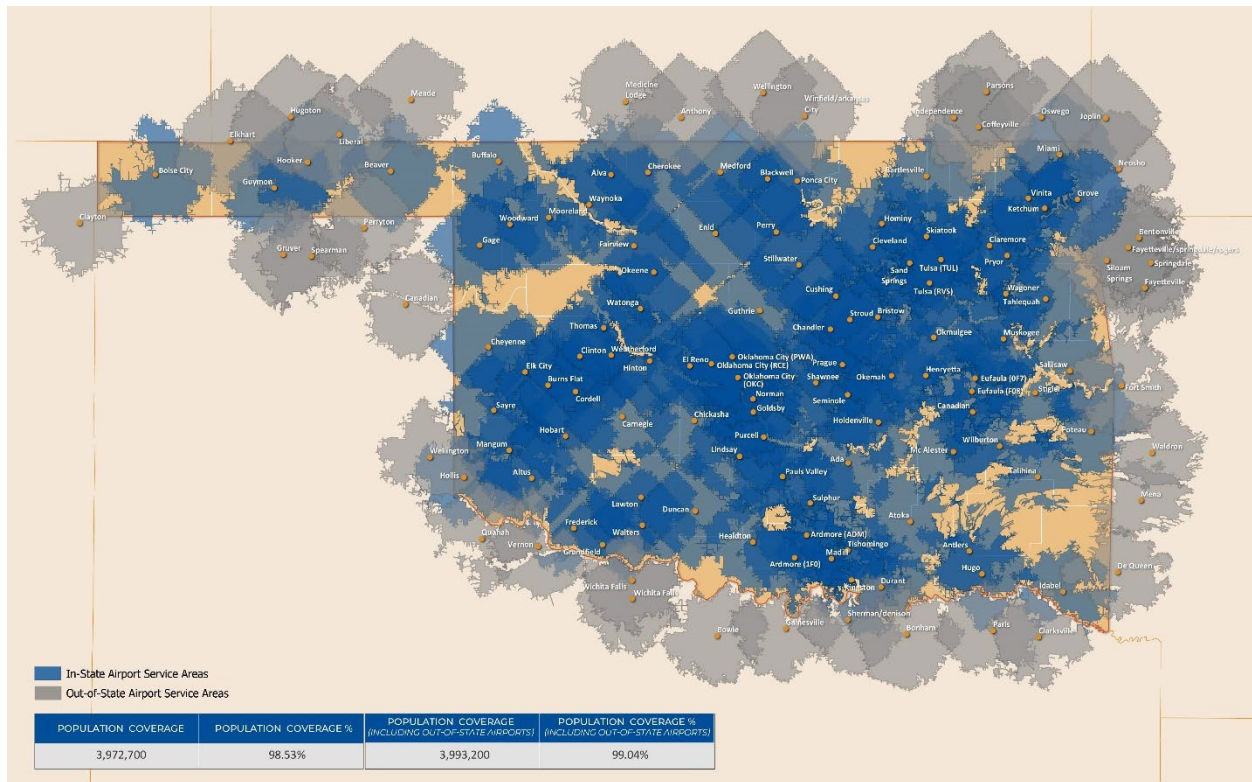
The second benchmark for this performance measure is based on the percentage of the state’s population that is within 30 road miles of any airport that is in the NPIAS. **Chapter 2**, which documents the system plan’s inventory effort, identified all Oklahoma airports currently included in the NPIAS. Additional information on NPIAS airports is provided in the airport roles discussion, **Chapter 4** and in **Appendix B**. When airports are included in the NPIAS, they are eligible to compete for federal funding from the FAA.

This analysis found that 98.5 percent of the state’s population is within 30 miles or less of one or more Oklahoma airports that are included in the NPIAS. Only 9 of the 108 airports in the Oklahoma system are not currently included in the NPIAS. When also considering nearby out-of-state NPIAS airports, the percentage of accessibility to NPIAS airports rises to 99.0 percent. These results are reflected on **Figure 5-23**. This result shows that Oklahoma is not dependent on airports in neighboring states for accessibility to an airport that is included in the NPIAS.



The previous chapter of the system plan addressed federal/NPIAS roles for the Oklahoma airports. This analysis examined airports that are presently in the state airport system, but not in the federal airport system (also referred to as non-NPIAS airports). **Chapter 4** also looked at airports included in the NPIAS, but with an Unclassified designation. Twenty-two of the 108 system airports are currently in the NPIAS and designated as Unclassified airports, indicating these airports all have fewer than demand threshold of 10 based aircraft for NPAIS inclusion. **Appendix B** and **Chapter 4** of the system plan examine the status for the Unclassified NPIAS airport; at the time the system plan was prepared. **Appendix B** provides suggestions for updates to the NPIAS for Oklahoma airports; suggested changes are also summarized in **Chapter 7** of this report.

**Figure 5-23: 30-Mile Accessibility to a NPIAS Airport**



Source: Jviation Mapping Analysis. Results include OKC and TUL.

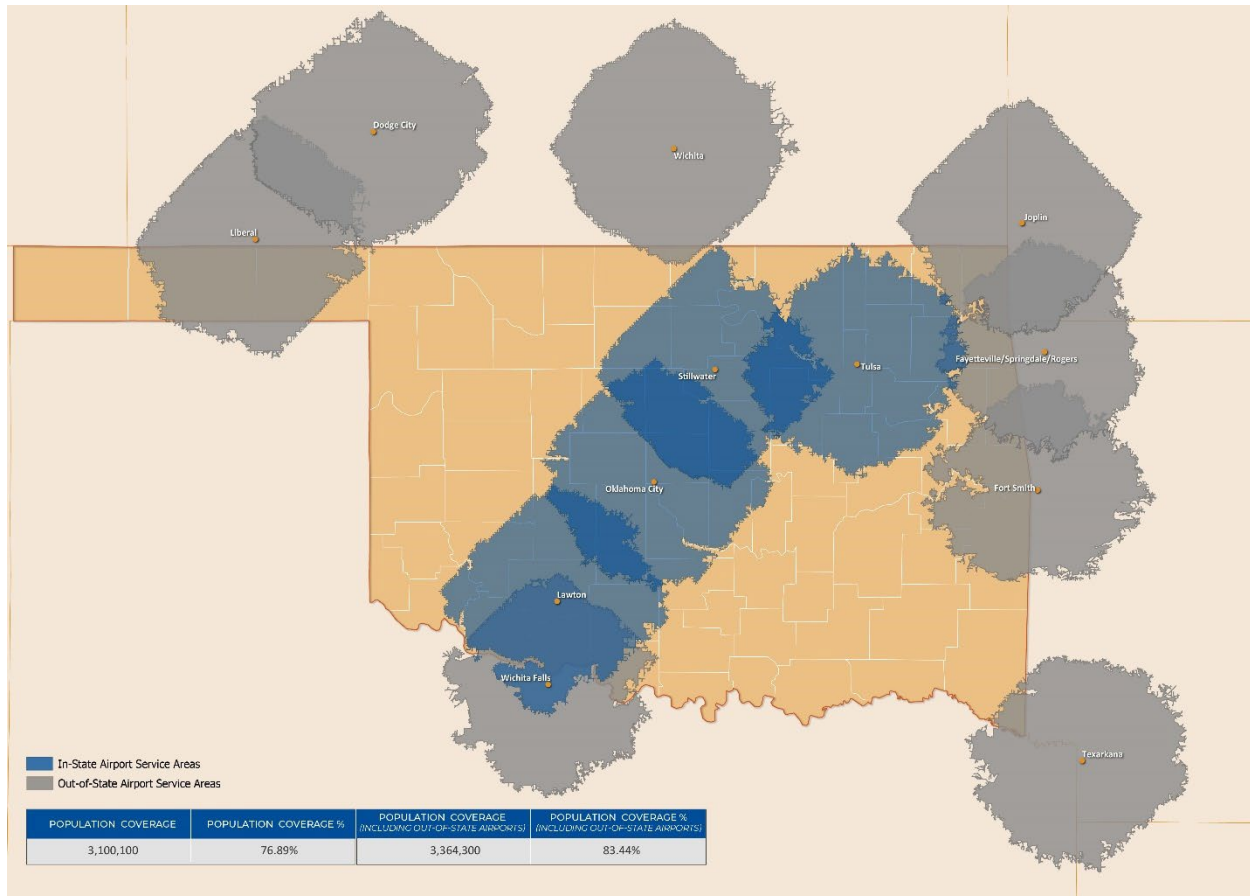
### Accessibility to a Commercial Airport Benchmark

The third benchmark is based on the percentage of the state’s population that is within 60 road miles of an airport with scheduled commercial airline flights. As previously noted, the Oklahoma airport system includes four airports with scheduled commercial airline service in Stillwater, Lawton, Tulsa, and Oklahoma City. The analysis found that almost 77 percent of the state’s population is within 60 miles of one of the four commercial airports in Oklahoma. When also considering nearby out-of-state commercial airports, that percentage rises to over 83. These results are displayed on **Figure 5-24**.

Access to an airport with commercial airline service is often important to economic development, job retention, and attraction. In a deregulated airline environment, commercial carriers are free to pick and choose what markets they serve, and they are very selective when it comes to determining their route structures. Commercial carriers seek to serve those markets that have demand that is sufficient to support service that is economically viable for the carrier. While it is not impossible, it is also not very likely that any additional communities in Oklahoma will receive scheduled commercial airline service. Therefore, future performance for

this benchmark will most likely only change if the state's population becomes more concentrated within the 60-mile service areas for the four existing commercial airports.

**Figure 5-24: 60-mile Accessibility to Airports with Commercial Service**



Source: Jviation Mapping Analysis. Results include OKC and TUL.

### Accessibility to Airports with Multiple Commercial Carriers Benchmark

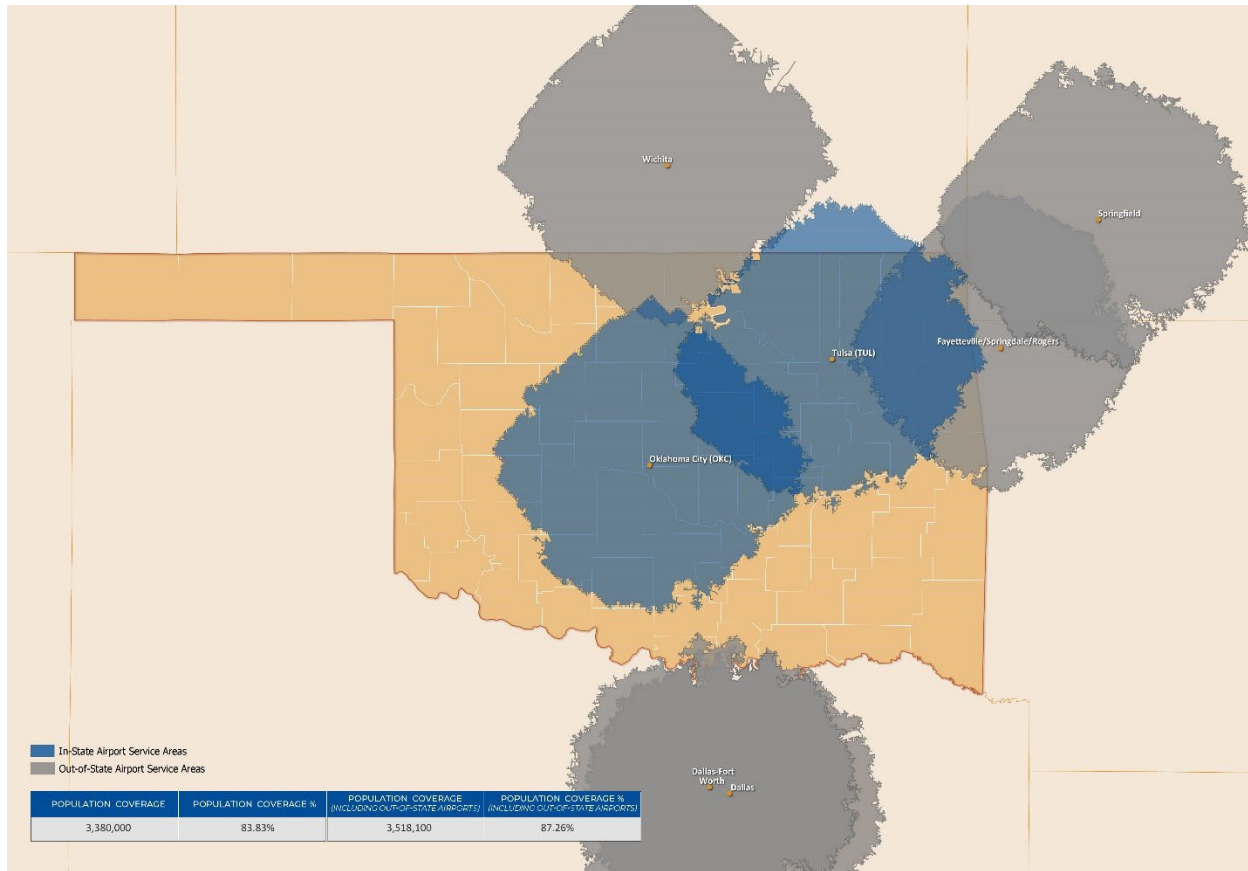
This benchmark is based on the percentage of the state's population that is within 90 miles or less of a commercial airport with multiple carriers. Typically, a customer will drive about 60 miles to reach an airport that has service by a single carrier; however, when the number of schedule air carriers increases, customers are often willing to drive 90 or more miles for service. Multiple carriers increase service frequencies, non-stop destinations served, and sometimes lower fares. These characteristics for multiple carrier airports increase the size of the airport market area.

This analysis found that almost 84 percent of the state's population is within 90 miles or less of an Oklahoma commercial airport served by multiple airlines. When including nearby out-of-state commercial airports with multiple commercial carriers, accessibility increases to 87 percent of the state's population. These results are displayed on **Figure 5-25**. If other Oklahoma commercial airports (those serving Stillwater and Lawton) attract additional commercial carriers in the future, the performance for this benchmark could change.





**Figure 5-25: 90-mile Accessibility to Airports with Multiple Commercial Service Carriers**



Source: Jviation Mapping Analysis. Results include OKC and TUL.

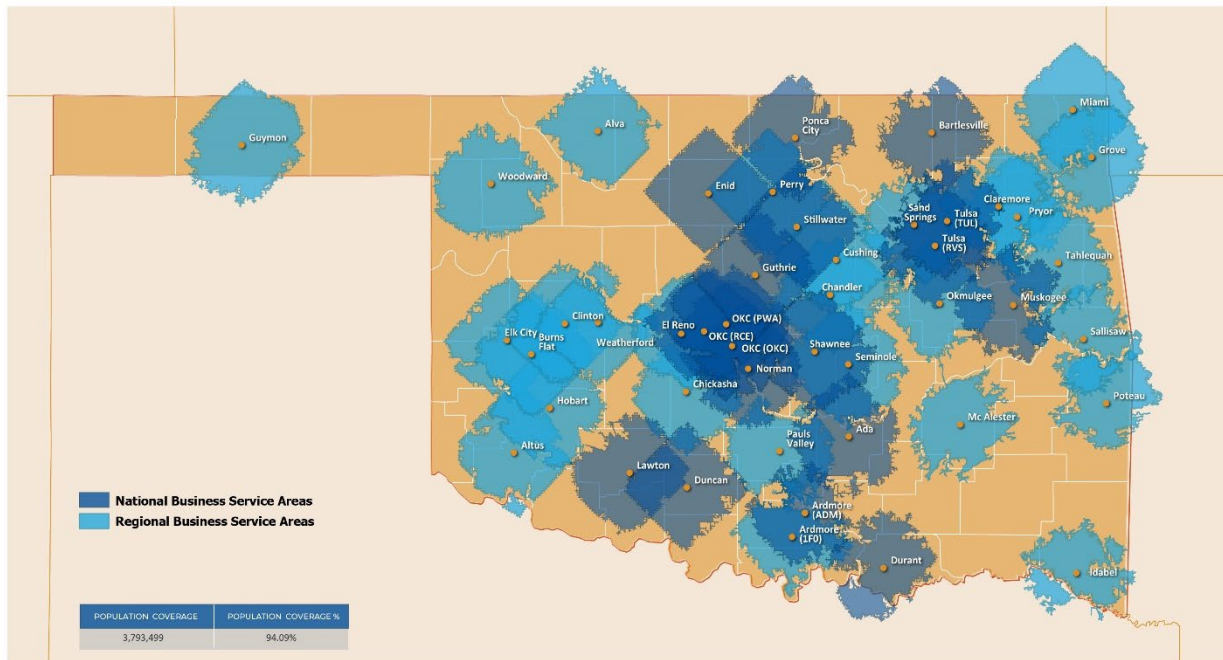
### Accessibility to A National Business or Regional Business Airport Benchmark

The next benchmark for this performance measure considers the percentage of the state’s population within 30 road miles or less of any National Business or Regional Business airport. **Chapter 4** provides information on which airports are included in either the National Business or the Regional Business role and how those role designations were established. GIS analysis found that 94 percent of the state’s population is within 30 road miles or less of either or both a National Business and/or a Regional Business airport. This information is displayed in **Figure 5-26**.

A review of the areas that fall outside the 30-mile service areas for the National Business and Regional Business airports was completed as part of this benchmark. That review showed that there are no communities of significant size (population of 10,000 or more) currently in the areas outside the National Business/Regional Business airport service areas.

As **Figure 5-26** shows, an estimated 94 percent of the state’s population is within 30 road miles or less of one or more airports that are classified as a National Business or Regional Business airport in the Oklahoma state airport system. There are other airports in both the General and the Community role classifications that serve the areas not encompassed by a service area for a National Business or Regional Business airport. The recommendations chapter of the report considers if airports in the areas beyond the existing service areas for National Business and/or Regional Business airports should be improved.

Figure 5-26: 30-Mile Accessibility to a National Business or Regional Business Airport



Source: Jviation Mapping Analysis. Results include OKC and TUL.

### Accessibility to a 5,000-foot or Longer Runway Benchmark

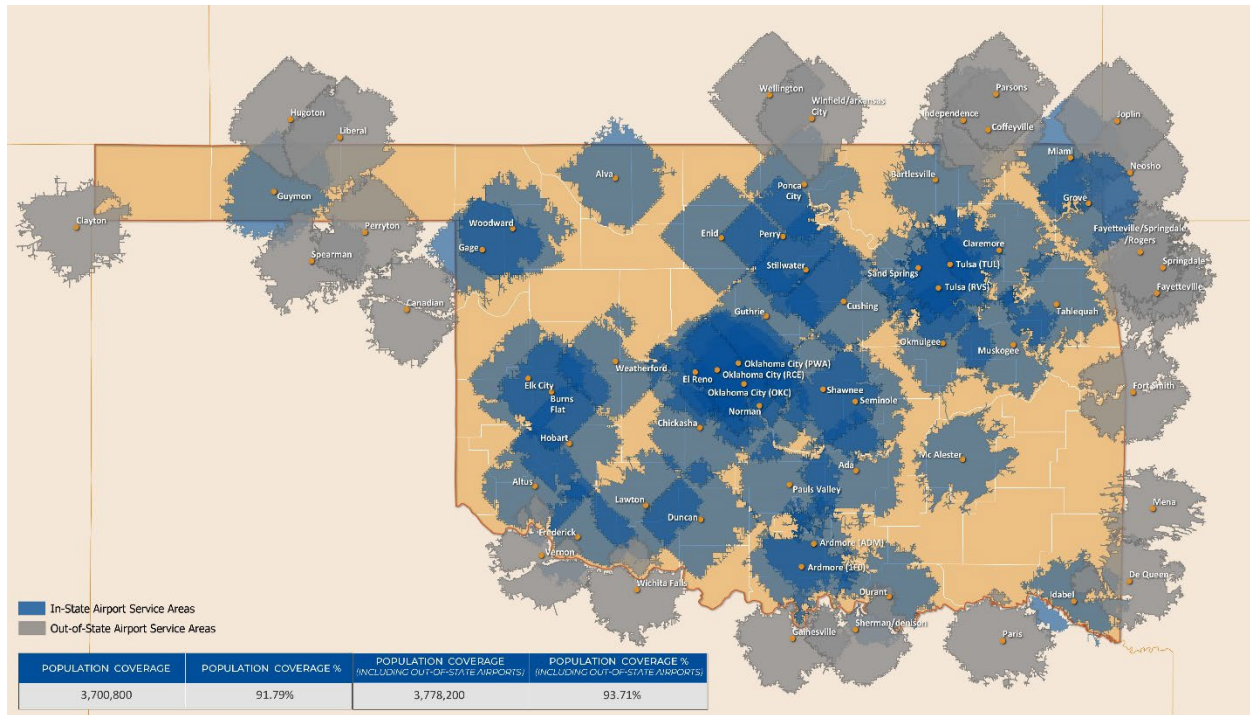
The last benchmark for this performance measure considers the percentage of the state's population within 30 road miles of an airport with a runway length of 5,000 feet or greater. Information presented in **Chapter 2** of this report shows all airports which currently have a runway length that is 5,000 feet long or longer. The inventory analysis concluded that 40 percent of all study airports have a runway that is 5,000 feet long or longer.

The GIS analysis for this benchmark found that almost 92 percent of the state's population is within 30 road miles or less of one or more airports that have a runway that is at least 5,000 feet long. When including nearby out-of-state airports, that percent increases to almost 94. These findings are shown on **Figure 5-27**.

The next step of the system plan (**Chapter 6**) reviews the ability of each airport to meet its applicable facility and service objectives. As part of that review, it is possible that additional airports may be recommended for runways that meet or exceed 5,000 feet in length. If this is the case, **Chapter 6** will document how accessibility for this benchmark might increase, if facility objectives in the system plan are met.



**Figure 5-27: 30-Mile Accessibility to an Airport with a Runway  $\geq$ 5,000'**



Source: Jviation Mapping Analysis. Results include OKC and TUL.

### 5.1.4 An Airport System that Supports the Economy

Business aviation is the fastest growing segment of the general aviation industry. Oklahoma actively recruits employers in all business sectors. While not the only factor important to business growth and development, many employers rely on aviation to meet their transportation needs.

Aviation is often an important business tool that enables companies to improve their efficiency and profitability and enables companies to expand their market areas. Even when businesses do not have access to a commercial airport, they can use general aviation airports to fly directly to cities that have scheduled commercial airline service, reducing travel time from days to hours. Customers of and suppliers to Oklahoma businesses also use aviation to reach businesses based in Oklahoma. A previous performance measure considered accessibility to airports with scheduled commercial airline service and business ready general aviation airports.

For this performance measure, information on business ready airport characteristics was obtained from the National Business Aviation Association (NBAA). NBAA’s members include major corporations throughout the United States who use general aviation aircraft to improve their efficiency. NBAA publishes information on business ready airport characteristics that are considered desirable by its members. The following select NBAA business ready airport characteristics are used to measure system performance and accessibility for this measure:

**NBAA Heavy Jet Business Ready Airport Characteristics**

- Minimum runway dimensions of 5,500 feet by 100 feet
- Instrument Approach
- Visual Glideslope Indicator (VGSI)
- Runway Lighting
- On-site weather reporting equipment
- FBO services
- Jet fuel

**NBAA Medium Jet Business Ready Airport Characteristics**

- Minimum runway dimensions of 5,000 feet by 100 feet
- Instrument Approach
- Visual Glideslope Indicator (VGSI)
- Runway Lighting
- On-site weather reporting equipment
- FBO services
- Jet fuel

**NBAA Light Jet Business Ready Airport Characteristics**

- Minimum runway dimensions of 4,000 feet by 75 feet
- Instrument Approach
- Visual Glideslope Indicator (VGSI)
- Runway Lighting
- On-site weather reporting equipment
- FBO services
- Jet fuel

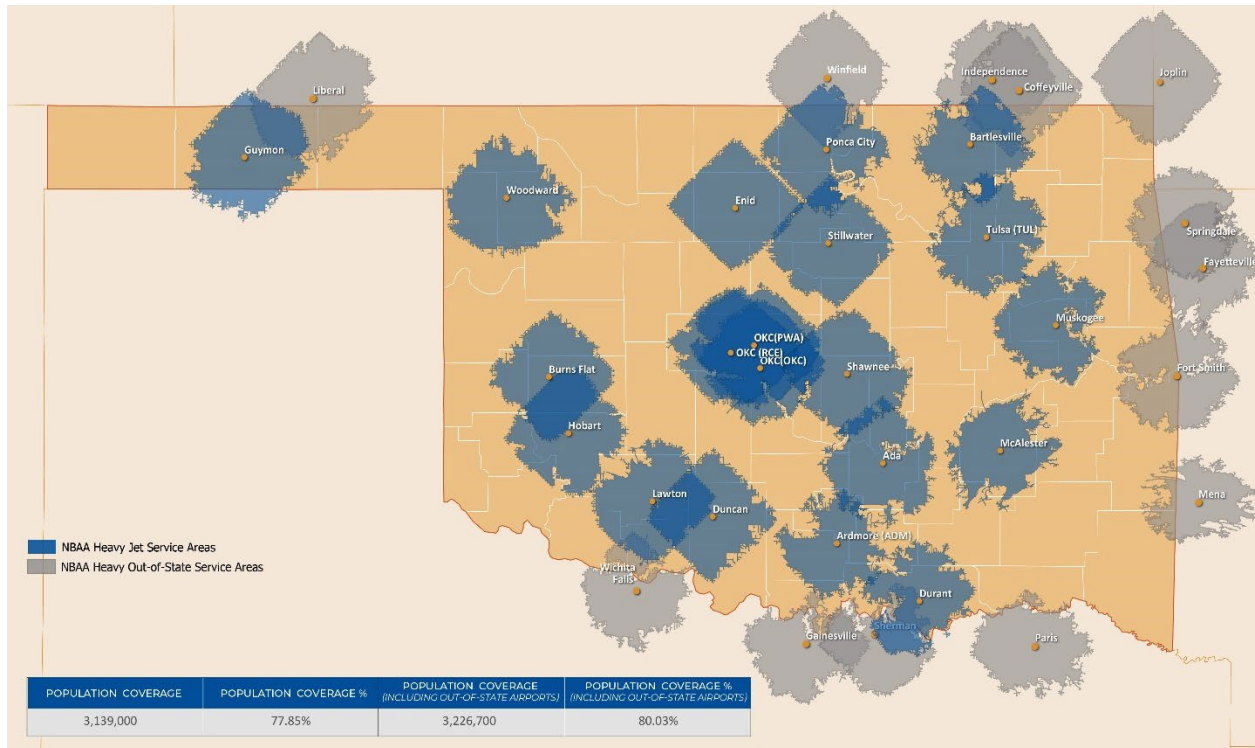
For this system performance measure, the following benchmarks were analyzed:

1. Percentage of the state's population within 30 miles of an NBAA Heavy Jet business ready airport
2. Percentage of the state's population within 30 miles of an NBAA Medium Jet business ready airport
3. Percentage of the state's population within 30 miles of an NBAA Light Jet business ready airport
4. Communities with a population of at least 2,500 not within a 30-mile service area of an NBAA business ready airport

**Table 5-12** presents information that shows which airports have facilities and services that meet NBAA business ready airport characteristics identified in this section. In addition, this table shows nearby airports in neighboring states that also meet these characteristics.

GIS mapping determined accessibility to NBAA business ready airports. Findings from the analysis for this benchmark show that almost 78 percent of the state's population is within 30 road miles of an Oklahoma airport that meets NBAA Heavy Jet business ready airport characteristics (shown on **Figure 5-28**). When including nearby out-of-state airports that meet Heavy Jet NBAA characteristics, accessibility increases to 80 percent.

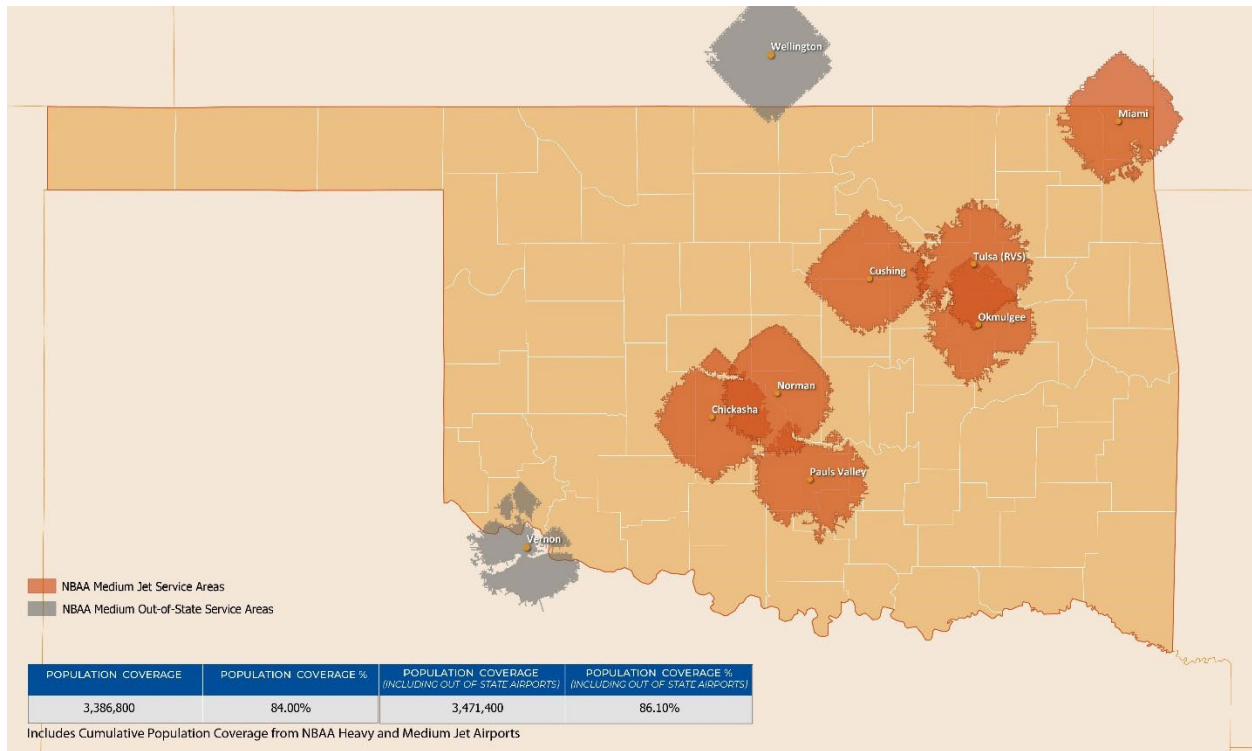
**Figure 5-28: 30-Mile Accessibility to Airports Meeting NBAA Heavy Jet Characteristics**



Source: Aviation Mapping Analysis. Results include OKC and TUL.

GIS analysis also identifies 30-mile service areas for airports meeting NBAA Medium Jet business ready airport characteristics. The GIS analysis determined that, when the service areas for both business ready Heavy and Medium Jet airports are considered, 84 percent of the state’s population is within 30 road miles or less of one or more airports meeting NBAA Heavy and/or Medium Jet business ready airport characteristics. When nearby out-of-state airports are also considered, accessibility increases to 86 percent. Accessibility reported on **Figure 5-29** is for both Heavy and Medium Jet business ready airports; however, this figure shows only the service areas for NBAA Medium Jet business ready airports; 30-mile accessibility to NBAA Heavy Jet airports was reported on **Figure 5-28**.

**Figure 5-29: 30-Mile Accessibility to Airports Meeting NBAA Medium Jet Characteristics**



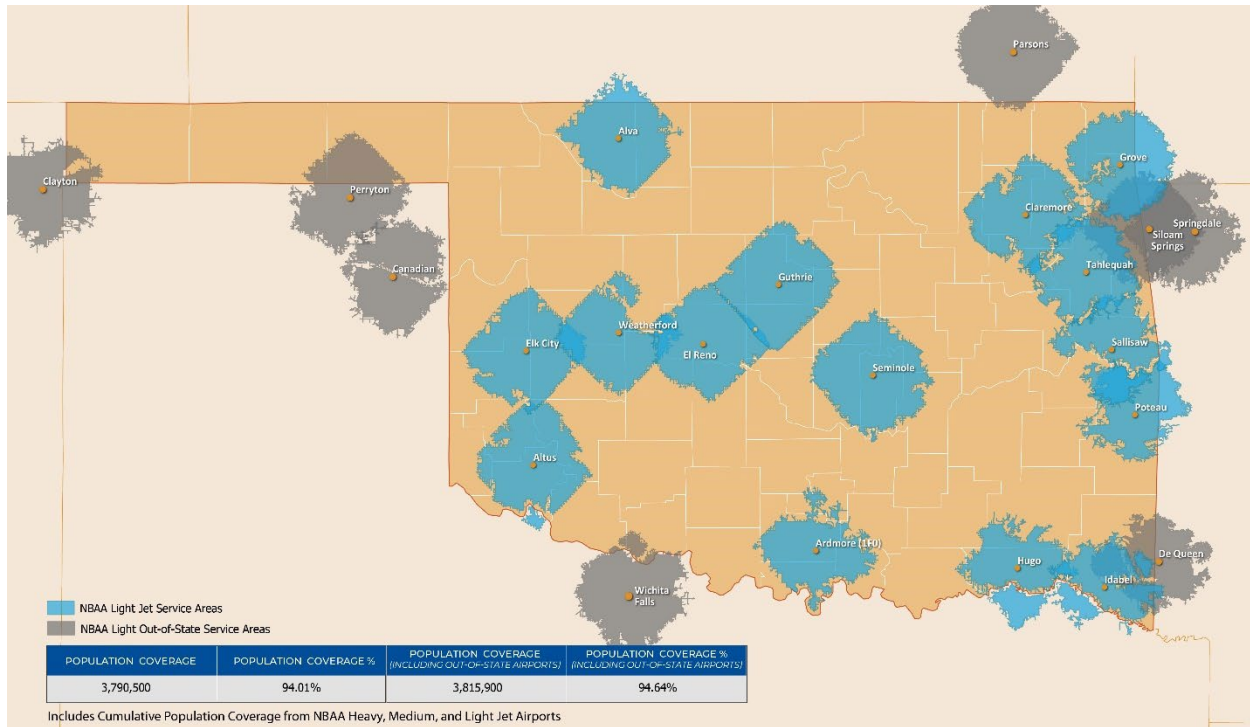
Source: Jviation Mapping Analysis

**Figure 5-30** shows the 30-mile accessibility to airports meeting NBAA Light Jet business ready characteristics.

Analysis for this benchmark found that when all three categories of business ready airports are considered, 94 percent of the state’s population is within 30-miles or less of one or more airports meeting NBAA business ready airport characteristics. When including nearby out-of-state airports that meet NBAA business ready airport characteristics, accessibility increases to almost 95 percent. These cumulative results are displayed on **Figure 5-31**.

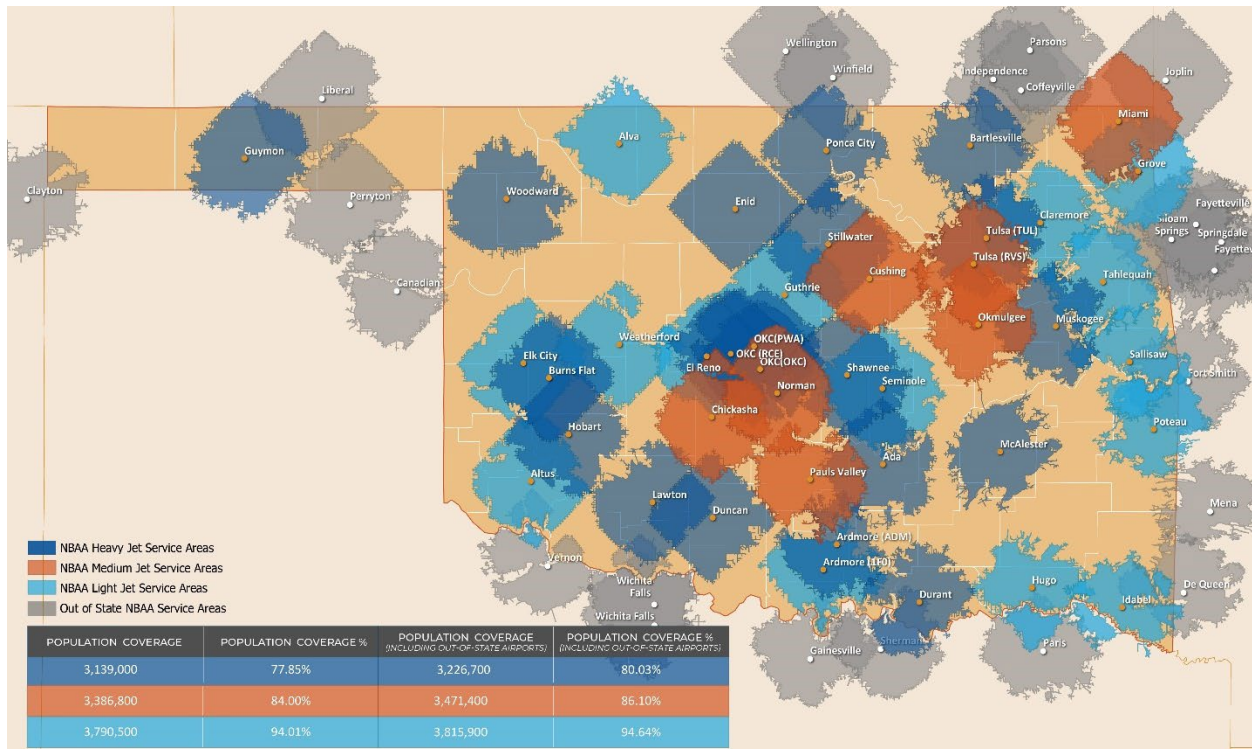


**Figure 5-30: 30-Mile Accessibility to Airports Meeting NBAA Light Jet Characteristics**



Source: Jviation Mapping Analysis

Figure 5-31: 30-Mile Accessibility to all NBAA Business Ready Airports



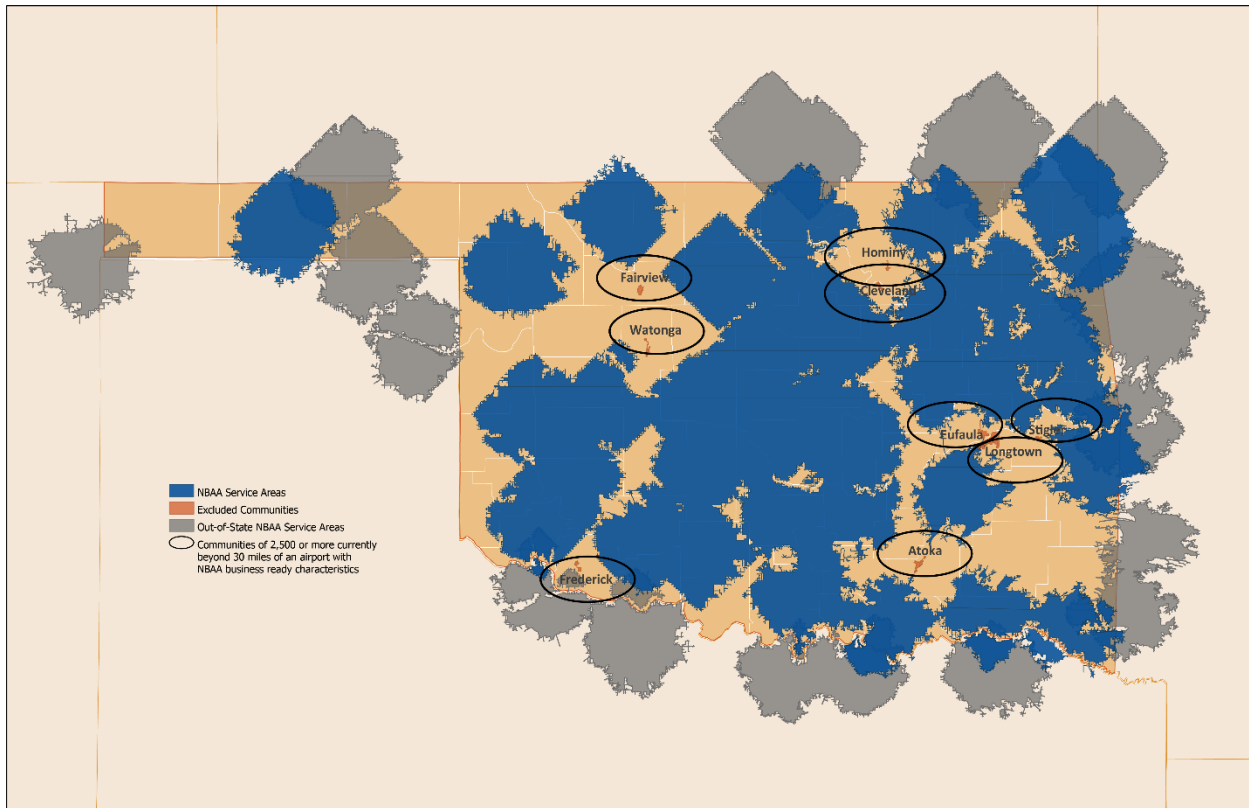
Source: Jviation Mapping Analysis. Results include OKC and TUL.

The final benchmark is based on communities with a population over 2,500 not within a 30-mile service area of an NBAA business ready airport. Results of this GIS analysis are shown on **Figure 5-32**. This analysis found that nine communities with a population of 2,500 or more are not within a 30-mile service area of any airport currently meeting NBAA business ready characteristics: Fairview, Watonga, Hominy, Cleveland, Eufala, Stigler, Longtown, Atoka, and Frederick. Though most of these communities are served by a system airport, these currently airports lack the characteristics that would qualify them as an NBAA business ready airport. **Chapter 6** identifies, as appropriate, system improvements that could be considered to increase accessibility for this benchmark.





**Figure 5-32: Communities of 2,500 or More Outside the 30-Mile Service Area for an Airport Meeting NBAA Business Ready Characteristics**



Source: Aviation Mapping Analysis. Results include OKC and TUL.

### 5.1.5 An Airport System that Meets User Needs

Various services help to meet the needs of both based and visiting aircraft. This measure considers a wide array of airport services to help measure system performance as it relates to meeting user needs. For this system performance measure, nine benchmarks were considered:

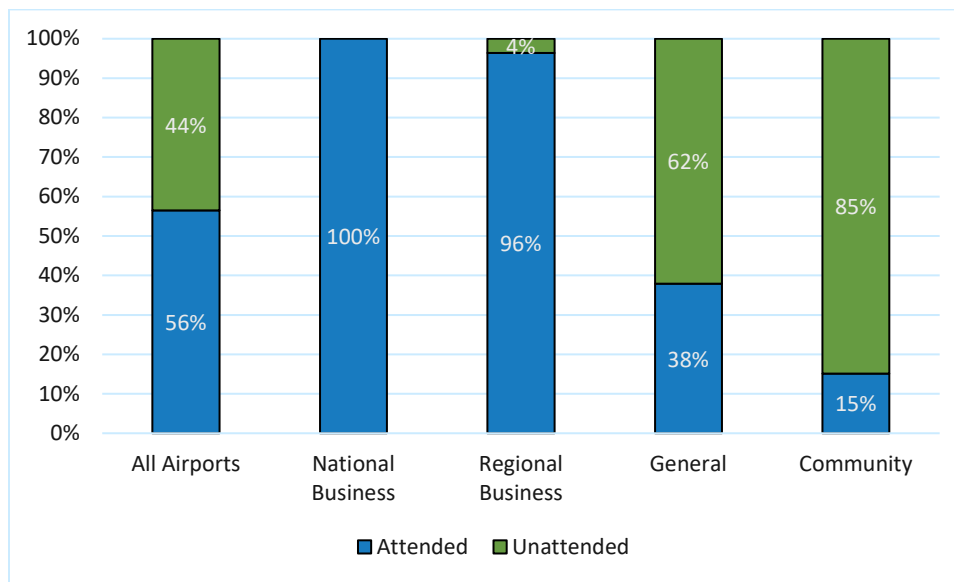
1. Percentage of airports that are attended
2. Percentage of airports that have an on-site manager
3. Percentage of airports that have an FBO (third party or public)
4. Percentage of airports that have fuel
5. Percentage of airports that have Jet A
6. Percentage of airports that have a public general aviation terminal
7. Percentage of airports that have major maintenance
8. Percentage of airports with either major or minor maintenance
9. Percentage of airports with full or part-time flight training

## Airport Attendance, On-Site Management, and FBO Benchmarks

This informational benchmark considers study airports that are reported as being “attended.” An attended airport has personnel onsite during operating hours; an unattended airport is one with no scheduled on-site personnel. The analysis, presented in **Table 5-13**, found that 56 percent of all study airports are attended. **Table 5-13** shows that 100 percent of National Business, 96 percent of Regional Business, 38 percent of General, and 15 percent of Community airports are reported as being attended.

**Figure 5-33** provides as summary by airport role of the percent of airports that are reported as being attended.

**Figure 5-33: Airports by Role that are Attended**



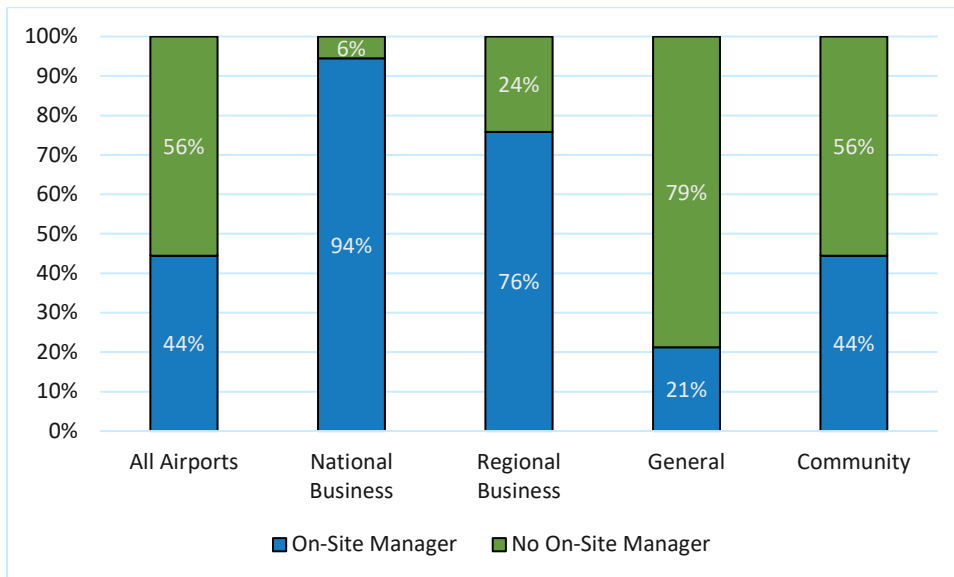
Source: FAA 5010. Results include OKC and TUL.

This benchmark also quantifies the airports that have an on-site manager. Analysis indicates that 44 percent of all study airports have an on-site airport manager. **Table 5-13** provides the information upon which this finding is based. Considering the information in **Table 5-13**, 94 percent of National Business, 79 percent of Regional Business, 24 percent of General, and 6 percent of Community airports are reported as having an on-site airport manager.

**Figure 5-34** presents information that shows by airport role the percent of airports in each role category that have an on-site manager. This is an informational benchmark.



**Figure 5-34: Airports by Role that Have an On-Site Manager**



Source: Inventory Effort, AirNav, AOPA. Results include OKC and TUL.

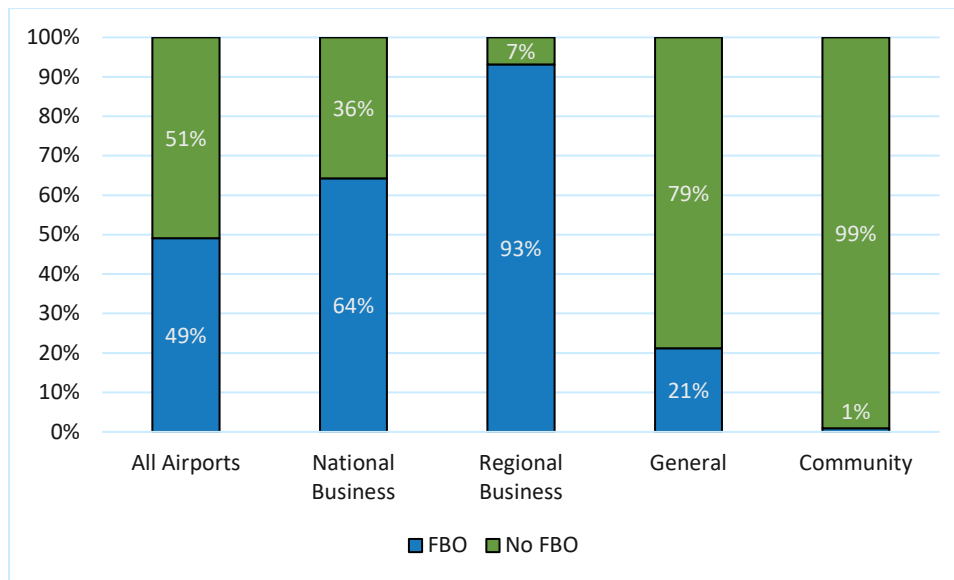
This benchmark also considers the percentage of all airports that have Fixed-Base Operator (FBO) services, whether they be private (provided by a 3<sup>rd</sup> party) or public (provided by the airport owner/operator). An FBO is an entity granted the right to operate and provide aeronautical services at an airport and can range in size from very small organizations providing basic services, to large organizations providing diversified services from fueling to pilot training to aircraft maintenance.

This analysis found that 49 percent of all study airports report having some type of FBO services. **Table 5-13** provides the information upon which this finding is based. Considering the information in **Table 5-13**, 100 percent of National Business, 96 percent of Regional Business, 24 percent of General, and 3 percent of Community airports are reported as having FBO services.

Statewide results for these benchmarks are displayed on **Figure 5-35**. System plan objectives call for all airports in the National Business and Regional Business roles to have some type of FBO service. The system plan did not set objectives for having airports be attended (although ideally all should be), nor did it set objectives for airports related to on-site managers. Reporting on these benchmarks were included earlier in this section.

The three benchmarks in this section are informational because investment from OAC cannot influence system performance. However, system performance for these three benchmarks is worth monitoring. Airports gaining losing on-site attendance, on-site management, or FBO services can be an indicator of airport activity growth or decline. One of the goals of the system plan is to help Oklahoma have a system of airports that is viable from a financial standpoint. If the performance—based on these three benchmarks—of an individual airport is declining, this could signal that the airport’s financial viability may also be decreasing.

Figure 5-35: Airports by Role with FBO Services



Source: Inventory Effort, AOPA, AirNav. Results include OKC and TUL.

### Airport Fuel Benchmark

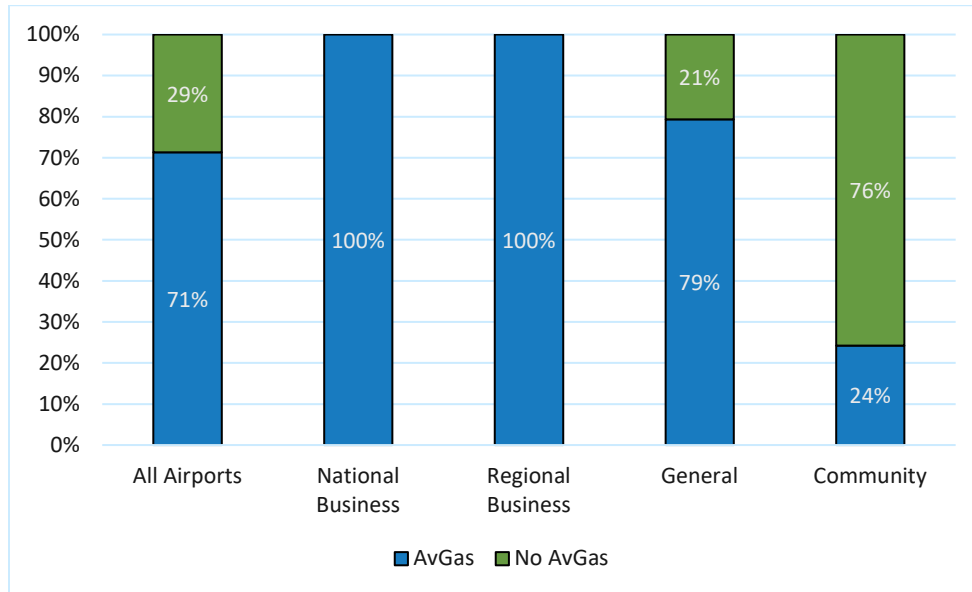
Given the importance of having fueling services for customers, this performance measure also includes benchmarks on fuel availability. The system plan has an objective for most airports in all four role categories to have some type of fuel available for based and visiting aircraft. A lack of fuel most often signals low airport activity and may indicate limited financial viability for the airport. Fuel can be provided by a 3<sup>rd</sup> party provider, such as an FBO, or through the operator of the airport.

There are two main types of aviation fuel: Aviation Gasoline (AvGas or 100LL) and Jet A. Additional information on fuel availability at system airports is recorded in the study's GIS database, but analysis shows that 70 percent of all study airports have at least AvGas and that 46 percent of all study airports also have Jet A Fuel available. **Table 5-14** provides information on fuel availability at study airports. As information in **Table 5-14** shows, 100 percent of National Business, 96 percent of Regional Business, 17 percent of General, and no Community airports report having Jet A fuel.

As information in **Table 5-14** also shows, 100 percent of National Business, 96 percent of Regional Business, 79 percent of General, and 24 percent of Community airports report having AvGas. These results show that 30 percent of all system airports currently have no fuel. The facility and service objectives analysis in **Chapter 6** identifies the system airports that currently do not have fuel that should ideally have this capability. The results of the fuel benchmarks are displayed on **Figure 5-36** and **Figure 5-37**.

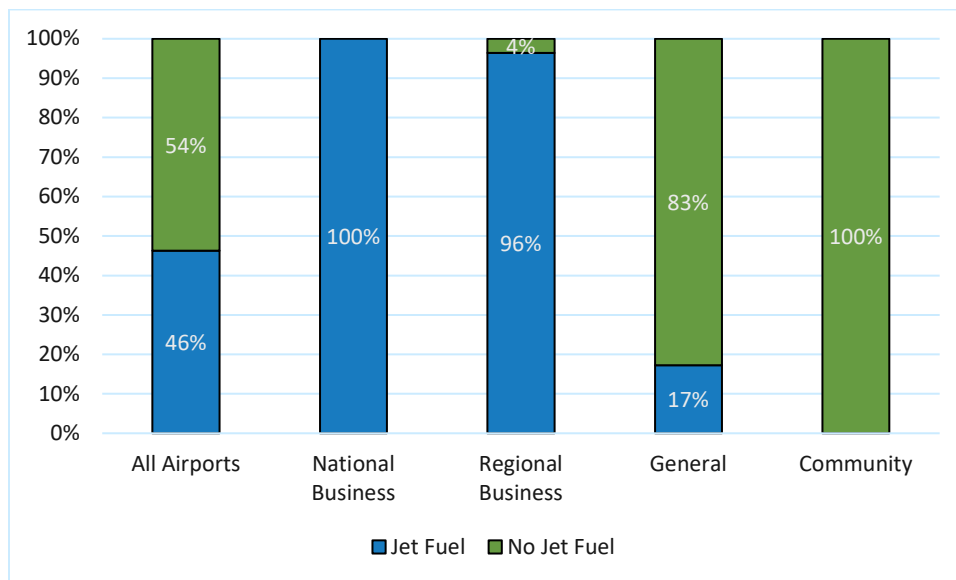


**Figure 5-36: Airports by Role with AvGas Fuel**



Source: FAA 5010. Results include OKC and TUL.

**Figure 5-37: Airports by Role with Jet Fuel**



Source: FAA 5010. Results include OKC and TUL.

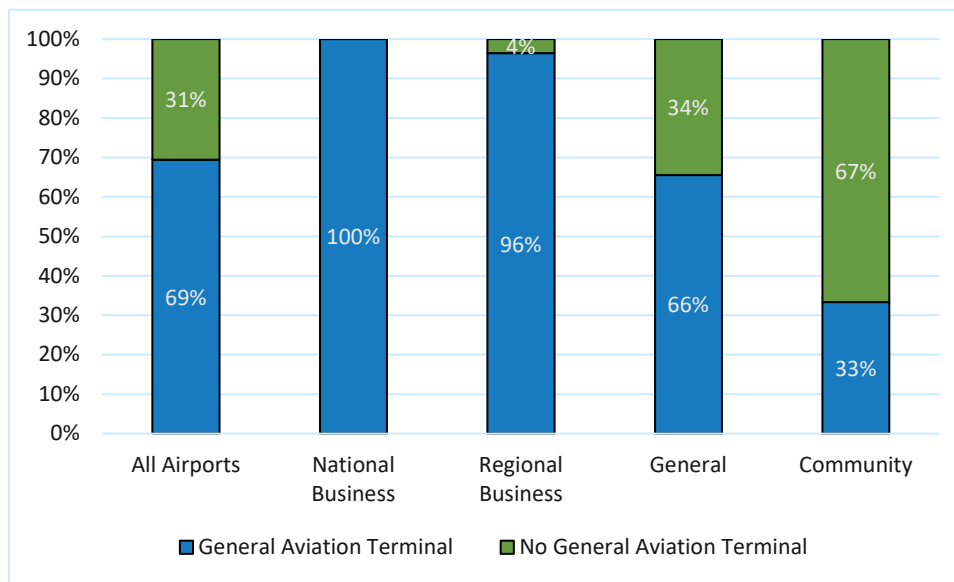
### Public General Aviation Terminal Benchmark

This performance measure includes a benchmark for the percentage of airports that have a general aviation terminal building. The inventory effort for the system plan collected more detailed information on general aviation terminal buildings—available through the GIS database established for this study. This analysis found that 69 percent of all airports have a general aviation terminal. By role, specific objectives have been

established for the size of public general aviation terminal building an airport should have. The next step in the system plan examines the ability of each airport to meet its respective terminal building objective.

The information presented in **Table 5-15** and **Figure 5-38** reports on airports with a general aviation terminal building. Information in **Table 5-15** shows that 100 percent of National Business, 96 percent of Regional Business, 66 percent of General, and 33 percent of Community airports currently have general aviation terminal facilities. The upcoming facility/service objective analysis (**Chapter 6**) shows which study airports should ideally have a general aviation terminal building, based on their system role. The size objective for the general aviation terminal varies by role category. Actual general aviation terminal building needs are identified in the next chapter.

**Figure 5-38: Airports by Role with General Aviation Terminal Building**



Source: Inventory Effort. Results include OKC and TUL.

### Aircraft Maintenance Benchmark

This benchmark considers the percentage of study airports that have major and or minor aircraft maintenance available. **Table 5-15** shows, by role, those airports that report having some type of aircraft maintenance. For this benchmark, information on aircraft maintenance as per 5010 inspection guidance was used. As per FAA Form 5010, major maintenance must be provided by an airworthiness inspector (AI), and minor maintenance can be provided by an airframe and powerplant mechanic (A&P). Based on analysis, 33 percent of all system airports have major aircraft maintenance available, and 44 percent of all system airports have either major or minor aircraft maintenance available.

Information shown in **Table 5-16** shows the following:

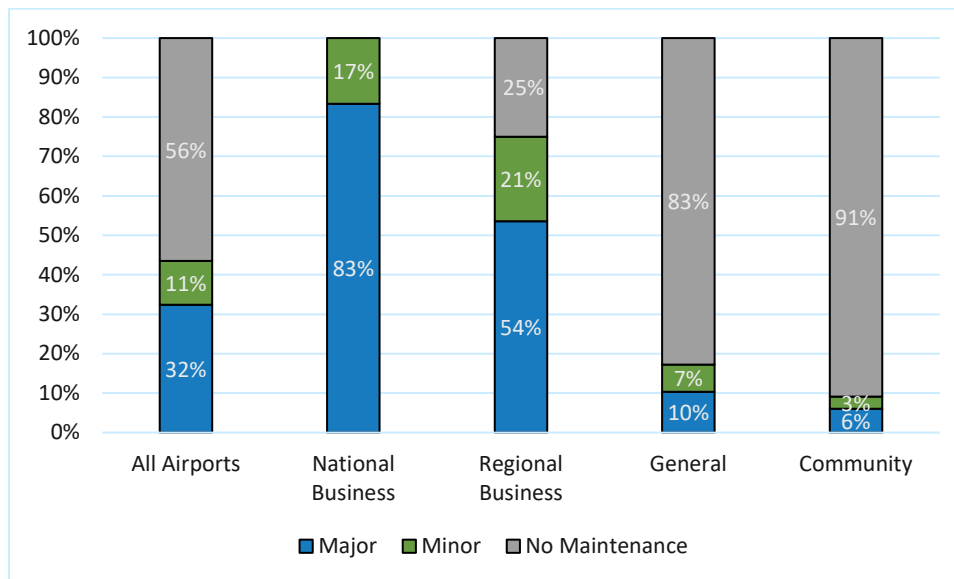
- 83 percent of National Business airports have major aircraft maintenance and 17% of National Business airports have minor aircraft maintenance; 100 percent of the National Business airports have some type of aircraft maintenance.
- 54 percent of Regional Business airports have major aircraft maintenance and 21% of Regional Business airports have minor aircraft maintenance; 75 percent of the Regional Business airports have some type of aircraft maintenance.



- 10 percent of General airports have major aircraft maintenance and 7.0 percent of General airports have minor aircraft maintenance; 17 percent of the General airports have some type of aircraft maintenance.
- 6.0 percent of Community airports have major aircraft maintenance and 3.0 percent of Community airports have minor aircraft maintenance; 9.0 percent of the Community airports have some type of aircraft maintenance.

System plan objectives call for all airports in the National Business and Regional Business role categories to have some type of aircraft maintenance. As shown in **Figure 5-39**, there are airports in the General airport role and airports in the Community category that also have some type of aircraft maintenance service. This is an informational benchmark as the presence or lack thereof aircraft maintenance service is demand driven and not influenced by OAC investment. It is worth noting that availability of aircraft maintenance is one factor that generally characterizes a business ready airport, according to NBAA guidelines.

**Figure 5-39: Airports by Role with Aircraft Maintenance**

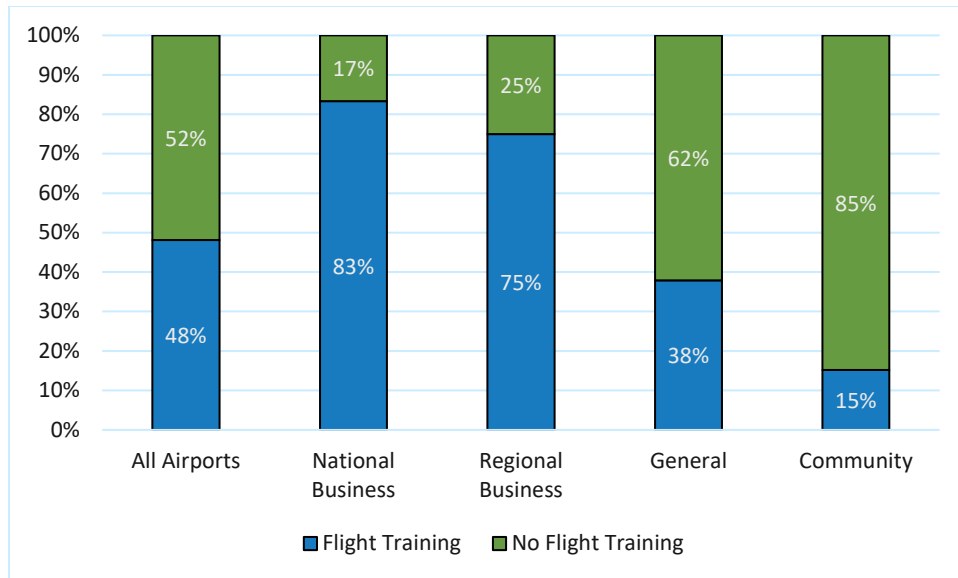


Source: FAA 5010. Results include OKC and TUL.

### Flight Training Benchmark

The last benchmark for this performance measure is based on the percent of airports with full-time, part-time, or visiting flight training. The study’s inventory effort determined that 48 percent of the study airports have some type of flight training available. **Table 5-17** summarizes flight training availability information by airport by role, and **Figure 5-40** illustrates this information graphically. The system plan does not have an objective for system airports to have flight training; this benchmark is informational in nature.

Figure 5-40: Airports by Role with Flight Training



Source: Inventory Effort, OAC. Results include OKC and TUL.

## 5.2 Summary of System Performance

This chapter provides important information showing how the Oklahoma airport system currently meets established system performance measures and their associated benchmarks. The system performance evaluation shows that Oklahoma's current airport system provides excellent accessibility for most of the state's residents, businesses, and visitors, considering 30-mile or 60-mile service areas.

With more than 98 percent of Oklahoma's residents within 30 road miles of one or more system airports, the public has access to wide variety of airports and aviation services. The findings from the system evaluation, using the performance measures and benchmarks described in this chapter, help to set the stage for actions to ensure that Oklahoma has a balanced and viable future airport system; those actions are documented in the next chapter of the plan.





**Table 5-1: RPZ Control by Airport by Runway End**

City	Airport Name	LOCID	Base RWY End	RPZ Control	Reciprocal RWY End	RPZ Control
<b>National Business Airports</b>						
Ada	Ada Regional	ADH	18	Partial	36	Partial
Ardmore	Ardmore Municipal	ADM	13	Full	31	Partial
Bartlesville	Bartlesville Municipal	BVO	17	Full	35	Partial
Duncan	Halliburton Field	DUC	17	Full	35	Full
Durant	Durant Regional-Eaker Field	DUA	17	Partial	35	Partial
Enid	Enid Woodring Regional	WDG	17	Full	35	Partial
Guthrie	Guthrie-Edmond Regional	GOK	16	Full	34	Partial
Lawton	Lawton-Fort Sill Regional	LAW	17	Full	35	Full
Muskogee	Muskogee-Davis Regional	MKO	13	Full	31	Full
Norman	University of Oklahoma Westheimer	OUN	18	Partial	36	Full
Oklahoma City	Wiley Post	PWA	17L	Partial	35R	Full
Oklahoma City	Clarence E. Page Municipal	RCE	17R	Partial	35L	Full
Ponca City	Ponca City Regional	PNC	17	Full	35	Partial
Shawnee	Shawnee Regional	SNL	17	Partial	35	Partial
Stillwater	Stillwater Regional	SWO	17	Full	35	Full
Tulsa	Richard Lloyd Jones Jr.	RVS	19R	Full	1L	Full
<b>Regional Business Airports</b>						
Altus	Altus/Quartz Mountain Regional	AXS	17	Partial	35	Partial
Alva	Alva Regional	AVK	18	Partial	36	Full
Ardmore	Ardmore Downtown Executive	1F0	17	Partial	35	Partial
Burns Flat	Clinton-Sherman	CSM	17R	Partial	35L	Partial
Chandler	Chandler Regional	CQB	17	Partial	35	Full
Chickasha	Chickasha Municipal	CHK	18	Full	36	Partial
Claremore	Claremore Regional	GCM	18	Full	36	Full
Clinton	Clinton Regional	CLK	17	Partial	35	Partial

City	Airport Name	LOCID	Base RWY End	RPZ Control	Reciprocal RWY End	RPZ Control
Cushing	Cushing Municipal	CUH	18	Partial	36	Partial
El Reno	El Reno Regional	RQO	17	Partial	35	Full
Elk City	Elk City Regional Business	ELK	17	Partial	35	Partial
Grove	Grove Municipal	GMJ	18	Full	36	Full
Guymon	Guymon Municipal	GUY	18	Full	36	Partial
Hobart	Hobart Regional	HBR	17	Full	35	Partial
Idabel	McCurtain County Regional	4O4	2	Full	20	Full
McAlester	McAlester Regional	MLC	2	Full	20	Partial
Miami	Miami Municipal	MIO	17	Full	35	Partial
Okmulgee	Okmulgee Regional	OKM	18	Full	36	Full
Pauls Valley	Pauls Valley Municipal	PVJ	17	Partial	35	Partial
Perry	Perry Municipal	F22	17	Partial	35	Partial
Poteau	Robert S. Kerr	RKR	18	Full	36	Full
Pryor Creek	Mid-America Industrial	H71	18	Full	36	Full
Sallisaw	Sallisaw Municipal	JSV	17	Full	35	Full
Sand Springs	William R. Pogue Municipal	OWP	17	Partial	35	Full
Seminole	Seminole Municipal	SRE	16	Full	34	Full
Tahlequah	Tahlequah Municipal	TQH	17	Full	35	Partial
Weatherford	Thomas P. Stafford	OJA	17	Partial	35	Partial
Woodward	West Woodward	WWR	17	Partial	35	Partial
<b>General Airports</b>						
Antlers	Antlers Municipal	80F	17	Full	35	Partial
Atoka	Atoka Municipal	AQR	18	Partial	36	Partial
Blackwell	Blackwell-Tonkawa Municipal	BKN	17	Full	35	Full
Boise City	Boise City	17K	4	Full	22	Full
Bristow	Jones Memorial	3F7	18	Full	36	Full
Cleveland	Cleveland Municipal	95F	18	Partial	36	Partial



City	Airport Name	LOCID	Base RWY End	RPZ Control	Reciprocal RWY End	RPZ Control
Fairview	Fairview Municipal	6K4	17	Partial	35	Partial
Frederick	Frederick Regional	FDR	17	Full	35	Partial
Gage	Gage	GAG	17	Partial	35	Full
Goldsby	David Jay Perry	1K4	13	Partial	31	Partial
Hinton	Hinton Municipal	208	17	Partial	35	Partial
Hollis	Hollis Municipal	O35	18	Partial	36	Full
Hooker	Hooker Municipal	O45	17	Partial	35	Full
Hugo	Stan Stamper Municipal	HHW	17	Full	35	Full
Ketchum	South Grand Lake Regional	1K8	18	Partial	36	Partial
Kingfisher	Kingfisher	F92	18	Full	36	Partial
Madill	Madill Municipal	1F4	18	Full	36	Full
Mangum	Scott Field	2K4	17	Full	35	Full
Prague	Prague Municipal	O47	17	Partial	35	Partial
Purcell	Purcell Municipal	3O3	17	Full	35	Full
Sayre	Sayre Municipal	3O4	17	Partial	35	Partial
Skiatook	Skiatook Municipal	2F6	18	Full	36	Full
Stigler	Stigler Regional	GZL	17	Partial	35	Full
Stroud	Stroud Municipal	SUD	18	Partial	36	Full
Sulphur	Sulphur Municipal	F30	17	Partial	35	Partial
Thomas	Thomas Municipal	1O4	17	Partial	35	Partial
Vinita	Vinita Municipal	H04	17	Partial	35	Partial
Wagoner	Hefner-Easley	H68	18	Full	36	Partial
<b>Community Airports</b>						
Anadarko	Anadarko Municipal	F68	17	Partial	35	Partial
Beaver	Beaver Municipal	K44	17	Partial	35	Partial
Broken Bow	Broken Bow	90F	17	Partial	35	Partial
Buffalo	Buffalo Municipal	BFK	17	Partial	35	Partial

City	Airport Name	LOCID	Base RWY End	RPZ Control	Reciprocal RWY End	RPZ Control
Canadian	Carlton Landing Field	91F	15	Full	33	Full
Carnegie	Carnegie Municipal	86F	17	Full	35	Full
Chattanooga	Chattanooga Sky Harbor	92F	17	Full	35	Partial
Cherokee	Cherokee Municipal	4O5	17	Partial	35	Partial
Cheyenne	Mignon Laird Municipal	93F	18	Partial	36	Partial
Cookson	Tenkiller Lake Airpark	44M	5	Partial	23	Partial
Cordell	Cordell Municipal	F36	17	Partial	35	Partial
Eufaula	Eufaula Municipal	F08	17	Partial	35	Partial
Eufaula	Fountainhead Lodge Airpark	0F7	18	Full	36	Full
Grandfield	Grandfield Municipal	1O1	17	Partial	35	Partial
Healdton	Healdton Municipal	F32	17	Partial	35	Full
Henryetta	Henryetta Municipal	F10	18	Full	36	Partial
Holdenville	Holdenville Municipal	F99	17	Full	35	Full
Hominy	Hominy Municipal	H92	17	Full	35	Full
Kingston	Lake Texoma State Park	F31	18	Partial	36	Full
Lindsay	Lindsay Municipal	1K2	1	Partial	19	Partial
Medford	Medford Municipal	O53	17	Partial	35	Partial
Mooreland	Mooreland Municipal	MDF	17	Full	35	Full
Okeene	Christman Airfield	O65	17	Partial	35	Full
Okemah	Okemah Municipal	F81	18	Full	36	Full
Pawhuska	Pawhuska Municipal	H76	17	Full	35	Full
Talihina	Talihina Municipal	6F1	1	Partial	19	Full
Texhoma	Texhoma Municipal	K49	17	Full	35	Full
Tipton	Tipton Municipal	1O8	17	Partial	35	Not Controlled
Tishomingo	Tishomingo Airpark	0F9	17	Full	35	Full
Walters	Walters Municipal	3O5	16	Full	34	Full
Waynoka	Waynoka Municipal	1K5	17	Partial	35	Partial



City	Airport Name	LOCID	Base RWY End	RPZ Control	Reciprocal RWY End	RPZ Control
Westport	Westport	4F1	3	Partial	21	Partial
Wilburton	Wilburton Municipal	H05	17	Partial	35	Partial

Source: Lochner Engineering

**Table 5-2: RSA Compliant Primary Runway Ends by Airport**

City	Airport Name	LOCID	ARC	RSA Standard (feet)	RWY RSA Compliance	Obstruction	Location of Obstruction
<b>National Business Airports</b>							
Ada	Ada Regional	ADH	C-II	500' x 1,000' beyond RWY end	Noncompliant	Fence	RWY 35 end
Ardmore	Ardmore Municipal	ADM	C-III	500' x 1,000' beyond RWY end	Compliant		
Bartlesville	Bartlesville Municipal	BVO	C-II	500' x 1,000' beyond RWY end	Compliant		
Duncan	Halliburton Field	DUC	C-II	500' x 1,000' beyond RWY end	Compliant		
Durant	Durant Regional-Eaker Field	DUA	B-II	500' x 1,000' beyond RWY end	Compliant		
Enid	Enid Woodring Regional	WDG	C-III	500' x 1,000' beyond RWY end	Compliant		
Guthrie	Guthrie-Edmond Regional	GOK	B-II	150' x 300' beyond RWY end	Compliant		
Lawton	Lawton-Fort Sill Regional	LAW	D-IV	500' x 1,000' beyond RWY end	Compliant		
Muskogee	Muskogee-Davis Regional	MKO	D-IV	500' x 1,000' beyond RWY end	Compliant		
Norman	University of Oklahoma Westheimer	OUN	C-II	500' x 1,000' beyond RWY end	Compliant		
Oklahoma City	Wiley Post	PWA	D-II	500' x 1,000' beyond RWY end	Compliant		
Oklahoma City	Clarence E. Page Municipal	RCE	C-II	500' x 1,000' beyond RWY end	Noncompliant	Grade	RWY 35 end
Ponca City	Ponca City Regional	PNC	D-II	500' x 1,000' beyond RWY end	Compliant		

City	Airport Name	LOCID	ARC	RSA Standard (feet)	RWY RSA Compliance	Obstruction	Location of Obstruction
Shawnee	Shawnee Regional	SNL	C-II	500' x 1,000' beyond RWY end	Compliant		
Stillwater	Stillwater Regional	SWO	C-III	500' x 1,000' beyond RWY end	Compliant		
Tulsa	Richard Lloyd Jones Jr.	RVS	B-II	150' x 300' beyond RWY end	Compliant		
<b>Regional Business Airports</b>							
Altus	Altus/Quartz Mountain Regional	AXS	D-II	500' x 1,000' beyond RWY end	Noncompliant	Fence, Road	RWY 35 end
Alva	Alva Regional	AVK	B-II	150' x 300' beyond RWY end	Compliant		
Ardmore	Ardmore Downtown Executive	1F0	B-II	150' x 300' beyond RWY end	Compliant		
Burns Flat	Clinton-Sherman	CSM	C-IV	500' x 1,000' beyond RWY end	Compliant		
Chandler	Chandler Regional	CQB	B-II	150' x 300' beyond RWY end	Compliant		
Chickasha	Chickasha Municipal	CHK	C-II	500' x 1,000' beyond RWY end	Noncompliant	Road	RWY 36 end
Claremore	Claremore Regional	GCM	B-II	150' x 300' beyond RWY end	Compliant		
Clinton	Clinton Regional	CLK	B-II	150' x 300' beyond RWY end	Compliant		
Cushing	Cushing Municipal	CUH	B-II	150' x 300' beyond RWY end	Compliant		
El Reno	El Reno Regional	RQO	B-II	150' x 300' beyond RWY end	Compliant		
Elk City	Elk City Regional Business	ELK	B-II	150' x 300' beyond RWY end	Compliant		
Grove	Grove Municipal	GMJ	B-II	150' x 300' beyond RWY end	Compliant		
Guymon	Guymon Municipal	GUY	B-II	150' x 300' beyond RWY end	Compliant		
Hobart	Hobart Regional	HBR	C-II	500' x 1,000' beyond RWY end	Compliant		



City	Airport Name	LOCID	ARC	RSA Standard (feet)	RWY RSA Compliance	Obstruction	Location of Obstruction
Idabel	McCurtain County Regional	404	B-II	150' x 300' beyond RWY end	Compliant		
McAlester	McAlester Regional	MLC	B-II	150' x 300' beyond RWY end	Compliant		
Miami	Miami Municipal	MIO	B-II	150' x 300' beyond RWY end	Compliant		
Okmulgee	Okmulgee Regional	OKM	C-II	500' x 1,000' beyond RWY end	Compliant		
Pauls Valley	Pauls Valley Municipal	PVJ	C-II	500' x 1,000' beyond RWY end	Compliant		
Perry	Perry Municipal	F22	B-II	150' x 300' beyond RWY end	Compliant		
Poteau	Robert S. Kerr	RKR	B-II	150' x 300' beyond RWY end	Compliant		
Pryor Creek	Mid-America Industrial	H71	B-II	150' x 300' beyond RWY end	Compliant		
Sallisaw	Sallisaw Municipal	JSV	B-II	150' x 300' beyond RWY end	Compliant		
Sand Springs	William R. Pogue Municipal	OWP	B-II	150' x 300' beyond RWY end	Compliant		
Seminole	Seminole Municipal	SRE	B-II	150' x 300' beyond RWY end	Compliant		
Tahlequah	Tahlequah Municipal	TQH	B-II	150' x 300' beyond RWY end	Noncompliant	Fence, Trees	RWY 35 end
Weatherford	Thomas P. Stafford	OJA	B-II	150' x 300' beyond RWY end	Compliant		
Woodward	West Woodward	WWR	C-II	500' x 1,000' beyond RWY end	Compliant		
<b>General Airports</b>							
Antlers	Antlers Municipal	80F	A-I Small	120' x 240' beyond RWY end	Compliant		
Atoka	Atoka Municipal	AQR	B-I Small	120' x 240' beyond RWY end	Compliant		
Blackwell	Blackwell-Tonkawa Municipal	BKN	B-I	120' x 240' beyond RWY end	Compliant		

City	Airport Name	LOCID	ARC	RSA Standard (feet)	RWY RSA Compliance	Obstruction	Location of Obstruction
Boise City	Boise City	17K	B-I Small	120' x 240' beyond RWY end	Compliant		
Bristow	Jones Memorial	3F7	B-II	150' x 300' beyond RWY end	Compliant		
Cleveland	Cleveland Municipal	95F	B-I Small	120' x 240' beyond RWY end	Compliant		
Fairview	Fairview Municipal	6K4	B-II	150' x 300' beyond RWY end	Compliant		
Frederick	Frederick Regional	FDR	B-II	150' x 300' beyond RWY end	Compliant		
Gage	Gage	GAG	B-II	150' x 300' beyond RWY end	Compliant		
Goldsby	David Jay Perry	1K4	B-I	120' x 240' beyond RWY end	Compliant		
Hinton	Hinton Municipal	2O8	B-I Small	120' x 240' beyond RWY end	Compliant		
Hollis	Hollis Municipal	O35	B-I Small	120' x 240' beyond RWY end	Compliant		
Hooker	Hooker Municipal	O45	B-I Small	120' x 240' beyond RWY end	Compliant		
Hugo	Stan Stamper Municipal	HHW	B-II Small	150' x 300' beyond RWY end	Compliant		
Ketchum	South Grand Lake Regional	1K8	B-II	150' x 300' beyond RWY end	Compliant		
Kingfisher	Kingfisher	F92	A-I Small	120' x 240' beyond RWY end	Compliant		
Madill	Madill Municipal	1F4	A-I Small	120' x 240' beyond RWY end	Compliant		
Mangum	Scott Field	2K4	B-I Small	120' x 240' beyond RWY end	Compliant		
Prague	Prague Municipal	O47	A-I Small	120' x 240' beyond RWY end	Compliant		
Purcell	Purcell Municipal	3O3	B-I Small	120' x 240' beyond RWY end	Compliant		
Sayre	Sayre Municipal	3O4	B-II	150' x 300' beyond RWY end	Compliant		





City	Airport Name	LOCID	ARC	RSA Standard (feet)	RWY RSA Compliance	Obstruction	Location of Obstruction
Skiatook	Skiatook Municipal	2F6	B-I Small	120' x 240' beyond RWY end	Noncompliant	Fence	RWY 36 end
Stigler	Stigler Regional	GZL	B-I Small	120' x 240' beyond RWY end	Compliant		
Stroud	Stroud Municipal	SUD	B-I Small	120' x 240' beyond RWY end	Compliant		
Sulphur	Sulphur Municipal	F30	B-I Small	120' x 240' beyond RWY end	Compliant		
Thomas	Thomas Municipal	104	B-I Small	120' x 240' beyond RWY end	Compliant		
Vinita	Vinita Municipal	H04	A-I Small	120' x 240' beyond RWY end	Compliant		
Wagoner	Hefner-Easley	H68	B-I Small	120' x 240' beyond RWY end	Compliant		
Watonga	Watonga Regional	JWG	B-I	120' x 240' beyond RWY end	Compliant		
<b>Community Airports</b>							
Anadarko	Anadarko Municipal	F68	B-I Small	120' x 240' beyond RWY end	Compliant		
Beaver	Beaver Municipal	K44	A-I Small	120' x 240' beyond RWY end	Compliant		
Broken Bow	Broken Bow	90F	B-I	120' x 240' beyond RWY end	Compliant		
Buffalo	Buffalo Municipal	BFK	B-I	120' x 240' beyond RWY end	Compliant		
Canadian	Carlton Landing Field	91F	B-I Small	120' x 240' beyond RWY end	Compliant		
Carnegie	Carnegie Municipal	86F	B-I Small	120' x 240' beyond RWY end	Compliant		
Chattanooga	Chattanooga Sky Harbor	92F	B-I Small	120' x 240' beyond RWY end	Compliant		
Cherokee	Cherokee Municipal	405	B-I	120' x 240' beyond RWY end	Compliant		
Cheyenne	Mignon Laird Municipal	93F	B-I Small	120' x 240' beyond RWY end	Compliant		

City	Airport Name	LOCID	ARC	RSA Standard (feet)	RWY RSA Compliance	Obstruction	Location of Obstruction
Cookson	Tenkiller Lake Airpark	44M	A-I Small	120' x 240' beyond RWY end	Non-Compliant	Gravel Road	RWY 5 and 23 end
Cordell	Cordell Municipal	F36	B-I Small	120' x 240' beyond RWY end	Compliant		
Eufaula	Eufaula Municipal	F08	B-I Small	120' x 240' beyond RWY end	Compliant		
Eufaula	Fountainhead Lodge Airpark	0F7	A-I Small	120' x 240' beyond RWY end	Compliant		
Grandfield	Grandfield Municipal	1O1	B-I Small	120' x 240' beyond RWY end	Compliant		
Healdton	Healdton Municipal	F32	B-I Small	120' x 240' beyond RWY end	Compliant		
Henryetta	Henryetta Municipal	F10	B-I	120' x 240' beyond RWY end	Compliant		
Holdenville	Holdenville Municipal	F99	B-I Small	120' x 240' beyond RWY end	Compliant		
Hominy	Hominy Municipal	H92	B-I Small	120' x 240' beyond RWY end	Compliant		
Kingston	Lake Texoma State Park	F31	A-I Small	120' x 240' beyond RWY end	Compliant		
Lindsay	Lindsay Municipal	1K2	B-I Small	120' x 240' beyond RWY end	Compliant		
Medford	Medford Municipal	O53	B-I Small	120' x 240' beyond RWY end	Compliant		
Mooreland	Mooreland Municipal	MDF	B-I Small	120' x 240' beyond RWY end	Compliant		
Okeene	Christman Airfield	O65	A-I Small	120' x 240' beyond RWY end	Compliant		
Okemah	Okemah Municipal	F81	B-I Small	120' x 240' beyond RWY end	Compliant		
Pawhuska	Pawhuska Municipal	H76	A-I Small	120' x 240' beyond RWY end	Compliant		
Talihina	Talihina Municipal	6F1	B-I Small	120' x 240' beyond RWY end	Compliant		
Texhoma	Texhoma Municipal	K49	A-I Small	120' x 240' beyond RWY end	Noncompliant	Road	RWY 3 end



City	Airport Name	LOCID	ARC	RSA Standard (feet)	RWY RSA Compliance	Obstruction	Location of Obstruction
Tipton	Tipton Municipal	108	B-I Small	120' x 240' beyond RWY end	Noncompliant	Vegetation	RWY 35 end
Tishomingo	Tishomingo Airpark	0F9	B-I Small	120' x 240' beyond RWY end	Compliant		
Walters	Walters Municipal	305	A-I Small	120' x 240' beyond RWY end	Compliant		
Waynoka	Waynoka Municipal	1K5	B-I Small	120' x 240' beyond RWY end	Compliant		
Westport	Westport	4F1	B-I Small	120' x 240' beyond RWY end	Noncompliant	Grade	RWY 3 end
Wilburton	Wilburton Municipal	H05	B-I Small	120' x 240' beyond RWY end	Compliant		

Source: Lochner Engineering

**Table 5-3: Airports Meeting Runway/Taxiway Separation Standards**

City	Airport Name	LOCID	ARC	Taxiway Type	Runway Separation Standard (feet)	Runway Separation (Feet)	RWY/TW Separation Compliance
<b>National Business Airports</b>							
Ada	Ada Regional	ADH	C-II	Full Parallel	300	400	Compliant
Ardmore	Ardmore Municipal	ADM	C-III	Partial Parallel	400	400	Compliant
Bartlesville	Bartlesville Municipal	BVO	C-II	Full Parallel	300	375	Compliant
Duncan	Halliburton Field	DUC	C-II	Full Parallel	300	350	Compliant
Durant	Durant Regional-Eaker Field	DUA	B-II	Full Parallel	240	400	Compliant
Enid	Enid Woodring Regional	WDG	C-III	Full Parallel	400	400	Compliant
Guthrie	Guthrie-Edmond Regional	GOK	B-II	Full Parallel	240	215	Noncompliant
Lawton	Lawton-Fort Sill Regional	LAW	D-IV	Full Parallel	400	500	Compliant
Muskogee	Muskogee-Davis Regional	MKO	D-IV	Full Parallel	400	780	Compliant
Norman	University of Oklahoma Westheimer	OUN	C-II	Full Parallel	400	400	Compliant
Oklahoma City	Wiley Post	PWA	D-II	Full Parallel	400	525	Compliant

City	Airport Name	LOCID	ARC	Taxiway Type	Runway Separation Standard (feet)	Runway Separation (Feet)	RWY/TW Separation Compliance
Oklahoma City	Clarence E. Page Municipal	RCE	C-II	Partial Parallel	300	400	Compliant
Ponca City	Ponca City Regional	PNC	D-II	Full Parallel	400	400	Compliant
Shawnee	Shawnee Regional	SNL	C-II	Full Parallel	400	400	Compliant
Stillwater	Stillwater Regional	SWO	C-III	Full Parallel	400	400	Compliant
Tulsa	Richard Lloyd Jones Jr.	RVS	B-II	Full Parallel	240	420	Compliant
<b>Regional Business Airports</b>							
Altus	Altus/Quartz Mountain Regional	AXS	D-II	Full Parallel	300	550	Compliant
Alva	Alva Regional	AVK	B-II	Full Parallel	240	400	Compliant
Ardmore	Ardmore Downtown Executive	1F0	B-II	Full Parallel	240	250	Compliant
Burns Flat	Clinton-Sherman	CSM	C-IV	Partial Parallel	400	1050	Compliant
Chandler	Chandler Regional	CQB	B-II	Full Parallel	240	240	Compliant
Chickasha	Chickasha Municipal	CHK	C-II	Full Parallel	240	300	Compliant
Claremore	Claremore Regional	GCM	B-II	Full Parallel	240	400	Compliant
Clinton	Clinton Regional	CLK	B-II	Full Parallel	240	240	Compliant
Cushing	Cushing Municipal	CUH	B-II	No Parallel	240	N/A	
El Reno	El Reno Regional	RQO	B-II	Full Parallel	240	300	Compliant
Elk City	Elk City Regional Business	ELK	B-II	Full Parallel	240	240	Compliant
Grove	Grove Municipal	GMJ	B-II	Full Parallel	240	240	Compliant
Guymon	Guymon Municipal	GUY	B-II	Full Parallel	240	240	Compliant
Hobart	Hobart Regional	HBR	C-II	Full Parallel	240	525	Compliant
Idabel	McCurtain County Regional	4O4	B-II	Full Parallel	240	240	Compliant
McAlester	McAlester Regional	MLC	B-II	Full Parallel	240	240	Compliant
Miami	Miami Municipal	MIO	B-II	Full Parallel	240	250	Compliant
Okmulgee	Okmulgee Regional	OKM	C-II	Full Parallel	400	400	Compliant



City	Airport Name	LOCID	ARC	Taxiway Type	Runway Separation Standard (feet)	Runway Separation (Feet)	RWY/TW Separation Compliance
Pauls Valley	Pauls Valley Municipal	PVJ	C-II	Full Parallel	240	500	Compliant
Perry	Perry Municipal	F22	B-II	Partial Parallel	240	525	Compliant
Poteau	Robert S. Kerr	RKR	B-II	Partial Parallel	240	565	Compliant
Pryor Creek	Mid-America Industrial	H71	B-II	Full Parallel	240	460	Compliant
Sallisaw	Sallisaw Municipal	JSV	B-II	Full Parallel	240	240	Compliant
Sand Springs	William R. Pogue Municipal	OWP	B-II	Full Parallel	240	300	Compliant
Seminole	Seminole Municipal	SRE	B-II	Full Parallel	240	200	Noncompliant
Tahlequah	Tahlequah Municipal	TQH	B-II	Full Parallel	240	240	Compliant
Weatherford	Thomas P. Stafford	OJA	B-II	Full Parallel	240	240	Compliant
Woodward	West Woodward	WWR	C-II	Full Parallel	300	525	Compliant
<b>General Airports</b>							
Antlers	Antlers Municipal	80F	A-I Small	No Parallel	150	N/A	
Atoka	Atoka Municipal	AQR	B-I Small	No Parallel	150	N/A	
Blackwell	Blackwell-Tonkawa Municipal	BKN	B-I	Full Parallel	225	240	Compliant
Boise City	Boise City	17K	B-I Small	No Parallel	150	N/A	
Bristow	Jones Memorial	3F7	B-II	Full Parallel	240	240	Compliant
Cleveland	Cleveland Municipal	95F	B-I Small	No Parallel	150	N/A	
Fairview	Fairview Municipal	6K4	B-II	Partial Parallel	240	240	Compliant
Frederick	Frederick Regional	FDR	B-II	Full Parallel	240	525	Compliant
Gage	Gage	GAG	B-II	No Parallel	240	N/A	
Goldsby	David Jay Perry	1K4	B-I	Full Parallel	225	240	Compliant
Hinton	Hinton Municipal	208	B-I Small	Full Parallel	150	225	Compliant
Hollis	Hollis Municipal	O35	B-I Small	No Parallel	150	N/A	
Hooker	Hooker Municipal	O45	B-I Small	No Parallel	150	N/A	

City	Airport Name	LOCID	ARC	Taxiway Type	Runway Separation Standard (feet)	Runway Separation (Feet)	RWY/TW Separation Compliance
Hugo	Stan Stamper Municipal	HHW	B-II Small	No Parallel	240	N/A	
Ketchum	South Grand Lake Regional	1K8	B-II	No Parallel	240	N/A	
Kingfisher	Kingfisher	F92	A-I Small	No Parallel	150	N/A	
Madill	Madill Municipal	1F4	A-I Small	No Parallel	150	N/A	
Mangum	Scott Field	2K4	B-I Small	Partial Parallel	150	240	Compliant
Prague	Prague Municipal	O47	A-I Small	No Parallel	150	N/A	
Purcell	Purcell Municipal	3O3	B-I Small	No Parallel	150	N/A	
Sayre	Sayre Municipal	3O4	B-II	No Parallel	240	N/A	
Skiatook	Skiatook Municipal	2F6	B-I Small	Full Parallel	150	240	Compliant
Stigler	Stigler Regional	GZL	B-I Small	No Parallel	150	N/A	
Stroud	Stroud Municipal	SUD	B-I Small	No Parallel	150	N/A	
Sulphur	Sulphur Municipal	F30	B-I Small	No Parallel	150	N/A	
Thomas	Thomas Municipal	1O4	B-I Small	Partial Parallel	150	225	Compliant
Vinita	Vinita Municipal	H04	A-I Small	No Parallel	150	N/A	
Wagoner	Hefner-Easley	H68	B-I Small	Partial Parallel	150	200	Compliant
Watonga	Watonga Regional	JWG	B-I	Full Parallel	225	240	Compliant
<b>Community Airports</b>							
Anadarko	Anadarko Municipal	F68	B-I Small	No Parallel	150	N/A	
Beaver	Beaver Municipal	K44	A-I Small	No Parallel	150	N/A	
Broken Bow	Broken Bow	90F	B-I	No Parallel	225	N/A	
Buffalo	Buffalo Municipal	BFK	B-I	No Parallel	225	N/A	
Canadian	Carlton Landing Field	91F	B-I Small	No Parallel	150	N/A	
Carnegie	Carnegie Municipal	86F	B-I Small	Partial Parallel	150	150	Compliant
Chattanooga	Chattanooga Sky Harbor	92F	B-I Small	No Parallel	150	N/A	



City	Airport Name	LOCID	ARC	Taxiway Type	Runway Separation Standard (feet)	Runway Separation (Feet)	RWY/TW Separation Compliance
Cherokee	Cherokee Municipal	4O5	B-I Small	Partial Parallel	150	150	Compliant
Cheyenne	Mignon Laird Municipal	93F	B-I Small	No Parallel	150	N/A	
Cookson	Tenkiller Lake Airpark	44M	A-I Small	No Parallel	150	N/A	
Cordell	Cordell Municipal	F36	B-I Small	No Parallel	150	N/A	
Eufaula	Eufaula Municipal	F08	B-I Small	No Parallel	150	N/A	
Eufaula	Fountainhead Lodge Airpark	0F7	A-I Small	No Parallel	150	N/A	
Grandfield	Grandfield Municipal	1O1	B-I Small	No Parallel	150	N/A	
Healdton	Healdton Municipal	F32	B-I Small	No Parallel	150	N/A	
Henryetta	Henryetta Municipal	F10	B-I	No Parallel	225	N/A	
Holdenville	Holdenville Municipal	F99	B-I Small	Full Parallel	150	400	Compliant
Hominy	Hominy Municipal	H92	B-I Small	No Parallel	150	N/A	
Kingston	Lake Texoma State Park	F31	A-I Small	No Parallel	150	N/A	
Lindsay	Lindsay Municipal	1K2	B-I Small	Partial Parallel	150	150	Compliant
Medford	Medford Municipal	O53	B-I Small	No Parallel	150	N/A	
Mooreland	Mooreland Municipal	MDF	B-I Small	No Parallel	150	N/A	
Okeene	Christman Airfield	O65	A-I Small	No Parallel	150	N/A	
Okemah	Okemah Municipal	F81	B-I Small	No Parallel	150	N/A	
Pawhuska	Pawhuska Municipal	H76	A-I Small	No Parallel	150	N/A	
Talihina	Talihina Municipal	6F1	B-I Small	No Parallel	150	N/A	
Texhoma	Texhoma Municipal	K49	A-I Small	No Parallel	150	N/A	
Tipton	Tipton Municipal	1O8	B-I Small	No Parallel	150	N/A	
Tishomingo	Tishomingo Airpark	0F9	B-I Small	No Parallel	150	N/A	
Walters	Walters Municipal	3O5	A-I Small	No Parallel	150	N/A	
Waynoka	Waynoka Municipal	1K5	B-I Small	No Parallel	150	N/A	
Westport	Westport	4F1	B-I Small	No Parallel	150	N/A	

City	Airport Name	LOCID	ARC	Taxiway Type	Runway Separation Standard (feet)	Runway Separation (Feet)	RWY/TW Separation Compliance
Wilburton	Wilburton Municipal	H05	B-I Small	Full Parallel	150	150	Compliant

Source: Lochner Engineering

**Table 5-4: Municipalities by Airport with Height Zoning Ordinances**

City	Airport Name	LOCID	County	Jurisdiction w/Adopted HZO	Joint Airport Zoning Board includes City & County	Year HZO Adopted	HZO Based on FAR Part 77
<b>National Business Airports</b>							
Ada	Ada Regional	ADH	Pontotoc	City of Ada	Yes	2017	Yes
Ardmore	Ardmore Municipal	ADM	Carter	City of Ardmore	Yes	2001	Yes
Bartlesville	Bartlesville Municipal	BVO	Osage	City of Bartlesville	Yes	1997	Yes
Duncan	Halliburton Field	DUC	Stephens	City of Duncan	Yes	1987	Yes
Durant	Durant Regional-Eaker Field	DUA	Bryan	City of Durant	Yes	2006	Yes
Enid	Enid Woodring Regional	WDG	Garfield	City of Enid	Yes	2004	Yes
Guthrie	Guthrie-Edmond Regional	GOK	Logan	City of Guthrie	No	1994	Yes
Lawton	Lawton-Fort Sill Regional	LAW	Comanche	City of Lawton	Yes	1970	Yes
Muskogee	Muskogee-Davis Regional	MKO	Muskogee	City of Muskogee	Yes	2000	Yes
Norman	University of Oklahoma Westheimer	OUN	Cleveland	City of Norman	No	1999	Yes
Oklahoma City	Clarence E. Page Municipal	RCE	Canadian	Oklahoma City	No	Unknown	Yes
Oklahoma City	Wiley Post	PWA	Oklahoma	Oklahoma City	No	Unknown	Yes
Oklahoma City	Will Rogers World	OKC	Oklahoma	Oklahoma City	No	Unknown	Yes
Ponca City	Ponca City Regional	PNC	Kay	Ponca City	No	2008	Yes





City	Airport Name	LOCID	County	Jurisdiction w/Adopted HZO	Joint Airport Zoning Board includes City & County	Year HZO Adopted	HZO Based on FAR Part 77
Shawnee	Shawnee Regional	SNL	Pottawatomie	City of Shawnee	No	1991	Yes
Stillwater	Stillwater Regional	SWO	Payne	City of Stillwater	Yes	1986	Yes
Tulsa	Richard Lloyd Jones Jr	RVS	Tulsa	City of Tulsa	Yes	1970	Yes
Tulsa	Tulsa International	TUL	Tulsa	City of Tulsa	Unknown	Unknown	No**
<b>Regional Business Airports</b>							
Altus	Altus/Quartz Mountain Regional	AXS	Jackson	City of Altus	Yes	1983	Yes
Alva	Alva Regional	AVK	Woods	City of Alva	No	2001	Yes
Ardmore	Ardmore Downtown Executive	1F0	Carter	City of Ardmore	Yes	2000	Yes
Burns Flat	Clinton-Sherman	CSM	Washita	City of Burns Flat	No	2000	Yes
Chandler	Chandler Regional	CQB	Lincoln	City of Chandler	Yes	2001	Yes
Chickasha	Chickasha Municipal	CHK	Grady	City of Chickasha	Yes	1999	Yes
Claremore	Claremore Regional	GCM	Rogers	City of Claremore	Yes	1994	Yes
Clinton	Clinton Regional	CLK	Custer	City of Clinton	Yes	2000	Yes
Cushing	Cushing Municipal	CUH	Payne	City of Cushing	Yes	1978	Yes
El Reno	El Reno Regional	RQO	Canadian	City of El Reno	No	2017	Yes
Elk City	Elk City Regional Business	ELK	Beckham	Elk City	No	1979	Yes
Grove	Grove Municipal	GMJ	Delaware	City of Grove	Yes	2001	Yes
Guymon	Guymon Municipal	GUY	Texas	City of Guymon	Yes	1998	Yes
Hobart	Hobart Regional	HBR	Kiowa	City of Hobart	Yes	2002	Yes

City	Airport Name	LOCID	County	Jurisdiction w/Adopted HZO	Joint Airport Zoning Board includes City & County	Year HZO Adopted	HZO Based on FAR Part 77
Idabel	McCurtain County Regional	4O4	McCurtain	City of Idabel	No	1998	Yes
McAlester	McAlester Regional	MLC	Pittsburg	City of McAlester	Yes	1982	Yes
Miami	Miami Municipal	MIO	Ottawa	City of Miami	No	1997	Yes
Okmulgee	Okmulgee Regional	OKM	Okmulgee	City of Okmulgee	Yes	1977	Yes
Pauls Valley	Pauls Valley Municipal	PVJ	Garvin	City of Pauls Valley	Yes	1994	Yes
Perry	Perry Municipal	F22	Noble	City of Perry	Yes	2001	Yes
Poteau	Robert S Kerr	RKR	Le Flore	City of Poteau	Yes	2005	Yes
Pryor Creek	Mid-America Industrial	H71	Mayes	City of Pryor Creek	Yes	1991	Yes
Sallisaw	Sallisaw Municipal	JSV	Sequoyah	City of Sallisaw	Yes	1997	Yes
Sand Springs	William R. Pogue Municipal	OWP	Osage	City of Sand Springs	Yes	Unknown	Unknown
Seminole	Seminole Municipal	SRE	Seminole	City of Seminole	Yes	1994	Yes
Tahlequah	Tahlequah Municipal	TQH	Cherokee	City of Tahlequah	No	1997	Yes
Weatherford	Thomas P Stafford	OJA	Custer	City of Weatherford	Yes	1988	Yes
Woodward	West Woodward	WWR	Woodward	Unknown	Unknown	Unknown	Unknown
<b>General Airports</b>							
Antlers	Antlers Municipal	80F	Pushmataha	City of Antlers	Yes	1973	Yes
Atoka	Atoka Municipal	AQR	Atoka	City of Atoka	Yes	1997	Yes
Blackwell	Blackwell-Tonkawa Municipal	BKN	Kay	City of Blackwell*	Unknown	Unknown	Yes
Boise City	Boise City	17K	Cimarron	Unknown	Unknown	Unknown	Unknown



City	Airport Name	LOCID	County	Jurisdiction w/Adopted HZO	Joint Airport Zoning Board includes City & County	Year HZO Adopted	HZO Based on FAR Part 77
Bristow	Jones Memorial	3F7	Creek	City of Bristow	Yes	1994	Yes
Cleveland	Cleveland Municipal	95F	Pawnee	Unknown	Unknown	Unknown	Yes
Fairview	Fairview Municipal	6K4	Major	City of Fairview	No	1999	Yes
Frederick	Frederick Regional	FDR	Tillman	City of Frederick	Yes	1980	Yes
Gage	Gage	GAG	Ellis	City of Gage	No	1978	Yes
Goldsby	David Jay Perry	1K4	McClain	City of Goldsby	No	2000	Yes
Hinton	Hinton Municipal	2O8	Caddo	City of Hinton	Yes	1995	Yes
Hollis	Hollis Municipal	O35	Harmon	City of Hollis	No	2017	Yes
Hooker	Hooker Municipal	O45	Texas	City of Hooker	Yes	2002	Yes
Hugo	Stan Stamper Municipal	HHW	Choctaw	City of Hugo	Yes	2001	Yes
Ketchum	South Grand Lake Regional	1K8	Craig	Craig County	No	2008	Yes
Kingfisher	Kingfisher	F92	Kingfisher	City of Kingfisher	No	2001	Yes
Madill	Madill Municipal	1F4	Marshall	City of Madill	Yes	2002	Yes
Mangum	Scott Field (Mangum)	2K4	Greer	City of Mangum	Yes	1998	Yes
Prague	Prague Municipal	O47	Lincoln	City of Prague	Yes	1995	Yes
Purcell	Purcell Municipal	3O3	McClain	City of Purcell	Yes	2001	Yes
Sayre	Sayre Municipal	3O4	Beckham	Unknown	Unknown	Unknown	Unknown
Skiatook	Skiatook Municipal	2F6	Osage	City of Skiatook	Yes	1993	Yes
Stigler	Stigler Regional	GZL	Haskell	City of Stigler	Yes	1996	Yes

City	Airport Name	LOCID	County	Jurisdiction w/Adopted HZO	Joint Airport Zoning Board includes City & County	Year HZO Adopted	HZO Based on FAR Part 77
Stroud	Stroud Municipal	SUD	Lincoln	City of Stroud	No	1985	Yes
Sulphur	Sulphur Municipal	F30	Murray	City of Sulphur	Yes	1971	Yes
Thomas	Thomas Municipal	104	Custer	City of Thomas	No	2002	Yes
Vinita	Vinita Municipal	H04	Craig	City of Vinita	No	1999	Yes
Wagoner	Hefner-Easley	H68	Wagoner	City of Wagoner	Yes	1997	Yes
Watonga	Watonga Regional	JWG	Blaine	City of Watonga	No	1997	Yes
<b>Community Airports</b>							
Anadarko	Anadarko Municipal	F68	Caddo	City of Anadarko	No	2000	Yes
Beaver	Beaver Municipal	K44	Wichita	Unknown	Unknown	Unknown	Unknown
Broken Bow	Broken Bow	90F	McCurtain	City of Broken Bow	Yes	1986	Yes
Buffalo	Buffalo Municipal	BFK	Harper	Unknown	Unknown	Unknown	Unknown
Canadian	Carlton Landing Field	91F	Pittsburg	Unknown	Unknown	Unknown	Unknown
Carnegie	Carnegie Municipal	86F	Caddo	Unknown	Unknown	Unknown	Unknown
Chattanooga	Chattanooga Sky Harbor	92F	Tillman	City of Chattanooga	Yes	1993	Yes
Cherokee	Cherokee Municipal	405	Alfalfa	City of Cherokee*	Unknown	Unknown	Yes
Cheyenne	Mignon Laird Municipal	93F	Roger Mills	City of Cheyenne	Yes	1965	Yes
Cookson	TenKiller Lake Airpark	44M	Cherokee	Unknown	Unknown	Unknown	Unknown
Cordell	Cordell Municipal	F36	Washita	City of Cordell	Yes	2003	Yes
Eufaula	Eufaula Municipal	F08	McIntosh	City of Eufaula	No	2004	Yes
Eufaula	Fountainhead Lodge Airpark	0F7	McIntosh	Unknown	Unknown	Unknown	Unknown



City	Airport Name	LOCID	County	Jurisdiction w/Adopted HZO	Joint Airport Zoning Board includes City & County	Year HZO Adopted	HZO Based on FAR Part 77
Grandfield	Grandfield Municipal	1O1	Tillman	City of Grandfield	No	1999	Yes
Healdton	Healdton Municipal	F32	Carter	Unknown	Unknown	Unknown	Unknown
Henryetta	Henryetta Municipal	F10	Okmulgee	City of Henryetta	Yes	1984	Yes
Holdenville	Holdenville Municipal	F99	Hughes	Unknown	Unknown	Unknown	Unknown
Hominy	Hominy Municipal	H92	Osage	City of Hominy	Yes	1997	Yes
Kingston	Lake Texoma State Park	F31	Marshall	Unknown	Unknown	Unknown	Unknown
Lindsay	Lindsay Municipal	1K2	Garvin	Unknown	Unknown	Unknown	Unknown
Medford	Medford Municipal	O53	Grant	City of Medford	Yes	1998	Yes
Mooreland	Mooreland Municipal	MDF	Woodward	City of Mooreland	No	1990	Yes
Okeene	Christman Airfield	O65	Blaine	Unknown	Unknown	Unknown	Unknown
Okemah	Okemah Municipal	F81	Okfuskee	Unknown	Unknown	Unknown	Unknown
Pawhuska	Pawhuska Municipal	H76	Osage	City of Pawhuska	Yes	1995	Yes
Talihina	Talihina Municipal	6F1	Latimer	City of Talihina	Yes	Unknown	Yes
Texhoma	Texhoma Municipal	K49	Texas	City of Texhoma	Yes	1987	Yes
Tipton	Tipton Municipal	1O8	Tillman	Unknown	Unknown	Unknown	Unknown
Tishomingo	Tishomingo Airpark	0F9	Johnston	Unknown	Unknown	Unknown	Unknown
Walters	Walters Municipal	3O5	Cotton	City of Walters	No	2001	Yes
Waynoka	Waynoka Municipal	1K5	Woods	Unknown	Unknown	Unknown	Unknown
Westport	Westport	4F1	Pawnee	Unknown	Unknown	Unknown	Unknown
Wilburton	Wilburton Municipal	H05	Latimer	Unknown	Unknown	Unknown	Unknown

Source: Marr Arnold Planning

Note: The majority of the data collection to support zoning by jurisdiction as reported in this table was gathered in April 2021.  
 Note: \*A height zoning map is available, however, a copy of the adopted airport height zoning ordinance has not been located.  
 \*\*Basis of height restrictions in ordinance language refers generally to FAA and FCC regulations.

**Table 5-5: Airports with PCI of 70 or Greater on Primary Runway**

City	Airport Name	LOCID	Primary RWY PCI (Pavement Condition Index) of 70 or greater
<b>National Business Airports</b>			
Ada	Ada Regional	ADH	Yes
Ardmore	Ardmore Municipal	ADM	Yes
Bartlesville	Bartlesville Municipal	BVO	Yes
Duncan	Halliburton Field	DUC	Yes
Durant	Durant Regional-Eaker Field	DUA	Yes
Enid	Enid Woodring Regional	WDG	Yes
Guthrie	Guthrie-Edmond Regional	GOK	Yes
Lawton	Lawton-Fort Sill Regional	LAW	Yes
Muskogee	Muskogee-Davis Regional	MKO	Yes
Norman	University of Oklahoma Westheimer	OUN	Yes
Oklahoma City	Will Rogers World	OKC	N/A
Oklahoma City	Wiley Post	PWA	Yes
Oklahoma City	Clarence E. Page Municipal	RCE	Yes
Ponca City	Ponca City Regional	PNC	Yes
Shawnee	Shawnee Regional	SNL	Yes
Stillwater	Stillwater Regional	SWO	Yes
Tulsa	Tulsa International	TUL	N/A
Tulsa	Richard Lloyd Jones Jr.	RVS	Yes
<b>Regional Business Airports</b>			
Altus	Altus/Quartz Mountain Regional	AXS	Yes
Alva	Alva Regional	AVK	Yes
Ardmore	Ardmore Downtown Executive	1F0	Yes



City	Airport Name	LOCID	Primary RWY PCI (Pavement Condition Index) of 70 or greater
Burns Flat	Clinton-Sherman	CSM	Yes
Chandler	Chandler Regional	CQB	Yes
Chickasha	Chickasha Municipal	CHK	Yes
Claremore	Claremore Regional	GCM	Yes
Clinton	Clinton Regional	CLK	Yes
Cushing	Cushing Municipal	CUH	Yes
El Reno	El Reno Regional	RQO	Yes
Elk City	Elk City Regional Business	ELK	Yes
Grove	Grove Municipal	GMJ	Yes
Guymon	Guymon Municipal	GUY	Yes
Hobart	Hobart Regional	HBR	No
Idabel	McCurtain County Regional	4O4	Yes
McAlester	McAlester Regional	MLC	Yes
Miami	Miami Municipal	MIO	Yes
Okmulgee	Okmulgee Regional	OKM	Yes
Pauls Valley	Pauls Valley Municipal	PVJ	No
Perry	Perry Municipal	F22	Yes
Poteau	Robert S. Kerr	RKR	Yes
Pryor Creek	Mid-America Industrial	H71	Yes
Sallisaw	Sallisaw Municipal	JSV	No
Sand Springs	William R. Pogue Municipal	OWP	Yes
Seminole	Seminole Municipal	SRE	Yes
Tahlequah	Tahlequah Municipal	TQH	Yes
Weatherford	Thomas P. Stafford	OJA	Yes
Woodward	West Woodward	WWR	Yes
<b>General Airports</b>			
Antlers	Antlers Municipal	80F	Yes

City	Airport Name	LOCID	Primary RWY PCI (Pavement Condition Index) of 70 or greater
Atoka	Atoka Municipal	AQR	No
Blackwell	Blackwell-Tonkawa Municipal	BKN	No
Boise City	Boise City	17K	Yes
Bristow	Jones Memorial	3F7	Yes
Cleveland	Cleveland Municipal	95F	No
Fairview	Fairview Municipal	6K4	Yes
Frederick	Frederick Regional	FDR	Yes
Gage	Gage	GAG	Yes
Goldsby	David Jay Perry	1K4	Yes
Hinton	Hinton Municipal	208	Yes
Hollis	Hollis Municipal	O35	Yes
Hooker	Hooker Municipal	O45	Yes
Hugo	Stan Stamper Municipal	HHW	Yes
Ketchum	South Grand Lake Regional	1K8	No
Kingfisher	Kingfisher	F92	Yes
Madill	Madill Municipal	1F4	Yes
Mangum	Scott Field	2K4	Yes
Prague	Prague Municipal	O47	Yes
Purcell	Purcell Municipal	3O3	Yes
Sayre	Sayre Municipal	3O4	Yes
Skiatook	Skiatook Municipal	2F6	Yes
Stigler	Stigler Regional	GZL	Yes
Stroud	Stroud Municipal	SUD	No
Sulphur	Sulphur Municipal	F30	Yes
Thomas	Thomas Municipal	1O4	Yes
Vinita	Vinita Municipal	H04	No
Wagoner	Hefner-Easley	H68	No





City	Airport Name	LOCID	Primary RWY PCI (Pavement Condition Index) of 70 or greater
Watonga	Watonga Regional	JWG	No
<b>Community Airports</b>			
Anadarko	Anadarko Municipal	F68	Yes
Beaver	Beaver Municipal	K44	No
Broken Bow	Broken Bow	90F	No
Buffalo	Buffalo Municipal	BFK	Yes
Canadian	Carlton Landing Field	91F	Yes
Carnegie	Carnegie Municipal	86F	Yes
Chattanooga	Chattanooga Sky Harbor	92F	Yes
Cherokee	Cherokee Municipal	405	Yes
Cheyenne	Mignon Laird Municipal	93F	Yes
Cookson	Tenkiller Lake Airpark	44M	N/A
Cordell	Cordell Municipal	F36	Yes
Eufaula	Eufaula Municipal	F08	Yes
Eufaula	Fountainhead Lodge Airpark	0F7	Yes
Grandfield	Grandfield Municipal	101	Yes
Healdton	Healdton Municipal	F32	Yes
Henryetta	Henryetta Municipal	F10	No
Holdenville	Holdenville Municipal	F99	No
Hominy	Hominy Municipal	H92	Yes
Kingston	Lake Texoma State Park	F31	No
Lindsay	Lindsay Municipal	1K2	Yes
Medford	Medford Municipal	O53	Yes
Mooreland	Mooreland Municipal	MDF	No
Okeene	Christman Airfield	O65	Yes
Okemah	Okemah Municipal	F81	Yes
Pawhuska	Pawhuska Municipal	H76	Yes

City	Airport Name	LOCID	Primary RWY PCI (Pavement Condition Index) of 70 or greater
Talihina	Talihina Municipal	6F1	No
Texhoma	Texhoma Municipal	K49	Yes
Tipton	Tipton Municipal	1O8	No
Tishomingo	Tishomingo Airpark	0F9	Yes
Walters	Walters Municipal	3O5	Yes
Waynoka	Waynoka Municipal	1K5	Yes
Westport	Westport	4F1	No
Wilburton	Wilburton Municipal	H05	Yes

Source: OAC Pavement Condition Mapping Application. N/A refers to turf runways.

Note: Pavement conditions in this table reflect conditions as of June 2021



**Table 5-6: Airports with Clear 20:1 Approaches to Primary Runway**

Associated City	Airport Name	LOCID	Base RWY End	Base End	Reciprocal RWY End	Reciprocal End
<b>National Business Airports</b>						
Ada	Ada Regional	ADH	18	20:1 Clear	36	20:1 Obstruction Reported
Ardmore	Ardmore Municipal	ADM	13	20:1 Clear	31	20:1 Clear
Bartlesville	Bartlesville Municipal	BVO	17	20:1 Clear	35	20:1 Clear
Duncan	Halliburton Field	DUC	17	20:1 Clear	35	20:1 Clear
Durant	Durant Regional-Eaker Field	DUA	17	20:1 Clear	35	20:1 Clear
Enid	Enid Woodring Regional	WDG	17	20:1 Obstruction Reported	35	20:1 Clear
Guthrie	Guthrie-Edmond Regional	GOK	16	20:1 Clear	34	20:1 Obstruction Reported
Lawton	Lawton-Fort Sill Regional	LAW	17	20:1 Clear	35	20:1 Clear
Muskogee	Muskogee-Davis Regional	MKO	13	20:1 Clear	31	20:1 Clear
Norman	University of Oklahoma Westheimer	OUN	18	20:1 Clear	36	20:1 Clear
Oklahoma City	Clarence E. Page Municipal	RCE	17R	20:1 Obstruction Reported	35L	20:1 Clear
Oklahoma City	Wiley Post	PWA	17L	20:1 Clear	35R	20:1 Clear
Oklahoma City	Will Rogers World	OKC	17L	20:1 Clear	35R	20:1 Clear
Ponca City	Ponca City Regional	PNC	17	20:1 Clear	35	20:1 Obstruction Reported
Shawnee	Shawnee Regional	SNL	17	20:1 Clear	35	20:1 Clear
Stillwater	Stillwater Regional	SWO	17	20:1 Clear	35	20:1 Clear
Tulsa	Tulsa International	TUL	18L	20:1 Clear	36R	20:1 Clear
Tulsa	Richard Lloyd Jones Jr.	RVS	01L	20:1 Clear	19R	20:1 Clear
<b>Regional Business Airports</b>						
Altus	Altus/Quartz Mountain Regional	AXS	17	20:1 Clear	35	20:1 Clear
Alva	Alva Regional	AVK	18	20:1 Clear	36	20:1 Clear
Ardmore	Ardmore Downtown Executive	1F0	17	20:1 Obstruction Reported	35	20:1 Clear
Burns Flat	Clinton-Sherman	CSM	17R	20:1 Clear	35L	20:1 Clear
Chandler	Chandler Regional	CQB	17	20:1 Clear	35	20:1 Clear
Chickasha	Chickasha Municipal	CHK	18	20:1 Clear	36	20:1 Clear

Associated City	Airport Name	LOCID	Base RWY End	Base End	Reciprocal RWY End	Reciprocal End
Claremore	Claremore Regional	GCM	18	20:1 Clear	36	20:1 Clear
Clinton	Clinton Regional	CLK	17	20:1 Clear	35	20:1 Clear
Cushing	Cushing Municipal	CUH	18	20:1 Clear	36	20:1 Clear
El Reno	El Reno Regional	RQO	17	20:1 Clear	35	20:1 Clear
Elk City	Elk City Regional Business	ELK	17	20:1 Clear	35	20:1 Clear
Grove	Grove Municipal	GMJ	18	20:1 Clear	36	20:1 Obstruction Reported
Guymon	Guymon Municipal	GUY	18	20:1 Clear	36	20:1 Obstruction Reported
Hobart	Hobart Regional	HBR	17	20:1 Clear	35	20:1 Clear
Idabel	McCurtain County Regional	4O4	2	20:1 Clear	20	20:1 Clear
McAlester	McAlester Regional	MLC	2	20:1 Clear	20	20:1 Clear
Miami	Miami Municipal	MIO	17	20:1 Obstruction Reported	35	20:1 Clear
Okmulgee	Okmulgee Regional	OKM	18	20:1 Clear	36	20:1 Clear
Pauls Valley	Pauls Valley Municipal	PVJ	17	20:1 Clear	35	20:1 Clear
Perry	Perry Municipal	F22	17	20:1 Clear	35	20:1 Clear
Poteau	Robert S. Kerr	RKR	18	20:1 Clear	36	20:1 Clear
Pryor Creek	Mid-America Industrial	H71	18	20:1 Clear	36	20:1 Clear
Sallisaw	Sallisaw Municipal	JSV	17	20:1 Clear	35	20:1 Clear
Sand Springs	William R. Pogue Municipal	OWP	17	20:1 Obstruction Reported	35	20:1 Clear
Seminole	Seminole Municipal	SRE	16	20:1 Obstruction Reported	34	20:1 Obstruction Reported
Tahlequah	Tahlequah Municipal	TQH	17	20:1 Obstruction Reported	35	20:1 Clear
Weatherford	Thomas P. Stafford	OJA	17	20:1 Obstruction Reported	35	20:1 Obstruction Reported
Woodward	West Woodward	WWR	17	20:1 Clear	35	20:1 Clear
<b>General Airports</b>						
Antlers	Antlers Municipal	80F	17	20:1 Obstruction Reported	35	20:1 Clear
Atoka	Atoka Municipal	AQR	18	20:1 Obstruction Reported	36	20:1 Obstruction Reported
Blackwell	Blackwell-Tonkawa Municipal	BKN	17	20:1 Clear	35	20:1 Clear
Boise City	Boise City	17K	4	20:1 Obstruction Reported	22	20:1 Obstruction Reported



Associated City	Airport Name	LOCID	Base RWY End	Base End	Reciprocal RWY End	Reciprocal End
Bristow	Jones Memorial	3F7	18	20:1 Clear	36	20:1 Obstruction Reported
Cleveland	Cleveland Municipal	95F	18	20:1 Obstruction Reported	36	20:1 Obstruction Reported
Fairview	Fairview Municipal	6K4	17	20:1 Clear	35	20:1 Obstruction Reported
Frederick	Frederick Regional	FDR	17	20:1 Clear	35	20:1 Clear
Gage	Gage	GAG	17	20:1 Clear	35	20:1 Clear
Goldsby	David Jay Perry	1K4	13	20:1 Obstruction Reported	31	20:1 Obstruction Reported
Hinton	Hinton Municipal	2O8	17	20:1 Clear	35	20:1 Clear
Hollis	Hollis Municipal	O35	18	20:1 Obstruction Reported	36	20:1 Clear
Hooker	Hooker Municipal	O45	17	20:1 Clear	35	20:1 Obstruction Reported
Hugo	Stan Stamper Municipal	HHW	17	20:1 Obstruction Reported	35	20:1 Clear
Ketchum	South Grand Lake Regional	1K8	18	20:1 Obstruction Reported	36	20:1 Obstruction Reported
Kingfisher	Kingfisher	F92	18	20:1 Obstruction Reported	36	20:1 Clear
Madill	Madill Municipal	1F4	18	20:1 Obstruction Reported	36	20:1 Obstruction Reported
Mangum	Scott Field	2K4	17	20:1 Clear	35	20:1 Clear
Prague	Prague Municipal	O47	17	20:1 Obstruction Reported	35	20:1 Obstruction Reported
Purcell	Purcell Municipal	3O3	17	20:1 Clear	35	20:1 Clear
Sayre	Sayre Municipal	3O4	17	20:1 Clear	35	20:1 Clear
Skiatook	Skiatook Municipal	2F6	18	20:1 Clear	36	20:1 Obstruction Reported
Stigler	Stigler Regional	GZL	17	20:1 Obstruction Reported	35	20:1 Clear
Stroud	Stroud Municipal	SUD	18	20:1 Obstruction Reported	36	20:1 Clear
Sulphur	Sulphur Municipal	F30	17	20:1 Obstruction Reported	35	20:1 Clear
Thomas	Thomas Municipal	1O4	17	20:1 Obstruction Reported	35	20:1 Clear
Vinita	Vinita Municipal	H04	17	20:1 Clear	35	20:1 Clear
Wagoner	Hefner-Easley	H68	18	20:1 Obstruction Reported	36	20:1 Obstruction Reported
Watonga	Watonga Regional	JWG	17	20:1 Clear	35	20:1 Clear
<b>Community Airports</b>						
Anadarko	Anadarko Municipal	F68	17	20:1 Obstruction Reported	35	20:1 Obstruction Reported

Associated City	Airport Name	LOCID	Base RWY End	Base End	Reciprocal RWY End	Reciprocal End
Beaver	Beaver Municipal	K44	17	20:1 Obstruction Reported	35	20:1 Obstruction Reported
Broken Bow	Broken Bow	90F	17	20:1 Obstruction Reported	35	20:1 Obstruction Reported
Buffalo	Buffalo Municipal	BFK	17	20:1 Obstruction Reported	35	20:1 Clear
Canadian	Carlton Landing Field	91F	15	20:1 Clear	33	20:1 Obstruction Reported
Carnegie	Carnegie Municipal	86F	17	20:1 Clear	35	20:1 Clear
Chattanooga	Chattanooga Sky Harbor	92F	17	20:1 Clear	35	20:1 Clear
Cherokee	Cherokee Municipal	4O5	17	20:1 Clear	35	20:1 Clear
Cheyenne	Mignon Laird Municipal	93F	18	20:1 Clear	36	20:1 Clear
Cookson	Tenkiller Lake Airpark	44M	5	20:1 Obstruction Reported	23	20:1 Obstruction Reported
Cordell	Cordell Municipal	F36	17	20:1 Clear	35	20:1 Clear
Eufaula	Eufaula Municipal	F08	17	20:1 Obstruction Reported	35	20:1 Clear
Eufaula	Fountainhead Lodge Airpark	0F7	18	20:1 Clear	36	20:1 Obstruction Reported
Grandfield	Grandfield Municipal	1O1	17	20:1 Clear	35	20:1 Clear
Healdton	Healdton Municipal	F32	17	20:1 Clear	35	20:1 Obstruction Reported
Henryetta	Henryetta Municipal	F10	18	20:1 Obstruction Reported	36	20:1 Obstruction Reported
Holdenville	Holdenville Municipal	F99	17	20:1 Clear	35	20:1 Clear
Hominy	Hominy Municipal	H92	17	20:1 Obstruction Reported	35	20:1 Obstruction Reported
Kingston	Lake Texoma State Park	F31	18	20:1 Obstruction Reported	36	20:1 Obstruction Reported
Lindsay	Lindsay Municipal	1K2	1	20:1 Obstruction Reported	19	20:1 Obstruction Reported
Medford	Medford Municipal	O53	17	20:1 Clear	35	20:1 Clear
Mooreland	Mooreland Municipal	MDF	17	20:1 Clear	35	20:1 Obstruction Reported
Okeene	Christman Airfield	O65	17	20:1 Obstruction Reported	35	20:1 Clear
Okemah	Okemah Municipal	F81	18	20:1 Clear	36	20:1 Clear
Pawhuska	Pawhuska Municipal	H76	17	20:1 Clear	35	20:1 Clear
Talihina	Talihina Municipal	6F1	1	20:1 Obstruction Reported	19	20:1 Obstruction Reported
Texhoma	Texhoma Municipal	K49	3	20:1 Obstruction Reported	21	20:1 Obstruction Reported
Tipton	Tipton Municipal	1O8	17	20:1 Obstruction Reported	35	20:1 Obstruction Reported



Associated City	Airport Name	LOCID	Base RWY End	Base End	Reciprocal RWY End	Reciprocal End
Tishomingo	Tishomingo Airpark	0F9	17	20:1 Obstruction Reported	35	20:1 Obstruction Reported
Walters	Walters Municipal	3O5	16	20:1 Clear	34	20:1 Clear
Waynoka	Waynoka Municipal	1K5	17	20:1 Clear	35	20:1 Clear
Westport	Westport	4F1	3	20:1 Clear	21	20:1 Obstruction Reported
Wilburton	Wilburton Municipal	H05	17	20:1 Obstruction Reported	35	20:1 Obstruction Reported

Source: FAA 5010

Table 5-7: Airports with On-Site Weather Reporting Equipment

Associated City	Airport Name	LOCID	Weather Reporting Equipment
<b>National Business Airports</b>			
Ada	Ada Regional	ADH	AWOS
Ardmore	Ardmore Municipal	ADM	AWOS
Bartlesville	Bartlesville Municipal	BVO	ASOS
Duncan	Halliburton Field	DUC	AWOS
Durant	Durant Regional-Eaker Field	DUA	AWOS
Enid	Enid Woodring Regional	WDG	AWOS
Guthrie	Guthrie-Edmond Regional	GOK	ASOS
Lawton	Lawton-Fort Sill Regional	LAW	ASOS
Muskogee	Muskogee-Davis Regional	MKO	ASOS
Norman	University of Oklahoma Westheimer	OUN	AWOS
Oklahoma City	Will Rogers World	OKC	ASOS
Oklahoma City	Wiley Post	PWA	ASOS
Oklahoma City	Clarence E. Page Municipal	RCE	AWOS
Ponca City	Ponca City Regional	PNC	ASOS
Shawnee	Shawnee Regional	SNL	AWOS
Stillwater	Stillwater Regional	SWO	ASOS
Tulsa	Tulsa International	TUL	ASOS
Tulsa	Richard Lloyd Jones Jr.	RVS	ASOS
<b>Regional Business Airports</b>			
Altus	Altus/Quartz Mountain Regional	AXS	AWOS
Alva	Alva Regional	AVK	AWOS
Ardmore	Ardmore Downtown Executive	1F0	AWOS
Burns Flat	Clinton-Sherman	CSM	ASOS
Chandler	Chandler Regional	CQB	AWOS
Chickasha	Chickasha Municipal	CHK	AWOS
Claremore	Claremore Regional	GCM	AWOS





Associated City	Airport Name	LOCID	Weather Reporting Equipment
Clinton	Clinton Regional	CLK	AWOS
Cushing	Cushing Municipal	CUH	AWOS
El Reno	El Reno Regional	RQO	AWOS
Elk City	Elk City Regional Business	ELK	AWOS
Grove	Grove Municipal	GMJ	AWOS
Guymon	Guymon Municipal	GUY	ASOS
Hobart	Hobart Regional	HBR	ASOS
Idabel	McCurtain County Regional	404	AWOS
McAlester	McAlester Regional	MLC	ASOS
Miami	Miami Municipal	MIO	AWOS
Okmulgee	Okmulgee Regional	OKM	AWOS
Pauls Valley	Pauls Valley Municipal	PVJ	AWOS
Perry	Perry Municipal	F22	None
Poteau	Robert S. Kerr	RKR	AWOS
Pryor Creek	Mid-America Industrial	H71	AWOS
Sallisaw	Sallisaw Municipal	JSV	AWOS
Sand Springs	William R. Pogue Municipal	OWP	AWOS
Seminole	Seminole Municipal	SRE	AWOS
Tahlequah	Tahlequah Municipal	TQH	AWOS
Weatherford	Thomas P. Stafford	OJA	AWOS
Woodward	West Woodward	WWR	AWOS
<b>General Airports</b>			
Antlers	Antlers Municipal	80F	None
Atoka	Atoka Municipal	AQR	AWOS
Blackwell	Blackwell-Tonkawa Municipal	BKN	AWOS
Boise City	Boise City	17K	None
Bristow	Jones Memorial	3F7	None

Associated City	Airport Name	LOCID	Weather Reporting Equipment
Cleveland	Cleveland Municipal	95F	None
Fairview	Fairview Municipal	6K4	None
Frederick	Frederick Regional	FDR	ASOS
Gage	Gage	GAG	ASOS
Goldsby	David Jay Perry	1K4	None
Hinton	Hinton Municipal	2O8	None
Hollis	Hollis Municipal	O35	None
Hooker	Hooker Municipal	O45	None
Hugo	Stan Stamper Municipal	HHW	AWOS
Ketchum	South Grand Lake Regional	1K8	None
Kingfisher	Kingfisher	F92	None
Madill	Madill Municipal	1F4	None
Mangum	Scott Field	2K4	None
Prague	Prague Municipal	O47	None
Purcell	Purcell Municipal	3O3	None
Sayre	Sayre Municipal	3O4	None
Skiatook	Skiatook Municipal	2F6	None
Stigler	Stigler Regional	GZL	AWOS
Stroud	Stroud Municipal	SUD	None
Sulphur	Sulphur Municipal	F30	None
Thomas	Thomas Municipal	1O4	None
Vinita	Vinita Municipal	H04	None
Wagoner	Hefner-Easley	H68	None
Watonga	Watonga Regional	JWG	AWOS
<b>Community Airports</b>			
Anadarko	Anadarko Municipal	F68	None
Beaver	Beaver Municipal	K44	None
Broken Bow	Broken Bow	90F	None



Associated City	Airport Name	LOCID	Weather Reporting Equipment
Buffalo	Buffalo Municipal	BFK	None
Canadian	Carlton Landing Field	91F	None
Carnegie	Carnegie Municipal	86F	None
Chattanooga	Chattanooga Sky Harbor	92F	None
Cherokee	Cherokee Municipal	405	None
Cheyenne	Mignon Laird Municipal	93F	None
Cookson	Tenkiller Lake Airpark	44M	None
Cordell	Cordell Municipal	F36	None
Eufaula	Eufaula Municipal	F08	None
Eufaula	Fountainhead Lodge Airpark	0F7	None
Grandfield	Grandfield Municipal	101	None
Healdton	Healdton Municipal	F32	None
Henryetta	Henryetta Municipal	F10	None
Holdenville	Holdenville Municipal	F99	None
Hominy	Hominy Municipal	H92	None
Kingston	Lake Texoma State Park	F31	None
Lindsay	Lindsay Municipal	1K2	None
Medford	Medford Municipal	O53	None
Mooreland	Mooreland Municipal	MDF	None
Okeene	Christman Airfield	O65	None
Okemah	Okemah Municipal	F81	None
Pawhuska	Pawhuska Municipal	H76	None
Talihina	Talihina Municipal	6F1	None
Texhoma	Texhoma Municipal	K49	None
Tipton	Tipton Municipal	108	None
Tishomingo	Tishomingo Airpark	0F9	None
Walters	Walters Municipal	305	None

Associated City	Airport Name	LOCID	Weather Reporting Equipment
Waynoka	Waynoka Municipal	1K5	None
Westport	Westport	4F1	None
Wilburton	Wilburton Municipal	H05	None

Source: FAA Surface Weather Observation Stations



**Table 5-8: Airports with Precision-Like and Published Approaches**

Associated City	Airport Name	LOCID	Approach Type	Precision-Like	Published
<b>National Business Airports</b>					
Ada	Ada Regional	ADH	LPV	Yes	Yes
Ardmore	Ardmore Municipal	ADM	ILS	Yes	Yes
Bartlesville	Bartlesville Municipal	BVO	LPV	Yes	Yes
Duncan	Halliburton Field	DUC	LPV	Yes	Yes
Durant	Durant Regional-Eaker Field	DUA	LPV	Yes	Yes
Enid	Enid Woodring Regional	WDG	ILS	Yes	Yes
Guthrie	Guthrie-Edmond Regional	GOK	LPV	Yes	Yes
Lawton	Lawton-Fort Sill Regional	LAW	ILS	Yes	Yes
Muskogee	Muskogee-Davis Regional	MKO	LPV	Yes	Yes
Norman	University of Oklahoma Westheimer	OUN	ILS	Yes	Yes
Oklahoma City	Will Rogers World	OKC	ILS	Yes	Yes
Oklahoma City	Wiley Post	PWA	ILS	Yes	Yes
Oklahoma City	Clarence E. Page Municipal	RCE	LPV	Yes	Yes
Ponca City	Ponca City Regional	PNC	ILS	Yes	Yes
Shawnee	Shawnee Regional	SNL	ILS	Yes	Yes
Stillwater	Stillwater Regional	SWO	ILS	Yes	Yes
Tulsa	Richard Lloyd Jones Jr.	RVS	ILS	Yes	Yes
Tulsa	Tulsa International	TUL	ILS	Yes	Yes
<b>Regional Business Airports</b>					
Altus	Altus/Quartz Mountain Regional	AXS	LPV	Yes	Yes
Alva	Alva Regional	AVK	LPV	Yes	Yes
Ardmore	Ardmore Downtown Executive	1F0	LP	No	Yes
Burns Flat	Clinton-Sherman	CSM	ILS	Yes	Yes
Chandler	Chandler Regional	CQB	GLA PA	Yes	Yes
Chickasha	Chickasha Municipal	CHK	LPV	Yes	Yes
Claremore	Claremore Regional	GCM	LPV	Yes	Yes

Associated City	Airport Name	LOCID	Approach Type	Precision-Like	Published
Clinton	Clinton Regional	CLK	LPV	Yes	Yes
Cushing	Cushing Municipal	CUH	LPV	Yes	Yes
El Reno	El Reno Regional	RQO	LPV	Yes	Yes
Elk City	Elk City Regional Business	ELK	LPV	Yes	Yes
Grove	Grove Municipal	GMJ	LPV	Yes	Yes
Guymon	Guymon Municipal	GUY	LPV	Yes	Yes
Hobart	Hobart Regional	HBR	LPV	Yes	Yes
Idabel	McCurtain County Regional	4O4	LP	No	Yes
McAlester	McAlester Regional	MLC	LPV	Yes	Yes
Miami	Miami Municipal	MIO	VOR/DME-A	No	Yes
Okmulgee	Okmulgee Regional	OKM	ILS	Yes	Yes
Pauls Valley	Pauls Valley Municipal	PVJ	LPV	Yes	Yes
Perry	Perry Municipal	F22	LPV	Yes	Yes
Poteau	Robert S. Kerr	RKR	LPV	Yes	Yes
Pryor Creek	Mid-America Industrial	H71	LPV	Yes	Yes
Sallisaw	Sallisaw Municipal	JSV	LNAV	No	Yes
Sand Springs	William R. Pogue Municipal	OWP	LPV	Yes	Yes
Seminole	Seminole Municipal	SRE	S-16	Yes	Yes
Tahlequah	Tahlequah Municipal	TQH	LPV	Yes	Yes
Weatherford	Thomas P. Stafford	OJA	LPV	Yes	Yes
Woodward	West Woodward	WWR	LPV	Yes	Yes
<b>General Airports</b>					
Antlers	Antlers Municipal	80F	LPV	Yes	Yes
Atoka	Atoka Municipal	AQR	Visual	No	No
Blackwell	Blackwell-Tonkawa Municipal	BKN	LPV	Yes	Yes
Boise City	Boise City	17K	LNAV	No	Yes
Bristow	Jones Memorial	3F7	LPV	Yes	Yes
Cleveland	Cleveland Municipal	95F	Visual	No	No



Associated City	Airport Name	LOCID	Approach Type	Precision-Like	Published
Fairview	Fairview Municipal	6K4	LPV	Yes	Yes
Frederick	Frederick Regional	FDR	LPV	Yes	Yes
Gage	Gage	GAG	Visual	No	No
Goldsby	David Jay Perry	1K4	GLA PA	Yes	Yes
Hinton	Hinton Municipal	208	LNAV/VNAV	No	Yes
Hollis	Hollis Municipal	O35	LNAV	No	Yes
Hooker	Hooker Municipal	O45	Visual	No	No
Hugo	Stan Stamper Municipal	HHW	LPV	Yes	Yes
Ketchum	South Grand Lake Regional	1K8	LPV	Yes	Yes
Kingfisher	Kingfisher	F92	Visual	No	No
Madill	Madill Municipal	1F4	LNAV	No	Yes
Mangum	Scott Field	2K4	LPV	Yes	Yes
Prague	Prague Municipal	O47	LNAV	No	Yes
Purcell	Purcell Municipal	303	Visual	No	No
Sayre	Sayre Municipal	304	Visual	No	No
Skiatook	Skiatook Municipal	2F6	Visual	No	No
Stigler	Stigler Regional	GZL	LPV	Yes	Yes
Stroud	Stroud Municipal	SUD	Visual	No	No
Sulphur	Sulphur Municipal	F30	Visual	No	No
Thomas	Thomas Municipal	104	LPV	Yes	Yes
Vinita	Vinita Municipal	H04	Visual	No	No
Wagoner	Hefner-Easley	H68	LNAV	No	Yes
Watonga	Watonga Regional	JWG	LNAV	No	Yes
<b>Community Airports</b>					
Anadarko	Anadarko Municipal	F68	Visual	No	No
Beaver	Beaver Municipal	K44	Visual	No	No
Broken Bow	Broken Bow	90F	Visual	No	No

Associated City	Airport Name	LOCID	Approach Type	Precision-Like	Published
Buffalo	Buffalo Municipal	BFK	LNAV	No	Yes
Canadian	Carlton Landing Field	91F	Visual	No	No
Carnegie	Carnegie Municipal	86F	Visual	No	No
Chattanooga	Chattanooga Sky Harbor	92F	Visual	No	No
Cherokee	Cherokee Municipal	4O5	Visual	No	No
Cheyenne	Mignon Laird Municipal	93F	Visual	No	No
Cookson	Tenkiller Lake Airpark	44M	Visual	No	No
Cordell	Cordell Municipal	F36	Visual	No	No
Eufaula	Fountainhead Lodge Airpark	0F7	Visual	No	No
Eufaula	Eufaula Municipal	F08	Visual	No	No
Grandfield	Grandfield Municipal	1O1	Visual	No	No
Healdton	Healdton Municipal	F32	Visual	No	No
Henryetta	Henryetta Municipal	F10	LNAV	No	Yes
Holdenville	Holdenville Municipal	F99	LNAV	No	Yes
Hominy	Hominy Municipal	H92	Visual	No	No
Kingston	Lake Texoma State Park	F31	Visual	No	No
Lindsay	Lindsay Municipal	1K2	Visual	No	No
Medford	Medford Municipal	O53	LNAV	No	Yes
Mooreland	Mooreland Municipal	MDF	LNAV	No	Yes
Okeene	Christman Airfield	O65	Visual	No	No
Okemah	Okemah Municipal	F81	Visual	No	No
Pawhuska	Pawhuska Municipal	H76	Visual	No	No
Talihina	Talihina Municipal	6F1	Visual	No	No
Texhoma	Texhoma Municipal	K49	Visual	No	No
Tipton	Tipton Municipal	1O8	Visual	No	No
Tishomingo	Tishomingo Airpark	0F9	Visual	No	No
Walters	Walters Municipal	3O5	Visual	No	No
Waynoka	Waynoka Municipal	1K5	Visual	No	No





Associated City	Airport Name	LOCID	Approach Type	Precision-Like	Published
Westport	Westport	4F1	Visual	No	No
Wilburton	Wilburton Municipal	H05	Visual	No	No

Source: FAA 5010, LP, LPV Database

Note: A precision-like approach refers to either a Precision Instrument Landing System (ILS) approach or a non-precision Area Navigation (RNAV) approach with Localizer Performance with Vertical guidance (LPV) minima. The term precision-like is used in the system plan with the understand that FAA is not installing additional ILS approaches at general aviation airports.

Table 5-9: Airports with an Approach Lighting System

City	Airport Name	LOCID	Approach Lighting System
<b>National Business Airports</b>			
Ada	Ada Regional	ADH	Yes
Ardmore	Ardmore Municipal	ADM	Yes
Bartlesville	Bartlesville Municipal	BVO	Yes
Duncan	Halliburton Field	DUC	Yes
Durant	Durant Regional-Eaker Field	DUA	Yes
Enid	Enid Woodring Regional	WDG	Yes
Guthrie	Guthrie-Edmond Regional	GOK	Yes
Lawton	Lawton-Fort Sill Regional	LAW	Yes
Muskogee	Muskogee-Davis Regional	MKO	Yes
Norman	University of Oklahoma Westheimer	OUN	Yes
Oklahoma City	Will Rogers World	OKC	Yes
Oklahoma City	Wiley Post	PWA	Yes
Oklahoma City	Clarence E. Page Municipal	RCE	No
Ponca City	Ponca City Regional	PNC	Yes
Shawnee	Shawnee Regional	SNL	Yes
Stillwater	Stillwater Regional	SWO	Yes
Tulsa	Tulsa International	TUL	Yes
Tulsa	Richard Lloyd Jones Jr.	RVS	No
<b>Regional Business Airports</b>			
Altus	Altus/Quartz Mountain Regional	AXS	Yes
Alva	Alva Regional	AVK	No
Ardmore	Ardmore Downtown Executive	1F0	No
Burns Flat	Clinton-Sherman	CSM	No
Chandler	Chandler Regional	CQB	No
Chickasha	Chickasha Municipal	CHK	No
Claremore	Claremore Regional	GCM	Yes



City	Airport Name	LOCID	Approach Lighting System
Clinton	Clinton Regional	CLK	No
Cushing	Cushing Municipal	CUH	No
El Reno	El Reno Regional	RQO	No
Elk City	Elk City Regional Business	ELK	Yes
Grove	Grove Municipal	GMJ	No
Guymon	Guymon Municipal	GUY	Yes
Hobart	Hobart Regional	HBR	No
Idabel	McCurtain County Regional	4O4	No
McAlester	McAlester Regional	MLC	Yes
Miami	Miami Municipal	MIO	Yes
Okmulgee	Okmulgee Regional	OKM	Yes
Pauls Valley	Pauls Valley Municipal	PVJ	No
Perry	Perry Municipal	F22	No
Poteau	Robert S. Kerr	RKR	No
Pryor Creek	Mid-America Industrial	H71	No
Sallisaw	Sallisaw Municipal	JSV	No
Sand Springs	William R. Pogue Municipal	OWP	Yes
Seminole	Seminole Municipal	SRE	No
Tahlequah	Tahlequah Municipal	TQH	No
Weatherford	Thomas P. Stafford	OJA	No
Woodward	West Woodward	WWR	Yes
<b>General Airports</b>			
Antlers	Antlers Municipal	80F	No
Atoka	Atoka Municipal	AQR	No
Blackwell	Blackwell-Tonkawa Municipal	BKN	No
Boise City	Boise City	17K	No
Bristow	Jones Memorial	3F7	No

City	Airport Name	LOCID	Approach Lighting System
Cleveland	Cleveland Municipal	95F	No
Fairview	Fairview Municipal	6K4	No
Frederick	Frederick Regional	FDR	No
Gage	Gage	GAG	No
Goldsby	David Jay Perry	1K4	No
Hinton	Hinton Municipal	208	No
Hollis	Hollis Municipal	O35	No
Hooker	Hooker Municipal	O45	No
Hugo	Stan Stamper Municipal	HHW	No
Ketchum	South Grand Lake Regional	1K8	No
Kingfisher	Kingfisher	F92	No
Madill	Madill Municipal	1F4	No
Mangum	Scott Field	2K4	No
Prague	Prague Municipal	O47	No
Purcell	Purcell Municipal	303	No
Sayre	Sayre Municipal	304	No
Skiatook	Skiatook Municipal	2F6	No
Stigler	Stigler Regional	GZL	No
Stroud	Stroud Municipal	SUD	No
Sulphur	Sulphur Municipal	F30	No
Thomas	Thomas Municipal	104	No
Vinita	Vinita Municipal	H04	No
Wagoner	Hefner-Easley	H68	No
Watonga	Watonga Regional	JWG	No
<b>Community Airports</b>			
Anadarko	Anadarko Municipal	F68	No
Beaver	Beaver Municipal	K44	No
Broken Bow	Broken Bow	90F	No



City	Airport Name	LOCID	Approach Lighting System
Buffalo	Buffalo Municipal	BFK	No
Canadian	Carlton Landing Field	91F	No
Carnegie	Carnegie Municipal	86F	No
Chattanooga	Chattanooga Sky Harbor	92F	No
Cherokee	Cherokee Municipal	4O5	No
Cheyenne	Mignon Laird Municipal	93F	No
Cookson	Tenkiller Lake Airpark	44M	No
Cordell	Cordell Municipal	F36	No
Eufaula	Eufaula Municipal	F08	No
Eufaula	Fountainhead Lodge Airpark	0F7	No
Grandfield	Grandfield Municipal	1O1	No
Healdton	Healdton Municipal	F32	No
Henryetta	Henryetta Municipal	F10	No
Holdenville	Holdenville Municipal	F99	No
Hominy	Hominy Municipal	H92	No
Kingston	Lake Texoma State Park	F31	No
Lindsay	Lindsay Municipal	1K2	No
Medford	Medford Municipal	O53	No
Mooreland	Mooreland Municipal	MDF	No
Okeene	Christman Airfield	O65	No
Okemah	Okemah Municipal	F81	No
Pawhuska	Pawhuska Municipal	H76	No
Talihina	Talihina Municipal	6F1	No
Texhoma	Texhoma Municipal	K49	No
Tipton	Tipton Municipal	1O8	No
Tishomingo	Tishomingo Airpark	0F9	No
Walters	Walters Municipal	3O5	No

City	Airport Name	LOCID	Approach Lighting System
Waynoka	Waynoka Municipal	1K5	No
Westport	Westport	4F1	No
Wilburton	Wilburton Municipal	H05	No

Source: FAA 5010



**Table 5-10: Airports with Good, Better, or Best Visibility Minimums**

City	Airport Name	LOCID	Good/Better/Best Minimums
<b>National Business Airports</b>			
Ada	Ada Regional	ADH	Best
Ardmore	Ardmore Municipal	ADM	Better
Bartlesville	Bartlesville Municipal	BVO	Best
Duncan	Halliburton Field	DUC	Best
Durant	Durant Regional-Eaker Field	DUA	Best
Enid	Enid Woodring Regional	WDG	Best
Guthrie	Guthrie-Edmond Regional	GOK	Best
Lawton	Lawton-Fort Sill Regional	LAW	Best
Muskogee	Muskogee-Davis Regional	MKO	Best
Norman	University of Oklahoma Westheimer	OUN	Best
Oklahoma City	Will Rogers World	OKC	Best
Oklahoma City	Wiley Post	PWA	Best
Oklahoma City	Clarence E. Page Municipal	RCE	Best
Ponca City	Ponca City Regional	PNC	Best
Shawnee	Shawnee Regional	SNL	Best
Stillwater	Stillwater Regional	SWO	Best
Tulsa	Tulsa International	TUL	Best
Tulsa	Richard Lloyd Jones Jr.	RVS	Best
<b>Regional Business Airports</b>			
Altus	Altus/Quartz Mountain Regional	AXS	Best
Alva	Alva Regional	AVK	Best
Ardmore	Ardmore Downtown Executive	1F0	Good
Burns Flat	Clinton-Sherman	CSM	Best
Chandler	Chandler Regional	CQB	Best
Chickasha	Chickasha Municipal	CHK	Best
Claremore	Claremore Regional	GCM	Best

City	Airport Name	LOCID	Good/Better/Best Minimums
Clinton	Clinton Regional	CLK	Better
Cushing	Cushing Municipal	CUH	Best
El Reno	El Reno Regional	RQO	Best
Elk City	Elk City Regional Business	ELK	Best
Grove	Grove Municipal	GMJ	Good
Guymon	Guymon Municipal	GUY	Best
Hobart	Hobart Regional	HBR	Best
Idabel	McCurtain County Regional	4O4	Good
McAlester	McAlester Regional	MLC	Good
Miami	Miami Municipal	MIO	Good
Okmulgee	Okmulgee Regional	OKM	Best
Pauls Valley	Pauls Valley Municipal	PVJ	Best
Perry	Perry Municipal	F22	Best
Poteau	Robert S. Kerr	RKR	Best
Pryor Creek	Mid-America Industrial	H71	Good
Sallisaw	Sallisaw Municipal	JSV	Good
Sand Springs	William R. Pogue Municipal	OWP	Good
Seminole	Seminole Municipal	SRE	Good
Tahlequah	Tahlequah Municipal	TQH	Best
Weatherford	Thomas P. Stafford	OJA	Better
Woodward	West Woodward	WWR	Better
<b>General Airports</b>			
Antlers	Antlers Municipal	80F	Good
Atoka	Atoka Municipal	AQR	None
Blackwell	Blackwell-Tonkawa Municipal	BKN	Best
Boise City	Boise City	17K	Good
Bristow	Jones Memorial	3F7	Good
Cleveland	Cleveland Municipal	95F	None





City	Airport Name	LOCID	Good/Better/Best Minimums
Fairview	Fairview Municipal	6K4	Good
Frederick	Frederick Regional	FDR	Best
Gage	Gage	GAG	None
Goldsby	David Jay Perry	1K4	Good
Hinton	Hinton Municipal	208	Good
Hollis	Hollis Municipal	O35	Good
Hooker	Hooker Municipal	O45	None
Hugo	Stan Stamper Municipal	HHW	Best
Ketchum	South Grand Lake Regional	1K8	Better
Kingfisher	Kingfisher	F92	None
Madill	Madill Municipal	1F4	Good
Mangum	Scott Field	2K4	Good
Prague	Prague Municipal	O47	Good
Purcell	Purcell Municipal	303	None
Sayre	Sayre Municipal	304	None
Skiatook	Skiatook Municipal	2F6	None
Stigler	Stigler Regional	GZL	Best
Stroud	Stroud Municipal	SUD	None
Sulphur	Sulphur Municipal	F30	None
Thomas	Thomas Municipal	104	Good
Vinita	Vinita Municipal	H04	None
Wagoner	Hefner-Easley	H68	Good
Watonga	Watonga Regional	JWG	Good
<b>Community Airports</b>			
Anadarko	Anadarko Municipal	F68	None
Beaver	Beaver Municipal	K44	None
Broken Bow	Broken Bow	90F	None

City	Airport Name	LOCID	Good/Better/Best Minimums
Buffalo	Buffalo Municipal	BFK	Good
Canadian	Carlton Landing Field	91F	None
Carnegie	Carnegie Municipal	86F	None
Chattanooga	Chattanooga Sky Harbor	92F	None
Cherokee	Cherokee Municipal	405	None
Cheyenne	Mignon Laird Municipal	93F	None
Cookson	Tenkiller Lake Airpark	44M	None
Cordell	Cordell Municipal	F36	None
Eufaula	Eufaula Municipal	F08	None
Eufaula	Fountainhead Lodge Airpark	0F7	None
Grandfield	Grandfield Municipal	101	None
Healdton	Healdton Municipal	F32	None
Henryetta	Henryetta Municipal	F10	Good
Holdenville	Holdenville Municipal	F99	Good
Hominy	Hominy Municipal	H92	None
Kingston	Lake Texoma State Park	F31	None
Lindsay	Lindsay Municipal	1K2	None
Medford	Medford Municipal	O53	Good
Mooreland	Mooreland Municipal	MDF	Good
Okeene	Christman Airfield	O65	None
Okemah	Okemah Municipal	F81	None
Pawhuska	Pawhuska Municipal	H76	None
Talihina	Talihina Municipal	6F1	None
Texhoma	Texhoma Municipal	K49	None
Tipton	Tipton Municipal	108	None
Tishomingo	Tishomingo Airpark	0F9	None
Walters	Walters Municipal	305	None
Waynoka	Waynoka Municipal	1K5	None



City	Airport Name	LOCID	Good/Better/Best Minimums
Westport	Westport	4F1	None
Wilburton	Wilburton Municipal	H05	None

Source: Airport Approach Plates

Table 5-11: VGSI on Primary Runway Ends

City	Airport Name	LOCID	VGSI	VGSI Type
<b>National Business Airports</b>				
Ada	Ada Regional	ADH	Both Ends	PAPI / PAPI
Ardmore	Ardmore Municipal	ADM	Both Ends	PAPI / VASI
Bartlesville	Bartlesville Municipal	BVO	Both Ends	PAPI / PAPI
Duncan	Halliburton Field	DUC	Both Ends	PAPI / VASI
Durant	Durant Regional-Eaker Field	DUA	Both Ends	PAPI / PAPI
Enid	Enid Woodring Regional	WDG	Both Ends	PAPI / PAPI
Guthrie	Guthrie-Edmond Regional	GOK	Both Ends	PAPI / PAPI
Lawton	Lawton-Fort Sill Regional	LAW	One End	PAPI
Muskogee	Muskogee-Davis Regional	MKO	Both Ends	PAPI / PAPI
Norman	University of Oklahoma Westheimer	OUN	Both Ends	PAPI / PAPI
Oklahoma City	Will Rogers World	OKC	Neither End	N/A
Oklahoma City	Wiley Post	PWA	Both Ends	PAPI / PAPI
Oklahoma City	Clarence E. Page Municipal	RCE	Both Ends	PAPI / PAPI
Ponca City	Ponca City Regional	PNC	Both Ends	PAPI / PAPI
Shawnee	Shawnee Regional	SNL	Both Ends	PAPI / PAPI
Stillwater	Stillwater Regional	SWO	Both Ends	PAPI / PAPI
Tulsa	Tulsa International	TUL	Both Ends	PAPI / PAPI
Tulsa	Richard Lloyd Jones Jr.	RVS	Both Ends	PAPI / PAPI
<b>Regional Business Airports</b>				
Altus	Altus/Quartz Mountain Regional	AXS	Both Ends	PAPI / PAPI
Alva	Alva Regional	AVK	Both Ends	PAPI / PAPI
Ardmore	Ardmore Downtown Executive	1F0	Both Ends	PAPI / PAPI
Burns Flat	Clinton-Sherman	CSM	Both Ends	PAPI / PAPI
Chandler	Chandler Regional	CQB	Both Ends	PAPI / PAPI
Chickasha	Chickasha Municipal	CHK	Both Ends	PAPI / PAPI
Claremore	Claremore Regional	GCM	Both Ends	PAPI / PAPI



City	Airport Name	LOCID	VGSI	VGSI Type
Clinton	Clinton Regional	CLK	Both Ends	PAPI / PAPI
Cushing	Cushing Municipal	CUH	Both Ends	PAPI / PAPI
El Reno	El Reno Regional	RQO	Both Ends	PAPI / PAPI
Elk City	Elk City Regional Business	ELK	Both Ends	PAPI / PAPI
Grove	Grove Municipal	GMJ	Both Ends	PAPI / PAPI
Guymon	Guymon Municipal	GUY	Both Ends	VASI / PAPI
Hobart	Hobart Regional	HBR	Both Ends	PAPI / PAPI
Idabel	McCurtain County Regional	4O4	Both Ends	PAPI / PAPI
McAlester	McAlester Regional	MLC	Both Ends	PAPI / PAPI
Miami	Miami Municipal	MIO	Both Ends	PAPI / PAPI
Okmulgee	Okmulgee Regional	OKM	Both Ends	PAPI / PAPI
Pauls Valley	Pauls Valley Municipal	PVJ	Both Ends	PAPI / PAPI
Perry	Perry Municipal	F22	Both Ends	PAPI / PAPI
Poteau	Robert S. Kerr	RKR	Both Ends	PAPI / PAPI
Pryor Creek	Mid-America Industrial	H71	Both Ends	PAPI / PAPI
Sallisaw	Sallisaw Municipal	JSV	Both Ends	PAPI / PAPI
Sand Springs	William R. Pogue Municipal	OWP	Both Ends	PAPI / PAPI
Seminole	Seminole Municipal	SRE	Both Ends	PAPI / PAPI
Tahlequah	Tahlequah Municipal	TQH	Both Ends	PAPI / PAPI
Weatherford	Thomas P. Stafford	OJA	Both Ends	PAPI / PAPI
Woodward	West Woodward	WWR	Both Ends	PAPI / PAPI
<b>General Airports</b>				
Antlers	Antlers Municipal	80F	Neither End	N/A
Atoka	Atoka Municipal	AQR	Both Ends	PAPI / PAPI
Blackwell	Blackwell-Tonkawa Municipal	BKN	Both Ends	PAPI / PAPI
Boise City	Boise City	17K	Neither End	N/A
Bristow	Jones Memorial	3F7	Neither End	N/A

City	Airport Name	LOCID	VGSI	VGSI Type
Cleveland	Cleveland Municipal	95F	Both Ends	PAPI / PAPI
Fairview	Fairview Municipal	6K4	Neither End	N/A
Frederick	Frederick Regional	FDR	Both Ends	PAPI / PAPI
Gage	Gage	GAG	Neither End	N/A
Goldsby	David Jay Perry	1K4	Neither End	N/A
Hinton	Hinton Municipal	2O8	Both Ends	PAPI / PAPI
Hollis	Hollis Municipal	O35	Neither End	N/A
Hooker	Hooker Municipal	O45	Both Ends	PAPI / PAPI
Hugo	Stan Stamper Municipal	HHW	Both Ends	PAPI / PAPI
Ketchum	South Grand Lake Regional	1K8	Neither End	N/A
Kingfisher	Kingfisher	F92	Neither End	N/A
Madill	Madill Municipal	1F4	Neither End	N/A
Mangum	Scott Field	2K4	Neither End	N/A
Prague	Prague Municipal	O47	Both Ends	PAPI / PAPI
Purcell	Purcell Municipal	3O3	Neither End	N/A
Sayre	Sayre Municipal	3O4	Both Ends	PAPI / PAPI
Skiatook	Skiatook Municipal	2F6	Both Ends	PAPI / PAPI
Stigler	Stigler Regional	GZL	Neither End	N/A
Stroud	Stroud Municipal	SUD	Both Ends	PAPI / PAPI
Sulphur	Sulphur Municipal	F30	Neither End	N/A
Thomas	Thomas Municipal	1O4	Both Ends	PAPI / PAPI
Vinita	Vinita Municipal	H04	Both Ends	PAPI / PAPI
Wagoner	Hefner-Easley	H68	Both Ends	PAPI / PAPI
Watonga	Watonga Regional	JWG	Both Ends	PAPI / PAPI
<b>Community Airports</b>				
Anadarko	Anadarko Municipal	F68	Neither End	N/A
Beaver	Beaver Municipal	K44	Neither End	N/A
Broken Bow	Broken Bow	90F	Both Ends	PAPI / PAPI



City	Airport Name	LOCID	VGSI	VGSI Type
Buffalo	Buffalo Municipal	BFK	Neither End	N/A
Canadian	Carlton Landing Field	91F	Neither End	N/A
Carnegie	Carnegie Municipal	86F	Neither End	N/A
Chattanooga	Chattanooga Sky Harbor	92F	Neither End	N/A
Cherokee	Cherokee Municipal	4O5	Neither End	N/A
Cheyenne	Mignon Laird Municipal	93F	Both Ends	PAPI / PAPI
Cookson	Tenkiller Lake Airpark	44M	Both Ends	VASI / VASI
Cordell	Cordell Municipal	F36	Neither End	N/A
Eufaula	Eufaula Municipal	F08	Both Ends	PAPI / PAPI
Eufaula	Fountainhead Lodge Airpark	0F7	Neither End	N/A
Grandfield	Grandfield Municipal	1O1	Neither End	N/A
Healdton	Healdton Municipal	F32	Neither End	N/A
Henryetta	Henryetta Municipal	F10	One End	PAPI
Holdenville	Holdenville Municipal	F99	Neither End	N/A
Hominy	Hominy Municipal	H92	Both Ends	PAPI / PAPI
Kingston	Lake Texoma State Park	F31	Neither End	N/A
Lindsay	Lindsay Municipal	1K2	Neither End	N/A
Medford	Medford Municipal	O53	Both Ends	PAPI / PAPI
Mooreland	Mooreland Municipal	MDF	Neither End	N/A
Okeene	Christman Airfield	O65	Neither End	N/A
Okemah	Okemah Municipal	F81	Neither End	N/A
Pawhuska	Pawhuska Municipal	H76	Neither End	N/A
Talihina	Talihina Municipal	6F1	Neither End	N/A
Texhoma	Texhoma Municipal	K49	Neither End	N/A
Tipton	Tipton Municipal	1O8	Neither End	N/A
Tishomingo	Tishomingo Airpark	0F9	Neither End	N/A
Walters	Walters Municipal	3O5	Neither End	N/A

City	Airport Name	LOCID	VGSI	VGSI Type
Waynoka	Waynoka Municipal	1K5	Neither End	N/A
Westport	Westport	4F1	Neither End	N/A
Wilburton	Wilburton Municipal	H05	Both Ends	PAPI / PAPI

Source: FAA 5010





**Table 5-12: Airports Meeting NBAA Business Ready Airport Characteristics**

City	Airport Name	LOCID	RWY Length	RWY Width	Weather Reporting	Jet A Fuel	Published Approach	RWY Lighting	VGSI	FBO	NBAA Heavy	NBAA Medium	NBAA Light
<b>National Business Airports</b>													
Ada	Ada Regional	ADH	6203	100	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Ardmore	Ardmore Municipal	ADM	9002	150	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bartlesville	Bartlesville Municipal	BVO	6850	100	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Duncan	Halliburton Field	DUC	6326	100	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Durant	Durant Regional-Eaker Field	DUA	6800	100	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Enid	Enid Woodring Regional	WDG	8614	100	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Guthrie	Guthrie-Edmond Regional	GOK	5001	75	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Lawton	Lawton-Fort Sill Regional	LAW	8599	150	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Muskogee	Muskogee-Davis Regional	MKO	7202	150	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Norman	University of Oklahoma Westheimer	OUN	5199	100	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
Oklahoma City	Will Rogers World	OKC	9803	150	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Oklahoma City	Wiley Post	PWA	7199	150	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Oklahoma City	Clarence E. Page Municipal	RCE	6014	100	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Ponca City	Ponca City Regional	PNC	7201	150	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Shawnee	Shawnee Regional	SNL	5997	100	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Stillwater	Stillwater Regional	SWO	7401	100	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Tulsa	Tulsa International	TUL	10000	150	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Tulsa	Richard Lloyd Jones Jr.	RVS	5102	100	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
<b>Regional Business Airports</b>													
Altus	Altus/Quartz Mountain Regional	AXS	5501	75	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Alva	Alva Regional	AVK	5001	75	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Ardmore	Ardmore Downtown Executive	1F0	5014	75	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Burns Flat	Clinton-Sherman	CSM	13503	200	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

City	Airport Name	LOCID	RWY Length	RWY Width	Weather Reporting	Jet A Fuel	Published Approach	RWY Lighting	VGSI	FBO	NBAA Heavy	NBAA Medium	NBAA Light
Chickasha	Chickasha Municipal	CHK	5101	100	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
Claremore	Claremore Regional	GCM	5200	75	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Cushing	Cushing Municipal	CUH	5201	100	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
El Reno	El Reno Regional	RQO	5600	75	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Elk City	Elk City Regional Business	ELK	5399	75	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Grove	Grove Municipal	GMJ	5200	75	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Guymon	Guymon Municipal	GUY	5904	100	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Hobart	Hobart Regional	HBR	5507	100	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Idabel	McCurtain County Regional	4O4	5002	75	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
McAlester	McAlester Regional	MLC	5602	100	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Miami	Miami Municipal	MIO	5020	100	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
Okmulgee	Okmulgee Regional	OKM	5150	101	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
Pauls Valley	Pauls Valley Municipal	PVJ	5001	100	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
Poteau	Robert S. Kerr	RKR	4007	75	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Sallisaw	Sallisaw Municipal	JSV	4006	75	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Seminole	Seminole Municipal	SRE	5004	75	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Tahlequah	Tahlequah Municipal	TQH	5001	75	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Weatherford	Thomas P. Stafford	OJA	5100	75	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Woodward	West Woodward	WWR	5502	100	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>General Airports</b>													
Hugo	Stan Stamper Municipal	HHW	4007	75	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
<b>Out-of-State Airports</b>													
Canadian	Hemphill County	HHF	5004	75	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Clayton	Clayton Municipal	CAO	6307	75	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Coffeyville	Coffeyville Municipal Airport	CFV	5868	100	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
De Queen	J Lynn Helms Sevier County	DEQ	5001	75	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes



City	Airport Name	LOCID	RWY Length	RWY Width	Weather Reporting	Jet A Fuel	Published Approach	RWY Lighting	VGSI	FBO	NBAA Heavy	NBAA Medium	NBAA Light
Fayetteville	Drake Field	FYV	6005	100	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Fayetteville/Springdale/Rogers	Northwest Arkansas National	XNA	8801	150	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Fort Smith	Fort Smith Regional	FSM	8017	150	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Gainesville	Gainesville Municipal	GLE	6000	100	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Independence	Independence Municipal	IDP	5501	100	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Joplin	Joplin Regional	JLN	6501	150	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Liberal	Liberal Mid-America Regional	LBL	7105	100	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Mena	Mena Intermountain Municipal	MEZ	6001	100	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Paris	Cox Field	PRX	6002	100	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Parsons	Tri-City	PPF	5001	75	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Perryton	Perryton Ochiltree County	PYX	5701	75	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Sherman/Denison	North Texas Regional	GYI	9000	150	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Siloam Springs	Smith Field	SLG	4997	75	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Springdale	Springdale Municipal	ASG	5302	76	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Vernon	Wilbarger County	F05	5099	100	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
Wellington	Wellington Municipal	EGT	5201	100	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
Wichita Falls	Wichita Falls Municipal	SPS	13100	300	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Wichita Falls	Kickapoo Downtown	CWC	4450	75	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes
Winfield/Arkansas City	Strother Field	WLD	5506	100	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Source: FAA 5010, Inventory Survey

Table 5-13: Attended Airports, On-Site Manager and/or FBO Services

Associated City	Airport Name	LOCID	Attended	On-Site Manager	FBO
<b>National Business Airports</b>					
Ada	Ada Regional	ADH	Yes	Yes	Yes
Ardmore	Ardmore Municipal	ADM	Yes	Yes	Yes
Bartlesville	Bartlesville Municipal	BVO	Yes	Yes	Yes
Duncan	Halliburton Field	DUC	Yes	Yes	Yes
Durant	Durant Regional-Eaker Field	DUA	Yes	Yes	Yes
Enid	Enid Woodring Regional	WDG	Yes	Yes	Yes
Guthrie	Guthrie-Edmond Regional	GOK	Yes	Yes	Yes
Lawton	Lawton-Fort Sill Regional	LAW	Yes	Yes	Yes
Muskogee	Muskogee-Davis Regional	MKO	Yes	Yes	Yes
Norman	University of Oklahoma Westheimer	OUN	Yes	Yes	Yes
Oklahoma City	Will Rogers World	OKC	Yes	Yes	Yes
Oklahoma City	Wiley Post	PWA	Yes	Yes	Yes
Oklahoma City	Clarence E. Page Municipal	RCE	Yes	No	Yes
Ponca City	Ponca City Regional	PNC	Yes	Yes	Yes
Shawnee	Shawnee Regional	SNL	Yes	Yes	Yes
Stillwater	Stillwater Regional	SWO	Yes	Yes	Yes
Tulsa	Tulsa International	TUL	Yes	Yes	Yes
Tulsa	Richard Lloyd Jones Jr.	RVS	Yes	Yes	Yes
<b>Regional Business Airports</b>					
Altus	Altus/Quartz Mountain Regional	AXS	Yes	Yes	Yes
Alva	Alva Regional	AVK	Yes	Yes	Yes
Ardmore	Ardmore Downtown Executive	1F0	Yes	No	Yes
Burns Flat	Clinton-Sherman	CSM	Yes	No	Yes
Chandler	Chandler Regional	CQB	No	No	No
Chickasha	Chickasha Municipal	CHK	Yes	No	Yes
Claremore	Claremore Regional	GCM	Yes	Yes	Yes



Associated City	Airport Name	LOCID	Attended	On-Site Manager	FBO
Clinton	Clinton Regional	CLK	Yes	Yes	Yes
Cushing	Cushing Municipal	CUH	Yes	Yes	Yes
El Reno	El Reno Regional	RQO	Yes	Yes	Yes
Elk City	Elk City Regional Business	ELK	Yes	Yes	Yes
Grove	Grove Municipal	GMJ	Yes	Yes	Yes
Guymon	Guymon Municipal	GUY	Yes	Yes	Yes
Hobart	Hobart Regional	HBR	Yes	Yes	Yes
Idabel	McCurtain County Regional	4O4	Yes	Yes	Yes
McAlester	McAlester Regional	MLC	Yes	Yes	Yes
Miami	Miami Municipal	MIO	Yes	No	Yes
Okmulgee	Okmulgee Regional	OKM	Yes	Yes	Yes
Pauls Valley	Pauls Valley Municipal	PVJ	Yes	Yes	Yes
Perry	Perry Municipal	F22	Yes	Yes	Yes
Poteau	Robert S. Kerr	RKR	Yes	Yes	Yes
Pryor Creek	Mid-America Industrial	H71	Yes	Yes	Yes
Sallisaw	Sallisaw Municipal	JSV	Yes	No	Yes
Sand Springs	William R. Pogue Municipal	OWP	Yes	Yes	Yes
Seminole	Seminole Municipal	SRE	Yes	Yes	Yes
Tahlequah	Tahlequah Municipal	TQH	Yes	Yes	Yes
Weatherford	Thomas P. Stafford	OJA	Yes	Yes	Yes
Woodward	West Woodward	WWR	Yes	Yes	Yes
<b>General Airports</b>					
Antlers	Antlers Municipal	80F	No	No	No
Atoka	Atoka Municipal	AQR	No	No	No
Blackwell	Blackwell-Tonkawa Municipal	BKN	Yes	No	Yes
Boise City	Boise City	17K	No	No	No
Bristow	Jones Memorial	3F7	No	No	No

Associated City	Airport Name	LOCID	Attended	On-Site Manager	FBO
Cleveland	Cleveland Municipal	95F	No	No	No
Fairview	Fairview Municipal	6K4	Yes	Yes	Yes
Frederick	Frederick Regional	FDR	Yes	Yes	No
Gage	Gage	GAG	No	No	No
Goldsby	David Jay Perry	1K4	Yes	Yes	No
Hinton	Hinton Municipal	2O8	Yes	Yes	Yes
Hollis	Hollis Municipal	O35	No	No	No
Hooker	Hooker Municipal	O45	No	No	No
Hugo	Stan Stamper Municipal	HHW	Yes	Yes	Yes
Ketchum	South Grand Lake Regional	1K8	Yes	No	Yes
Kingfisher	Kingfisher	F92	No	No	No
Madill	Madill Municipal	1F4	No	No	No
Mangum	Scott Field	2K4	No	No	No
Prague	Prague Municipal	O47	Yes	Yes	No
Purcell	Purcell Municipal	3O3	Yes	No	No
Sayre	Sayre Municipal	3O4	No	No	No
Skiatook	Skiatook Municipal	2F6	No	No	No
Stigler	Stigler Regional	GZL	No	No	No
Stroud	Stroud Municipal	SUD	No	No	No
Sulphur	Sulphur Municipal	F30	No	No	No
Thomas	Thomas Municipal	1O4	Yes	No	No
Vinita	Vinita Municipal	H04	No	No	Yes
Wagoner	Hefner-Easley	H68	No	No	No
Watonga	Watonga Regional	JWG	Yes	Yes	Yes
<b>Community Airports</b>					
Anadarko	Anadarko Municipal	F68	No	No	No
Beaver	Beaver Municipal	K44	No	No	No
Broken Bow	Broken Bow	90F	No	No	No



Associated City	Airport Name	LOCID	Attended	On-Site Manager	FBO
Buffalo	Buffalo Municipal	BFK	No	No	No
Canadian	Carlton Landing Field	91F	No	No	No
Carnegie	Carnegie Municipal	86F	No	No	No
Chattanooga	Chattanooga Sky Harbor	92F	Yes	No	No
Cherokee	Cherokee Municipal	405	No	No	No
Cheyenne	Mignon Laird Municipal	93F	No	No	No
Cookson	Tenkiller Lake Airpark	44M	No	No	No
Cordell	Cordell Municipal	F36	Yes	No	No
Eufaula	Eufaula Municipal	F08	No	No	No
Eufaula	Fountainhead Lodge Airpark	0F7	No	No	No
Grandfield	Grandfield Municipal	101	No	No	No
Healdton	Healdton Municipal	F32	No	No	No
Henryetta	Henryetta Municipal	F10	Yes	Yes	No
Holdenville	Holdenville Municipal	F99	No	No	Yes
Hominy	Hominy Municipal	H92	No	No	No
Kingston	Lake Texoma State Park	F31	No	No	No
Lindsay	Lindsay Municipal	1K2	No	No	No
Medford	Medford Municipal	O53	Yes	No	No
Mooreland	Mooreland Municipal	MDF	No	No	No
Okeene	Christman Airfield	O65	No	No	No
Okemah	Okemah Municipal	F81	No	No	No
Pawhuska	Pawhuska Municipal	H76	No	No	No
Talihina	Talihina Municipal	6F1	No	No	No
Texhoma	Texhoma Municipal	K49	No	No	No
Tipton	Tipton Municipal	108	No	No	No
Tishomingo	Tishomingo Airpark	0F9	No	No	No
Walters	Walters Municipal	305	No	No	No

Associated City	Airport Name	LOCID	Attended	On-Site Manager	FBO
Waynoka	Waynoka Municipal	1K5	No	No	No
Westport	Westport	4F1	Yes	Yes	No
Wilburton	Wilburton Municipal	H05	No	No	No

Source: FAA 5010, Inventory Effort, AOPA





**Table 5-14: Fuel Availability at System Airports**

Associated City	Airport Name	LOCID	Jet Fuel	AvGAS
<b>National Business Airports</b>				
Ada	Ada Regional	ADH	Yes	Yes
Ardmore	Ardmore Municipal	ADM	Yes	Yes
Bartlesville	Bartlesville Municipal	BVO	Yes	Yes
Duncan	Halliburton Field	DUC	Yes	Yes
Durant	Durant Regional-Eaker Field	DUA	Yes	Yes
Enid	Enid Woodring Regional	WDG	Yes	Yes
Guthrie	Guthrie-Edmond Regional	GOK	Yes	Yes
Lawton	Lawton-Fort Sill Regional	LAW	Yes	Yes
Muskogee	Muskogee-Davis Regional	MKO	Yes	Yes
Norman	University of Oklahoma Westheimer	OUN	Yes	Yes
Oklahoma City	Will Rogers World	OKC	Yes	Yes
Oklahoma City	Wiley Post	PWA	Yes	Yes
Oklahoma City	Clarence E. Page Municipal	RCE	Yes	Yes
Ponca City	Ponca City Regional	PNC	Yes	Yes
Shawnee	Shawnee Regional	SNL	Yes	Yes
Stillwater	Stillwater Regional	SWO	Yes	Yes
Tulsa	Tulsa International	TUL	Yes	Yes
Tulsa	Richard Lloyd Jones Jr.	RVS	Yes	Yes
<b>Regional Business Airports</b>				
Altus	Altus/Quartz Mountain Regional	AXS	Yes	Yes
Alva	Alva Regional	AVK	Yes	Yes
Ardmore	Ardmore Downtown Executive	1F0	Yes	Yes
Burns Flat	Clinton-Sherman	CSM	Yes	Yes
Chandler	Chandler Regional	CQB	Yes	Yes
Chickasha	Chickasha Municipal	CHK	Yes	Yes
Claremore	Claremore Regional	GCM	Yes	Yes

Associated City	Airport Name	LOCID	Jet Fuel	AvGAS
Clinton	Clinton Regional	CLK	Yes	Yes
Cushing	Cushing Municipal	CUH	Yes	Yes
El Reno	El Reno Regional	RQO	Yes	Yes
Elk City	Elk City Regional Business	ELK	Yes	Yes
Grove	Grove Municipal	GMJ	Yes	Yes
Guymon	Guymon Municipal	GUY	Yes	Yes
Hobart	Hobart Regional	HBR	Yes	Yes
Idabel	McCurtain County Regional	4O4	Yes	Yes
McAlester	McAlester Regional	MLC	Yes	Yes
Miami	Miami Municipal	MIO	Yes	Yes
Okmulgee	Okmulgee Regional	OKM	Yes	Yes
Pauls Valley	Pauls Valley Municipal	PVJ	Yes	Yes
Perry	Perry Municipal	F22	Yes	Yes
Poteau	Robert S. Kerr	RKR	Yes	Yes
Pryor Creek	Mid-America Industrial	H71	Yes	Yes
Sallisaw	Sallisaw Municipal	JSV	Yes	Yes
Sand Springs	William R. Pogue Municipal	OWP	No	Yes
Seminole	Seminole Municipal	SRE	Yes	Yes
Tahlequah	Tahlequah Municipal	TQH	Yes	Yes
Weatherford	Thomas P. Stafford	OJA	Yes	Yes
Woodward	West Woodward	WWR	Yes	Yes
<b>General Airports</b>				
Antlers	Antlers Municipal	80F	No	Yes
Atoka	Atoka Municipal	AQR	No	Yes
Blackwell	Blackwell-Tonkawa Municipal	BKN	No	Yes
Boise City	Boise City	17K	No	No
Bristow	Jones Memorial	3F7	No	Yes
Cleveland	Cleveland Municipal	95F	No	No



Associated City	Airport Name	LOCID	Jet Fuel	AvGAS
Fairview	Fairview Municipal	6K4	Yes	Yes
Frederick	Frederick Regional	FDR	No	Yes
Gage	Gage	GAG	No	No
Goldsby	David Jay Perry	1K4	No	Yes
Hinton	Hinton Municipal	208	No	Yes
Hollis	Hollis Municipal	O35	No	Yes
Hooker	Hooker Municipal	O45	No	Yes
Hugo	Stan Stamper Municipal	HHW	Yes	Yes
Ketchum	South Grand Lake Regional	1K8	Yes	Yes
Kingfisher	Kingfisher	F92	No	Yes
Madill	Madill Municipal	1F4	No	No
Mangum	Scott Field	2K4	No	Yes
Prague	Prague Municipal	O47	No	Yes
Purcell	Purcell Municipal	3O3	No	Yes
Sayre	Sayre Municipal	3O4	No	Yes
Skiatook	Skiatook Municipal	2F6	No	Yes
Stigler	Stigler Regional	GZL	No	Yes
Stroud	Stroud Municipal	SUD	Yes	Yes
Sulphur	Sulphur Municipal	F30	No	Yes
Thomas	Thomas Municipal	1O4	No	Yes
Vinita	Vinita Municipal	H04	No	No
Wagoner	Hefner-Easley	H68	No	No
Watonga	Watonga Regional	JWG	Yes	Yes
<b>Community Airports</b>				
Anadarko	Anadarko Municipal	F68	No	No
Beaver	Beaver Municipal	K44	No	No
Broken Bow	Broken Bow	90F	No	No

Associated City	Airport Name	LOCID	Jet Fuel	AvGAS
Buffalo	Buffalo Municipal	BFK	No	No
Canadian	Carlton Landing Field	91F	No	Yes
Carnegie	Carnegie Municipal	86F	No	No
Chattanooga	Chattanooga Sky Harbor	92F	No	No
Cherokee	Cherokee Municipal	4O5	No	No
Cheyenne	Mignon Laird Municipal	93F	No	Yes
Cookson	Tenkiller Lake Airpark	44M	No	Yes
Cordell	Cordell Municipal	F36	No	No
Eufaula	Eufaula Municipal	F08	No	Yes
Eufaula	Fountainhead Lodge Airpark	0F7	No	No
Grandfield	Grandfield Municipal	1O1	No	Yes
Healdton	Healdton Municipal	F32	No	No
Henryetta	Henryetta Municipal	F10	No	Yes
Holdenville	Holdenville Municipal	F99	No	No
Hominy	Hominy Municipal	H92	No	Yes
Kingston	Lake Texoma State Park	F31	No	No
Lindsay	Lindsay Municipal	1K2	No	No
Medford	Medford Municipal	O53	No	Yes
Mooreland	Mooreland Municipal	MDF	No	No
Okeene	Christman Airfield	O65	No	No
Okemah	Okemah Municipal	F81	No	No
Pawhuska	Pawhuska Municipal	H76	No	No
Talihina	Talihina Municipal	6F1	No	No
Texhoma	Texhoma Municipal	K49	No	No
Tipton	Tipton Municipal	1O8	No	No
Tishomingo	Tishomingo Airpark	0F9	No	No
Walters	Walters Municipal	3O5	No	No
Waynoka	Waynoka Municipal	1K5	No	No



Associated City	Airport Name	LOCID	Jet Fuel	AvGAS
Westport	Westport	4F1	No	No
Wilburton	Wilburton Municipal	H05	No	No

Source: FAA 5010, System Plan Survey for Inventory

Table 5-15: Airports with General Aviation Terminal Buildings

Associated City	Airport Name	LOCID	General Aviation Terminal
<b>National Business Airports</b>			
Ada	Ada Regional	ADH	Yes
Ardmore	Ardmore Municipal	ADM	Yes
Bartlesville	Bartlesville Municipal	BVO	Yes
Duncan	Halliburton Field	DUC	Yes
Durant	Durant Regional-Eaker Field	DUA	Yes
Enid	Enid Woodring Regional	WDG	Yes
Guthrie	Guthrie-Edmond Regional	GOK	Yes
Lawton	Lawton-Fort Sill Regional	LAW	Yes
Muskogee	Muskogee-Davis Regional	MKO	Yes
Norman	University of Oklahoma Westheimer	OUN	Yes
Oklahoma City	Will Rogers World	OKC	Yes
Oklahoma City	Wiley Post	PWA	Yes
Oklahoma City	Clarence E. Page Municipal	RCE	Yes
Ponca City	Ponca City Regional	PNC	Yes
Shawnee	Shawnee Regional	SNL	Yes
Stillwater	Stillwater Regional	SWO	Yes
Tulsa	Tulsa International	TUL	Yes
Tulsa	Richard Lloyd Jones Jr.	RVS	Yes
<b>Regional Business Airports</b>			
Altus	Altus/Quartz Mountain Regional	AXS	Yes
Alva	Alva Regional	AVK	Yes
Ardmore	Ardmore Downtown Executive	1F0	Yes
Burns Flat	Clinton-Sherman	CSM	No
Chandler	Chandler Regional	CQB	Yes
Chickasha	Chickasha Municipal	CHK	Yes
Claremore	Claremore Regional	GCM	Yes



Associated City	Airport Name	LOCID	General Aviation Terminal
Clinton	Clinton Regional	CLK	Yes
Cushing	Cushing Municipal	CUH	Yes
El Reno	El Reno Regional	RQO	Yes
Elk City	Elk City Regional Business	ELK	Yes
Grove	Grove Municipal	GMJ	Yes
Guymon	Guymon Municipal	GUY	Yes
Hobart	Hobart Regional	HBR	Yes
Idabel	McCurtain County Regional	4O4	Yes
McAlester	McAlester Regional	MLC	Yes
Miami	Miami Municipal	MIO	Yes
Okmulgee	Okmulgee Regional	OKM	Yes
Pauls Valley	Pauls Valley Municipal	PVJ	Yes
Perry	Perry Municipal	F22	Yes
Poteau	Robert S. Kerr	RKR	Yes
Pryor Creek	Mid-America Industrial	H71	Yes
Sallisaw	Sallisaw Municipal	JSV	Yes
Sand Springs	William R. Pogue Municipal	OWP	Yes
Seminole	Seminole Municipal	SRE	Yes
Tahlequah	Tahlequah Municipal	TQH	Yes
Weatherford	Thomas P. Stafford	OJA	Yes
Woodward	West Woodward	WWR	Yes
<b>General Airports</b>			
Antlers	Antlers Municipal	80F	Yes
Atoka	Atoka Municipal	AQR	No
Blackwell	Blackwell-Tonkawa Municipal	BKN	Yes
Boise City	Boise City	17K	No
Bristow	Jones Memorial	3F7	Yes

Associated City	Airport Name	LOCID	General Aviation Terminal
Cleveland	Cleveland Municipal	95F	No
Fairview	Fairview Municipal	6K4	Yes
Frederick	Frederick Regional	FDR	Yes
Gage	Gage	GAG	Yes
Goldsby	David Jay Perry	1K4	Yes
Hinton	Hinton Municipal	2O8	Yes
Hollis	Hollis Municipal	O35	Yes
Hooker	Hooker Municipal	O45	Yes
Hugo	Stan Stamper Municipal	HHW	Yes
Ketchum	South Grand Lake Regional	1K8	Yes
Kingfisher	Kingfisher	F92	Yes
Madill	Madill Municipal	1F4	Yes
Mangum	Scott Field	2K4	Yes
Prague	Prague Municipal	O47	No
Purcell	Purcell Municipal	3O3	No
Sayre	Sayre Municipal	3O4	No
Skiatook	Skiatook Municipal	2F6	Yes
Stigler	Stigler Regional	GZL	Yes
Stroud	Stroud Municipal	SUD	Yes
Sulphur	Sulphur Municipal	F30	No
Thomas	Thomas Municipal	1O4	No
Vinita	Vinita Municipal	H04	No
Wagoner	Hefner-Easley	H68	No
Watonga	Watonga Regional	JWG	Yes
<b>Community Airports</b>			
Anadarko	Anadarko Municipal	F68	No
Beaver	Beaver Municipal	K44	No
Broken Bow	Broken Bow	90F	Yes





Associated City	Airport Name	LOCID	General Aviation Terminal
Buffalo	Buffalo Municipal	BFK	Yes
Canadian	Carlton Landing Field	91F	No
Carnegie	Carnegie Municipal	86F	No
Chattanooga	Chattanooga Sky Harbor	92F	Yes
Cherokee	Cherokee Municipal	405	Yes
Cheyenne	Mignon Laird Municipal	93F	No
Cookson	Tenkiller Lake Airpark	44M	No
Cordell	Cordell Municipal	F36	Yes
Eufaula	Eufaula Municipal	F08	No
Eufaula	Fountainhead Lodge Airpark	0F7	No
Grandfield	Grandfield Municipal	101	No
Healdton	Healdton Municipal	F32	No
Henryetta	Henryetta Municipal	F10	Yes
Holdenville	Holdenville Municipal	F99	Yes
Hominy	Hominy Municipal	H92	No
Kingston	Lake Texoma State Park	F31	No
Lindsay	Lindsay Municipal	1K2	No
Medford	Medford Municipal	O53	No
Mooreland	Mooreland Municipal	MDF	Yes
Okeene	Christman Airfield	O65	Yes
Okemah	Okemah Municipal	F81	No
Pawhuska	Pawhuska Municipal	H76	Yes
Talihina	Talihina Municipal	6F1	No
Texhoma	Texhoma Municipal	K49	No
Tipton	Tipton Municipal	108	No
Tishomingo	Tishomingo Airpark	0F9	No
Walters	Walters Municipal	305	No

Associated City	Airport Name	LOCID	General Aviation Terminal
Waynoka	Waynoka Municipal	1K5	Yes
Westport	Westport	4F1	No
Wilburton	Wilburton Municipal	H05	No

Source: Inventory Airport Survey/Interview Effort from System Plan



**Table 5-16: Airports with Aircraft Maintenance**

Associated City	Airport Name	LOCID	Aircraft Maintenance
<b>National Business</b>			
Ada	Ada Regional	ADH	Major
Ardmore	Ardmore Municipal	ADM	Major
Bartlesville	Bartlesville Municipal	BVO	Major
Duncan	Halliburton Field	DUC	Major
Durant	Durant Regional-Eaker Field	DUA	Major
Enid	Enid Woodring Regional	WDG	Minor
Guthrie	Guthrie-Edmond Regional	GOK	Major
Lawton	Lawton-Fort Sill Regional	LAW	Major
Muskogee	Muskogee-Davis Regional	MKO	Minor
Norman	University of Oklahoma Westheimer	OUN	Major
Oklahoma City	Will Rogers World	OKC	Major
Oklahoma City	Wiley Post	PWA	Major
Oklahoma City	Clarence E. Page Municipal	RCE	Major
Ponca City	Ponca City Regional	PNC	Major
Shawnee	Shawnee Regional	SNL	Minor
Stillwater	Stillwater Regional	SWO	Major
Tulsa	Tulsa International	TUL	Major
Tulsa	Richard Lloyd Jones Jr.	RVS	Major
<b>Regional Business</b>			
Altus	Altus/Quartz Mountain Regional	AXS	Major
Alva	Alva Regional	AVK	Major
Ardmore	Ardmore Downtown Executive	1F0	Minor
Burns Flat	Clinton-Sherman	CSM	None
Chandler	Chandler Regional	CQB	None
Chickasha	Chickasha Municipal	CHK	Minor
Claremore	Claremore Regional	GCM	Minor
Clinton	Clinton Regional	CLK	Major
Cushing	Cushing Municipal	CUH	Major
El Reno	El Reno Regional	RQO	Major

Associated City	Airport Name	LOCID	Aircraft Maintenance
Elk City	Elk City Regional Business	ELK	Major
Grove	Grove Municipal	GMJ	Major
Guymon	Guymon Municipal	GUY	Major
Hobart	Hobart Regional	HBR	None
Idabel	McCurtain County Regional	4O4	None
McAlester	McAlester Regional	MLC	Major
Miami	Miami Municipal	MIO	Major
Okmulgee	Okmulgee Regional	OKM	None
Pauls Valley	Pauls Valley Municipal	PVJ	Major
Perry	Perry Municipal	F22	Minor
Poteau	Robert S. Kerr	RKR	Major
Pryor Creek	Mid-America Industrial	H71	None
Sallisaw	Sallisaw Municipal	JSV	Major
Sand Springs	William R. Pogue Municipal	OWP	None
Seminole	Seminole Municipal	SRE	Major
Tahlequah	Tahlequah Municipal	TQH	Minor
Weatherford	Thomas P. Stafford	OJA	Major
Woodward	West Woodward	WWR	Minor
<b>General Airports</b>			
Antlers	Antlers Municipal	80F	None
Atoka	Atoka Municipal	AQR	None
Blackwell	Blackwell-Tonkawa Municipal	BKN	Major
Boise City	Boise City	17K	None
Bristow	Jones Memorial	3F7	None
Cleveland	Cleveland Municipal	95F	None
Fairview	Fairview Municipal	6K4	Minor
Frederick	Frederick Regional	FDR	None
Gage	Gage	GAG	None
Goldsby	David Jay Perry	1K4	None
Hinton	Hinton Municipal	2O8	None
Hollis	Hollis Municipal	O35	None
Hooker	Hooker Municipal	O45	None



Associated City	Airport Name	LOCID	Aircraft Maintenance
Hugo	Stan Stamper Municipal	HHW	None
Ketchum	South Grand Lake Regional	1K8	Minor
Kingfisher	Kingfisher	F92	None
Madill	Madill Municipal	1F4	None
Mangum	Scott Field	2K4	None
Prague	Prague Municipal	O47	None
Purcell	Purcell Municipal	3O3	None
Sayre	Sayre Municipal	3O4	None
Skiatook	Skiatook Municipal	2F6	None
Stigler	Stigler Regional	GZL	None
Stroud	Stroud Municipal	SUD	Major
Sulphur	Sulphur Municipal	F30	None
Thomas	Thomas Municipal	1O4	None
Vinita	Vinita Municipal	H04	None
Wagoner	Hefner-Easley	H68	Major
Watonga	Watonga Regional	JWG	None
<b>Community Airports</b>			
Anadarko	Anadarko Municipal	F68	None
Beaver	Beaver Municipal	K44	None
Broken Bow	Broken Bow	90F	None
Buffalo	Buffalo Municipal	BFK	None
Canadian	Carlton Landing Field	91F	None
Carnegie	Carnegie Municipal	86F	None
Chattanooga	Chattanooga Sky Harbor	92F	Major
Cherokee	Cherokee Municipal	4O5	None
Cheyenne	Mignon Laird Municipal	93F	None
Cookson	Tenkiller Lake Airpark	44M	Minor
Cordell	Cordell Municipal	F36	Major
Eufaula	Eufaula Municipal	F08	None
Eufaula	Fountainhead Lodge Airpark	0F7	None
Grandfield	Grandfield Municipal	1O1	None
Healdton	Healdton Municipal	F32	None
Henryetta	Henryetta Municipal	F10	None

Associated City	Airport Name	LOCID	Aircraft Maintenance
Holdenville	Holdenville Municipal	F99	None
Hominy	Hominy Municipal	H92	None
Kingston	Lake Texoma State Park	F31	None
Lindsay	Lindsay Municipal	1K2	None
Medford	Medford Municipal	O53	None
Mooreland	Mooreland Municipal	MDF	None
Okeene	Christman Airfield	O65	None
Okemah	Okemah Municipal	F81	None
Pawhuska	Pawhuska Municipal	H76	None
Talihina	Talihina Municipal	6F1	None
Texhoma	Texhoma Municipal	K49	None
Tipton	Tipton Municipal	1O8	None
Tishomingo	Tishomingo Airpark	0F9	None
Walters	Walters Municipal	3O5	None
Waynoka	Waynoka Municipal	1K5	None
Westport	Westport	4F1	None
Wilburton	Wilburton Municipal	H05	None

Source: FAA 5010



## 6. Future Airport and System Performance

The previous step in Oklahoma’s 2021 Airport System Plan used a prescribed set of performance measures and associated benchmarks to evaluate the performance of Oklahoma’s public airport system. The system evaluation task helps determine where the system is currently adequate, deficient, or, in some instances, providing overlapping facilities and services. Results from the system evaluation lay the groundwork for actions to improve the future performance of the state’s airport system.

In this step of the plan, each airport was examined to determine its ability to meet facility and service objectives associated with the airport’s assigned role in the state airport system (see **Chapter 4** for a discussion of airport role assignments). The facility/service objectives analysis helps to establish projects at the individual airport level that have the potential to enhance future system performance. The results from this analysis are discussed in the following sections. Subsequent sections of this chapter summarize other actions to improve the performance of the state’s airport system.

### 6.1 Future Airport Performance (Facility and Service Objectives Analysis)

As part of the system planning process, OAC provided input to establish facility and service objectives for airports assigned to each of the four role categories. The facility and service objectives set for each airport role are presented in **Table 6-1**. Facility and service objectives are graduated by airport role, with larger more active airports having more rigorous objectives.

**For this particular chapter, all tables accompany the narrative information they reference.**

The system plan used information from the study’s inventory to analyze each airport’s ability to meet its established objectives. Oklahoma’s airport system is mature and well-developed; as a result, many airports already meet many of their facility and service objectives. If an airport does not currently meet all of its established objectives, then a project or action was identified to address any deficiency.

Facility and service objectives established in the system plan reflect the minimum level of desired, but not required, development for airports in each role category. Airports can and often do exceed their objectives. Also, in some instances as a result of physical, environmental, developmental, financial, community, or other constraints, it is possible that some airports may not be able to fully comply with all facility and service objectives adopted by the system plan. This does not preclude an airport from filling its assigned role in the state airport system. As documented in **Chapter 4**, airport roles, as assigned in the system plan, are based on many factors in addition to just the airport’s facilities or services.

It is important to note that the need for projects identified to address system plan deficiencies must be confirmed and supported by actual demand and through bottom-up airport master planning. Additional planning and engineering studies, environmental review, funding feasibility, and permitting may be required before any development to address the deficiencies identified by the facilities and services objectives analysis.

A secondary review of the airports assigned to the General role and the Community role was completed before the facility and service objectives were applied. This additional review identified a wide spectrum of airport within those two role categories. Further “high” or “low” activity designations for airports in the General and Community role categories were developed from the various descriptors that categorize an airport’s level of activity and economic support. Activity indicators such as based aircraft, estimated annual operations, and fleet mix were considered in this process. The facility and service objectives, depicted in **Table 6-1**, indicate if objectives are different for high versus low activity airports in the General and Community role categories.

Additional investigation (see **Appendix B**) was also undertaken to determine if some airports in the system might be providing overlapping facilities and services. For those airports identified as providing overlapping facilities and services, the system plan determined that maintaining existing facilities and services, as opposed to expanding or providing additional or new facilities, is the most prudent path forward. Airports that fall into the “maintain only” category are also noted in this section of the plan. **Table 6-2** depicts airport roles used in the facility and service objectives analysis. This table identifies General and Community airports are considered high versus low activity for this particular analysis and which Community airports fall into the “maintain only” category.

**Table 6-1: Facility and Service Objectives for Oklahoma Airports by Role Category**

	National Business	Regional Business	General	Community
<b>Airside Facilities</b>				
Airport Reference Code	C or D	B-II	B-I	A-I or B-I Small
Primary Runway Length	6,000 feet	5,000 feet	4,000 feet	3,200 feet
Primary Runway Width	100 feet	75 feet	75 feet	60 feet
Taxiway	Full Parallel	Full Parallel	Partial/Turnaround (high) & Turnaround Both (low)	Turnaround one end (high only)
Runway Lighting	MIRL	MIRL	MIRL	MIRL
Taxiway Lighting	MITL	MITL	MITL (on partial parallel high only)	N/A
Approach	ILS or LPV	LPV	Non-Precision	Non-Precision (high only)
Approach Lighting System	Both Ends	One End or Airport with Approach Lighting within 30 miles	N/A	N/A
<b>NAVAIDS</b>				
Rotating Beacon	Yes	Yes	Yes	Yes
Segmented Circle	Yes	Yes	Yes	Yes
Wind Cone	Yes	Yes	Yes	Yes
VGSI	Both Ends 4 Box PAPI	Both Ends 4 Box	Both Ends	2 Box VASI approach end (high only)
REILs	Both Ends	End with Approach	End with Approach	N/A
Weather Reporting	ASOS or AWOS	ASOS or AWOS	ASOS or AWOS (high only)	N/A
Primary Runway PCI	PCI 70	PCI 70	PCI 70	PCI 70
<b>Weight Capacity</b>				
Single Wheel	20,000 pounds	20,000 pounds	12,500 pounds	12,500 pounds
Dual Wheel	75,000 pounds	50,000 pounds	30,000 pounds	N/A
<b>Other Facilities</b>				
Aircraft Ramp	25,000 SY	16,000 SY	3,500 SY (low) and 7,000 SY (high)	2,000 SY (low) and 3,500 SY (high)
Covered Aircraft Storage	100% of Based AC	100% of Based AC	100 % of Based AC	95% of Based AC
<b>General Aviation Terminal</b>				





	National Business	Regional Business	General	Community
Size	2,500 SF	2,500 SF	750 SF (low) and 1,500 SF (high)	500 SF (high only/N/A low)
24/7 Accessible Keypad	Yes	Yes	Yes	Yes
Conference Room	Yes	Yes	N/A	N/A
Pilot Lounge	Yes	Yes	Yes	N/A
Office for Airport Manager	Yes	Yes	N/A	N/A
Public Waiting Area	Yes	Yes	N/A	N/A
<b>Services</b>				
100LL	Yes	Yes	Yes	Yes (high only and N/A low)
Jet A	Yes	Yes	Yes (high only)	N/A
Fueling Jet A Truck 24/7	Yes	N/A	N/A	N/A
FBO Services	Yes	Yes	N/A	N/A
Aircraft Maintenance	Major	Yes	N/A	N/A
Ground Transportation	Yes	Yes	Yes	N/A
Overnight Transient Hangar	2 Spaces Jets	1 Space Jet	N/A	N/A
Ground Power Unit (GPU)	Yes	N/A	N/A	N/A
LAV Service Cart	Yes	N/A	N/A	N/A

**Table 6-2: Airport Role Assignments Used in the Facility/Service Objectives Analysis**

Associated City	Airport Name	LOCID	Role
<b>National Business</b>			
Ada	Ada Regional	ADH	National Business
Ardmore	Ardmore Municipal	ADM	National Business
Bartlesville	Bartlesville Municipal	BVO	National Business
Duncan	Halliburton Field	DUC	National Business
Durant	Durant Regional-Eaker Field	DUA	National Business
Enid	Enid Woodring Regional	WDG	National Business
Guthrie	Guthrie-Edmond Regional	GOK	National Business
Lawton	Lawton-Fort Sill Regional	LAW	National Business
Muskogee	Muskogee-Davis Regional	MKO	National Business
Norman	University of Oklahoma Westheimer	OUN	National Business
Oklahoma City	Clarence E. Page Municipal	RCE	National Business

Associated City	Airport Name	LOCID	Role
Oklahoma City	Wiley Post	PWA	National Business
Oklahoma City	Will Rogers World	OKC	National Business
Ponca City	Ponca City Regional	PNC	National Business
Shawnee	Shawnee Regional	SNL	National Business
Stillwater	Stillwater Regional	SWO	National Business
Tulsa	Tulsa International	TUL	National Business
Tulsa	Tulsa Riverside Airport	RVS	National Business
<b>Regional Business</b>			
Altus	Altus/Quartz Mountain Regional	AXS	Regional Business
Alva	Alva Regional	AVK	Regional Business
Ardmore	Ardmore Downtown Executive	1F0	Regional Business
Burns Flat	Clinton-Sherman	CSM	Regional Business
Chandler	Chandler Regional	CQB	Regional Business
Chickasha	Chickasha Municipal	CHK	Regional Business
Claremore	Claremore Regional	GCM	Regional Business
Clinton	Clinton Regional	CLK	Regional Business
Cushing	Cushing Municipal	CUH	Regional Business
El Reno	El Reno Regional	RQO	Regional Business
Elk City	Elk City Regional Business	ELK	Regional Business
Grove	Grove Municipal	GMJ	Regional Business
Guymon	Guymon Municipal	GUY	Regional Business
Hobart	Hobart Regional	HBR	Regional Business
Idabel	McCurtain County Regional	4O4	Regional Business
McAlester	McAlester Regional	MLC	Regional Business
Miami	Miami Municipal	MIO	Regional Business
Okmulgee	Okmulgee Regional	OKM	Regional Business
Pauls Valley	Pauls Valley Municipal	PVJ	Regional Business
Perry	Perry Municipal	F22	Regional Business
Poteau	Robert S. Kerr	RKR	Regional Business
Pryor Creek	Mid-America Industrial	H71	Regional Business
Sallisaw	Sallisaw Municipal	JSV	Regional Business
Sand Springs	William R. Pogue Municipal	OWP	Regional Business
Seminole	Seminole Municipal	SRE	Regional Business



Associated City	Airport Name	LOCID	Role
Tahlequah	Tahlequah Municipal	TQH	Regional Business
Weatherford	Thomas P. Stafford	OJA	Regional Business
Woodward	West Woodward	WWR	Regional Business
<b>General (High)</b>			
Atoka	Atoka Municipal	AQR	General (High)
Blackwell	Blackwell-Tonkawa Municipal	BKN	General (High)
Boise City	Boise City	17K	General (High)
Bristow	Jones Memorial	3F7	General (High)
Fairview	Fairview Municipal	6K4	General (High)
Frederick	Frederick Regional	FDR	General (High)
Goldsby	David Jay Perry	1K4	General (High)
Hinton	Hinton Municipal	2O8	General (High)
Hugo	Stan Stamper Municipal	HHW	General (High)
Ketchum	South Grand Lake Regional	1K8	General (High)
Kingfisher	Kingfisher	F92	General (High)
Madill	Madill Municipal	1F4	General (High)
Skiatook	Skiatook Municipal	2F6	General (High)
Stigler	Stigler Regional	GZL	General (High)
Stroud	Stroud Municipal	SUD	General (High)
Thomas	Thomas Municipal	1O4	General (High)
Vinita	Vinita Municipal	H04	General (High)
Wagoner	Hefner-Easley	H68	General (High)
Watonga	Watonga Regional	JWG	General (High)
<b>General (Low)</b>			
Antlers	Antlers Municipal	80F	General (Low)
Cleveland	Cleveland Municipal	95F	General (Low)
Gage	Gage	GAG	General (Low)
Hollis	Hollis Municipal	O35	General (Low)
Hooker	Hooker Municipal	O45	General (Low)
Mangum	Scott Field	2K4	General (Low)
Prague	Prague Municipal	O47	General (Low)
Purcell	Purcell Municipal	3O3	General (Low)
Sayre	Sayre Municipal	3O4	General (Low)

Associated City	Airport Name	LOCID	Role
Sulphur	Sulphur Municipal	F30	General (Low)
<b>Community (High)</b>			
Broken Bow	Broken Bow	90F	Community (High)
Canadian	Carlton Landing Field	91F	Community (High)
Chattanooga	Chattanooga Sky Harbor	92F	Community (High)
Cherokee	Cherokee Municipal	405	Community (High)
Cheyenne	Mignon Laird Municipal	93F	Community (High)
Cookson	Tenkiller Lake Airpark	44M	Community (High)
Eufaula	Eufaula Municipal	F08	Community (High)
Holdenville	Holdenville Municipal	F99	Community (High)
Texhoma	Texhoma Municipal	K49	Community (High)
<b>Community (Low)</b>			
Anadarko	Anadarko Municipal	F68	Community (Low)
Beaver	Beaver Municipal	K44	Community (Low)
Buffalo	Buffalo Municipal	BFK	Community (Low)
Carnegie	Carnegie Municipal	86F	Community (Low)
Cordell	Cordell Municipal	F36	Community (Low)
Eufaula	Fountainhead Lodge Airpark	0F7	Community ("Maintain-Only")
Grandfield	Grandfield Municipal	101	Community ("Maintain-Only")
Healdton	Healdton Municipal	F32	Community (Low)
Henryetta	Henryetta Municipal	F10	Community ("Maintain-Only")
Hominy	Hominy Municipal	H92	Community ("Maintain-Only")
Kingston	Lake Texoma State Park	F31	Community ("Maintain-Only")
Lindsay	Lindsay Municipal	1K2	Community (Low)
Medford	Medford Municipal	O53	Community (Low)
Mooreland	Mooreland Municipal	MDF	Community ("Maintain-Only")
Okeene	Christman Airfield	O65	Community (Low)
Okemah	Okemah Municipal	F81	Community (Low)
Pawhuska	Pawhuska Municipal	H76	Community (Low)
Talihina	Talihina Municipal	6F1	Community (Low)
Tipton	Tipton Municipal	108	Community ("Maintain-Only")
Tishomingo	Tishomingo Airpark	0F9	Community ("Maintain-Only")
Walters	Walters Municipal	305	Community ("Maintain-Only")
Waynoka	Waynoka Municipal	1K5	Community ("Maintain-Only")



Associated City	Airport Name	LOCID	Role
Westport	Westport	4F1	Community (“Maintain-Only”)
Wilburton	Wilburton Municipal	H05	Community (Low)

The following subsections summarize, by objective, projects/actions that are considered desirable for each airport to best fill its designated role in the Oklahoma airport system. As part of this process, a report card was developed for each airport that shows each airport’s objectives, its current facilities/services, and what is needed to address any identified deficiencies (presented in **Appendix C**).

For some projects, planning-level costs estimates to address the deficiency are also reported. Costs for implementing projects identified in the system plan are addressed in the next chapter. The following sections summarize projects/actions needed for airports to meet the system plan’s more notable facility and service objectives. Each airport report card provides a full list of all objectives for the airport, based on its designated system role.

### 6.1.1 Runway and Taxiway Objectives

Runway and taxiway objectives by airport role, along with pavement strength and pavement condition objectives, are presented in **Table 6-1** and summarized in **Table 6-3**.

For higher activity General airports, a partial parallel taxiway system and taxiway turnaround are desirable for the primary runway; for lower activity General airports, taxiway turnarounds on both ends of the primary runway are sufficient. For higher activity Community airports, a turnaround on one end of the primary runway is desirable. For lower activity Community airports, there is no taxiway objective for the primary runway; and for Community airports in the “maintain only” category, there are no objectives for taxiway system enhancements at this time.

For all airports with a paved primary runway, the pavement condition index (PCI) should be 70 or greater. Pavement weight bearing capacity objectives are for single and dual wheel strengths; for Community airports, the strength objective is only for single wheel.

**Table 6-3: Summary of Airfield Objectives**

	National Business	Regional Business	General	Community
<b>Primary Runway Length</b>	6,000 feet	5,000 feet	4,000 feet	3,200 feet
<b>Primary Runway Width</b>	100 feet	75 feet	75 feet	60 feet
<b>Taxiway Type</b>	Full Parallel	Full Parallel	Partial/Turnaround (high) & Turnaround Both (low)	Turnaround one end (high only)
<b>Runway Condition</b>	PCI 70*	PCI 70	PCI 70	PCI 70
<b>Pavement Strength</b>	20,000 SW and 75,000 DW	20,000 SW or 50,000 DW	12,500 SW or 30,000 DW	12,500 SW

Airports needing a project to enhance their primary runway length and to meet plan objectives are noted in this section. Only those airports needing an enhancement to meet their recommended runway length objective are listed in the tables at the end of this chapter; airports currently meeting their objective are not shown. It is important to note that existing constraints may preclude some airports from achieving their runway length objective.

The need to extend an airport’s runway and the ability of each airport to implement a runway extension are best addressed through the master planning process. Objectives presented in the system plan help provide direction on projects that have the potential to enhance system performance for airfield related facilities.

Tables 6-4, 6-5, 6-6, 6-7 report airports by role category that need a primary runway extension to meet plan objectives.

**Table 6-4: National Business Airports Needing Primary Runway Extension to Meet their Objective**

Associated City	Airport Name	LOCID	Current Runway Length (feet)	Length Objective (feet)	Extension to Meet Objective (feet)
Guthrie	Guthrie-Edmond Regional	GOK	5,001	6,000	999
Norman	University of Oklahoma Westheimer	OUN	5,199	6,000	801
Tulsa	Tulsa Riverside Airport	RVS	5,102	6,000	898
Shawnee	Shawnee Regional	SNL	5,997	6,000	Considered to meet objective at current length

**Table 6-5: Regional Business Airports Needing Primary Runway Extension to Meet their Objective**

Associated City	Airport Name	LOCID	Current Runway Length (feet)	Length Objective (feet)	Extension to Meet Objective (feet)
Chandler	Chandler Regional	CQB	4,000	5,000	1,000
Clinton	Clinton Regional	CLK	4,305	5,000	695
Poteau	Robert S. Kerr	RKR	4,007	5,000	993
Pryor Creek	Mid-America Industrial	H71	4,992	5,000	Considered to meet objective at current length
Sallisaw	Sallisaw Municipal	JSV	4,006	5,000	994

**Table 6-6: General Airports Needing Primary Runway Extension to Meet their Objective**

Associated City	Airport Name	LOCID	Current Runway Length (feet)	Length Objective (feet)	Extension to Meet Objective (feet)
Atoka	Atoka Municipal	AQR	3,015	4,000	985
Blackwell	Blackwell-Tonkawa Municipal	BKN	3,501	4,000	499
Goldsby	David Jay Perry	1K4	3,004	4,000	996
Hollis	Hollis Municipal	O35	3,000	4,000	1,000
Hooker	Hooker Municipal	O45	3,312	4,000	688
Kingfisher	Kingfisher	F92	2,800	4,000	1,200
Madill	Madill Municipal	1F4	3,005	4,000	995
Prague	Prague Municipal	O47	3,600	4,000	400
Purcell	Purcell Municipal	3O3	3,003	4,000	997
Skiatook	Skiatook Municipal	2F6	3,000	4,000	1,000



Associated City	Airport Name	LOCID	Current Runway Length (feet)	Length Objective (feet)	Extension to Meet Objective (feet)
Stroud	Stroud Municipal	SUD	3,000	4,000	1,000
Sulphur	Sulphur Municipal	F30	3,500	4,000	500
Thomas	Thomas Municipal	104	3,771	4,000	229
Wagoner	Hefner-Easley	H68	3,401	4,000	599

**Table 6-7: Community Airports Needing Primary Runway Extension to Meet their Objective**

Associated City	Airport Name	LOCID	Current Runway Length (feet)	Length Objective (feet)	Extension to Meet Objective (feet)
Anadarko	Anadarko Municipal	F68	3,100	3,200	100
Carnegie	Carnegie Municipal	86F	3,000	3,200	200
Cookson	Tenkiller Lake Airpark	44M	2,600	3,200	600
Eufaula	Eufaula Municipal	F08	3,000	3,200	200
Healdton	Healdton Municipal	F32	3,020	3,200	180
Lindsay	Lindsay Municipal	1K2	3,010	3,200	190
Medford	Medford Municipal	O53	3,007	3,200	193
Okeene	Christman Airfield	O65	3,000	3,200	200
Wilburton	Wilburton Municipal	H05	3,000	3,200	200

Tables 6-8, 6-9, 6-10, and 6-11 show airports needing improvements to meet their system plan objective as it relates to the width of their primary runway. For airports in the General role category not able to meet their objective for a runway length of at least 4,000 feet, maintaining a runway width of 60 feet is considered acceptable.

**Table 6-8: National Business Airports Needing Wider Primary Runway to Meet their Objective**

Associated City	Airport Name	LOCID	Current Runway Width (feet)	Width Objective (feet)	Additional Width to Meet Objective (feet)
Guthrie	Guthrie-Edmond Regional	GOK	75	100	25

**Table 6-9: Regional Business Airports Needing Wider Primary Runway to Meet their Objective**

Associated City	Airport Name	LOCID	Current Runway Width (feet)	Width Objective (feet)	Additional Width to Meet Objective (feet)
Chandler	Chandler Regional	CQB	60	75	15

**Table 6-10: General Airports Needing Wider Primary Runway to Meet their Objective**

Associated City	Airport Name	LOCID	Current Runway Width (feet)	Width Objective (feet)	Additional Width to Meet Objective (feet)
Atoka	Atoka Municipal	AQR	60	75	15
Blackwell	Blackwell-Tonkawa Municipal	BKN	60	75	15
Boise City	Boise City	17K	60	75	15
Cleveland	Cleveland Municipal	95F	60	75	15
Goldsby	David Jay Perry	1K4	60	75	15
Hinton	Hinton Municipal	2O8	60	75	15
Hollis	Hollis Municipal	O35	60	75	15
Hooker	Hooker Municipal	O45	60	75	15
Ketchum	South Grand Lake Regional	1K8	60	75	15
Kingfisher	Kingfisher	F92	60	75	15
Madill	Madill Municipal	1F4	60	75	15
Prague	Prague Municipal	O47	60	75	15
Purcell	Purcell Municipal	3O3	60	75	15
Skiatook	Skiatook Municipal	2F6	60	75	15
Stigler	Stigler Regional	GZL	60	75	15
Stroud	Stroud Municipal	SUD	60	75	15
Sulphur	Sulphur Municipal	F30	60	75	15
Thomas	Thomas Municipal	1O4	60	75	15
Vinita	Vinita Municipal	H04	60	75	15
Wagoner	Hefner-Easley	H68	60	75	15
Watonga	Watonga Regional	JWG	60	75	15

**Table 6-11: Community Airports Needing Wider Primary Runway to Meet their Objective**

Associated City	Airport Name	LOCID	Current Runway Width (feet)	Width Objective (feet)	Additional Width to Meet Objective (feet)
Anadarko	Anadarko Municipal	F68	50	60	10
Broken Bow	Broken Bow	90F	50	60	10
Texhoma	Texhoma Municipal	K49	48	60	12

Tables 6-12, 6-13, 6-14, and 6-15 show airports needing improvements to meet their system plan objective as it relates to the taxiway system serving their primary runway. These tables reflect the airport’s current taxiway system, along with the airport’s objective established in the system plan.





**Table 6-12: National Business Airports Needing Taxiway Improvements to Meet their Objective**

Associated City	Airport Name	LOCID	Current Taxiway	Taxiway Objective	Taxiway Improvement to Meet Objective
Ardmore	Ardmore Municipal	ADM	Partial Parallel	Full Parallel	Extend Partial Parallel to Full Parallel
Oklahoma City	Clarence E. Page Municipal	RCE	Partial Parallel	Full Parallel	Extend Partial Parallel to Full Parallel

**Table 6-13: Regional Business Airports Needing Taxiway Improvement to Meet their Objective**

Associated City	Airport Name	LOCID	Current Taxiway	Taxiway Objective	Taxiway Improvement to Meet Objective
Burns Flat	Clinton-Sherman	CSM	Partial Parallel	Full Parallel	Extend Partial Parallel to Full Parallel
Cushing	Cushing Municipal	CUH	Turnaround One RWY End	Full Parallel	Provide Full Parallel Taxiway
Perry	Perry Municipal	F22	Partial Parallel	Full Parallel	Extend Partial Parallel to Full Parallel
Poteau	Robert S. Kerr	RKR	Partial Parallel	Full Parallel	Extend Partial Parallel to Full Parallel

**Table 6-14: General Airports Needing Taxiway Improvement to Meet their Objective**

Associated City	Airport Name	LOCID	Current Taxiway	Taxiway Objective	Taxiway Improvement to Meet Objective
Atoka	Atoka Municipal	AQR	Turnaround One RWY End	Partial Parallel & Turnaround	Provide Partial Parallel Taxiway
Boise City	Boise City	17K	Turnaround both RWY Ends	Partial Parallel & Turnaround	Provide Partial Parallel Taxiway
Cleveland	Cleveland Municipal	95F	No Turnarounds	Turnaround both RWY ends	Provide Turnaround Both RWY Ends
Gage	Gage	GAG	Turnaround One RWY End	Turnaround both RWY ends	Provide Turnaround One RWY End
Hollis	Hollis Municipal	O35	No Turnarounds	Turnaround both RWY ends	Provide Turnaround Both RWY Ends
Hugo	Stan Stamper Municipal	HHW	Turnaround One RWY End	Partial Parallel & Turnaround	Provide Partial Parallel Taxiway
Ketchum	South Grand Lake Regional	1K8	Turnaround both RWY Ends	Partial Parallel & Turnaround	Provide Partial Parallel Taxiway
Kingfisher	Kingfisher	F92	Turnaround One RWY End	Partial Parallel & Turnaround	Provide Partial Parallel Taxiway
Madill	Madill Municipal	1F4	No Turnarounds	Partial Parallel & Turnaround	Provide Partial Parallel Taxiway and Turnaround
Prague	Prague Municipal	O47	Turnaround One RWY End	Turnaround both RWY ends	Provide Turnaround One RWY End
Purcell	Purcell Municipal	3O3	Turnaround One RWY End	Turnaround both RWY ends	Provide Turnaround One RWY End
Sayre	Sayre Municipal	3O4	No Turnarounds	Turnaround both RWY ends	Provide Turnaround Both RWY Ends
Stigler	Stigler Regional	GZL	Turnaround both RWY Ends	Partial Parallel & Turnaround	Provide Partial Parallel Taxiway

Associated City	Airport Name	LOCID	Current Taxiway	Taxiway Objective	Taxiway Improvement to Meet Objective
Stroud	Stroud Municipal	SUD	Turnaround both RWY Ends	Partial Parallel & Turnaround	Provide Partial Parallel Taxiway
Sulphur	Sulphur Municipal	F30	No Turnarounds	Turnaround both RWY ends	Provide Turnaround Both RWY Ends
Vinita	Vinita Municipal	H04	Turnaround both RWY Ends	Partial Parallel & Turnaround	Provide Partial Parallel Taxiway

**Table 6-15: Community Airports Needing Taxiway Improvement to Meet their Objective**

Associated City	Airport Name	LOCID	Current Taxiway	Taxiway Objective	Taxiway Improvement to Meet Objective
Chattanooga	Chattanooga Sky Harbor	92F	No Turnarounds	Turnaround One RWY End	Provide Turnaround one RWY End
Cookson	Tenkiller Lake Airpark	44M	No Turnarounds	Turnaround One RWY End	Provide Turnaround one RWY End
Texhoma	Texhoma Municipal	K49	No Turnarounds	Turnaround One RWY End	Provide Turnaround one RWY End

Tables 6-16, 6-17, and 6-18 show airports needing improvement to the pavement condition (PCI) on their primary runway.

It is worth noting that pavement conditions change on an annual basis. While some airports may have had a PCI of 70 or greater at the time the system plan was undertaken, this rating could be lower even the next year, depending on weather and runway use. Conversely, the pavement condition at some airports may have been improved since the inventory data for the system plan was collected. Data collection took place primarily in the first quarter of 2020.

Updated information on primary runway pavement condition will be included in the final airport report cards (Appendix C). This particular objective warrants periodic review as part of the continuous planning process, as pavement conditions are continually changing. At the time the analysis for this objective was completed, all airports in the National Business role met the objective for a PCI of 70 or greater on their primary runway.

**Table 6-16: Regional Business Airports Needing PCI Improvement to Meet their Objective**

Associated City	Airport Name	LOCID	Current PCI	PCI Objective	Improvement to Meet Objective
Hobart	Hobart Regional	HBR	64	70	Yes
Pauls Valley	Pauls Valley Municipal	PVJ	60	70	Yes
Sallisaw	Sallisaw Municipal	JSV	55	70	Yes

**Table 6-17: General Airports Needing PCI Improvement to Meet their Objective**

Associated City	Airport Name	LOCID	Current PCI	PCI Objective	Improvement to Meet Objective
Atoka	Atoka Municipal	AQR	65	70	Yes
Blackwell	Blackwell-Tonkawa Municipal	BKN	68	70	Yes



Associated City	Airport Name	LOCID	Current PCI	PCI Objective	Improvement to Meet Objective
Cleveland	Cleveland Municipal	95F	49	70	Yes
Ketchum	South Grand Lake Regional	1K8	58	70	Yes
Stroud	Stroud Municipal	SUD	65	70	Yes
Vinita	Vinita Municipal	H04	65	70	Yes
Wagoner	Hefner-Easley	H68	65	70	Yes
Watonga	Watonga Regional	JWG	65	70	Yes

**Table 6-18: Community Airports Needing PCI Improvement to Meet their Objective**

Associated City	Airport Name	LOCID	Current PCI	PCI Objective	Improvement to Meet Objective
Beaver	Beaver Municipal	K44	65	70	Yes
Broken Bow	Broken Bow	90F	64	70	Yes
Holdenville	Holdenville Municipal	F99	27	70	Yes
Talihina	Talihina Municipal	6F1	57	70	Yes

Tables 6-19, 6-20, and 6-21 show the airports that need improvement to meet the plan’s objectives for single wheel runway load bearing capabilities. System plan objectives for dual wheel strength were set for National Business, Regional Business, and General airports. While all airports have information for single wheel strength on their primary runway, data for dual wheel strength is only currently available for the National Business airports. Over time, OAC plans to collect and monitor dual wheel strength data for all applicable study airports.

The analysis shows that all airports in the National Business role currently meet the single wheel weight bearing objective for the strength of their primary runway. Tables 6-19, 6-20, and 6-21—showing Regional Business, General, and Community airports—and Table 6-22—showing National Business role airports—provides airports needing improved primary runway pavement strength to meet established objectives.

**Table 6-19: Regional Business Airports Needing Weight Bearing Capacity Improvement to Meet their Single Wheel Pavement Strength Objective**

Associated City	Airport Name	LOCID	Current SW Pavement Strength	Pavement Strength Objective	Improvement to Meet Objective
Alva	Alva Regional	AVK	15,000	20,000 SW or 50,000 DW	Yes
Chandler	Chandler Regional	CQB	12,500	20,000 SW or 50,000 DW	Yes
Clinton	Clinton Regional	CLK	7,000	20,000 SW or 50,000 DW	Yes
Guymon	Guymon Municipal	GUY	10,000	20,000 SW or 50,000 DW	Yes
Seminole	Seminole Municipal	SRE	16,000	20,000 SW or 50,000 DW	Yes

**Table 6-20: General Airports Needing Weight Bearing Capacity Improvement to Meet their Single Wheel Pavement Strength Objective**

Associated City	Airport Name	LOCID	Current SW Pavement Strength	Pavement Strength Objective	Improvement to Meet Objective
Antlers	Antlers Municipal	80F	12,000	15,000 SW or 30,000 DW	Yes
Atoka	Atoka Municipal	AQR	4,000	15,000 SW or 30,000 DW	Yes
Boise City	Boise City	17K	4,000	15,000 SW or 30,000 DW	Yes
Bristow	Jones Memorial	3F7	4,000	15,000 SW or 30,000 DW	Yes
Cleveland	Cleveland Municipal	95F	4,000	15,000 SW or 30,000 DW	Yes
Gage	Gage	GAG	4,000	15,000 SW or 30,000 DW	Yes
Hollis	Hollis Municipal	O35	4,000	15,000 SW or 30,000 DW	Yes
Madill	Madill Municipal	1F4	8,000	15,000 SW or 30,000 DW	Yes
Prague	Prague Municipal	O47	4,000	15,000 SW or 30,000 DW	Yes
Purcell	Purcell Municipal	3O3	9,500	15,000 SW or 30,000 DW	Yes
Skiatook	Skiatook Municipal	2F6	4,000	15,000 SW or 30,000 DW	Yes
Thomas	Thomas Municipal	1O4	4,000	15,000 SW or 30,000 DW	Yes

**Table 6-21: Community Airports Needing Weight Bearing Capacity Improvement to Meet their Single Wheel Pavement Strength Objective**

Associated City	Airport Name	LOCID	Current SW Pavement Strength	Pavement Strength Objective	Improvement to Meet Objective
Beaver	Beaver Municipal	K44	4,000	12,500 SW	Yes
Buffalo	Buffalo Municipal	BFK	4,000	12,500 SW	Yes
Carnegie	Carnegie Municipal	86F	11,000	12,500 SW	Yes
Chattanooga	Chattanooga Sky Harbor	92F	7,000	12,500 SW	Yes
Cherokee	Cherokee Municipal	4O5	4,000	12,500 SW	Yes
Cheyenne	Mignon Laird Municipal	93F	4,000	12,500 SW	Yes
Eufaula	Eufaula Municipal	F08	4,000	12,500 SW	Yes
Lindsay	Lindsay Municipal	1K2	4,000	12,500 SW	Yes
Okeene	Christman Airfield	O65	12,000	12,500 SW	Yes
Talihina	Talihina Municipal	6F1	12,000	12,500 SW	Yes
Wilburton	Wilburton Municipal	H05	2,000	12,500 SW	Yes



**Table 6-22: National Business Airports Needing Weight Bearing Capacity Improvement to Meet their Dual Wheel Pavement Strength Objective**

Associated City	Airport Name	LOCID	Current SW Pavement Strength	Current DW Pavement Strength	Pavement Strength Objective	Improvement to Meet Objective
Duncan	Halliburton Field	DUC	44,000	56,000	20,000 SW / 75,000 DW	Yes
Durant	Durant Regional-Eaker Field	DUA	35,000	50,000	20,000 SW / 75,000 DW	Yes
Enid	Enid Woodring Regional	WDG	60,000	73,000	20,000 SW / 75,000 DW	Yes
Guthrie	Guthrie-Edmond Regional	GOK	30,000	48,000	20,000 SW / 75,000 DW	Yes
Norman	University of Oklahoma Westheimer	OUN	30,000	50,000	20,000 SW / 75,000 DW	Yes
Oklahoma City	Wiley Post	PWA	35,000	50,000	20,000 SW / 75,000 DW	Yes
Oklahoma City	Clarence E. Page Municipal	RCE	40,000	60,000	20,000 SW / 75,000 DW	Yes
Ponca City	Ponca City Regional	PNC	51,000	65,000	20,000 SW / 75,000 DW	Yes
Shawnee	Shawnee Regional	SNL	30,000	40,000	20,000 SW / 75,000 DW	Yes

### 6.1.2 Runway/Taxiway Lighting, Approach Type, and NAVAID Objectives

Lighting, approach, and NAVAID objectives by airport role are presented in **Table 6-1**. The primary objectives for these facility categories are summarized below in **Table 6-23**.

“N/A” in **Table 6-23** indicates the facility is not an objective for that role category. High activity General airports should have a partial parallel taxiway with medium intensity taxiway lighting (MITL); for low activity General airports, MITL is not an objective (N/A).

A non-precision approach is an objective only for high activity Community airports; for low activity Community airports, there is no objective for a published approach. For National Business airports, approach lighting systems are an objective for both primary runway ends; for Regional Business airports, an approach lighting system is an objective for one runway end.

For Community airports, VGSI is an objective for high activity airports on the non-precision approach end of their primary runway. For General airports, REILs are an objective for both ends of the primary runway.

**Table 6-23: Summary of Lighting, Approach, and NAVAID Objectives**

	National Business	Regional Business	General	Community
Runway Lighting	MIRL	MIRL	MIRL	MIRL

	National Business	Regional Business	General	Community
Taxiway Lighting	MITL	MITL	MITL	N/A
Approach Type	ILS or LPV	LPV	Non-Precision	Non-Precision
Approach Lighting	Yes	Yes	N/A	N/A
VGSI	Yes	Yes	Yes	Yes
REILS	Yes	Yes	Yes	N/A
Weather Reporting	Yes	Yes	Yes	N/A

Tables 6-24 and 6-25 show airports needing improvement to meet the plan’s objectives for primary runway lighting. The analysis shows that all airports in the National Business and Regional Business roles currently meet their objective for lighting on their primary runway. The following tables show General and Community airports needing improvement to meet objectives.

**Table 6-24: General Airports Needing Improvement to Meet their Runway Lighting Objective**

Associated City	Airport Name	LOCID	Current Lighting	Runway Lighting Objective	Improvement to Meet Objective
Gage	Gage	GAG	Non-Standard	MIRL	Yes
Stigler	Stigler Regional	GZL	LIRL	MIRL	Yes

**Table 6-25: Community Airports Needing Improvement to Meet their Runway Lighting Objective**

Associated City	Airport Name	LOCID	Current Lighting	Runway Lighting Objective	Improvement to Meet Objective
Canadian	Carlton Landing Field	91F	None	MIRL	Yes
Healdton	Healdton Municipal	F32	None	MIRL	Yes

Tables 6-26 and 6-27 show airports needing improvement to meet the plan’s objectives for lighting on parallel taxiways serving primary runways. In some cases, improvements in taxiway lighting are needed on existing parallel taxiways. In other instances, the system plan recommends either a new full or partial parallel taxiway at the airport; these airports are identified in the table as “recommended.” In the case of a “recommended” parallel taxiway, the airport should also be compliant with the objective for taxiway lighting.

The analysis shows that all airports in the National Business role currently meet their objective for lighting on the parallel taxiway serving their primary runway. The following tables show Regional Business and General airports needing improvement to meet objectives. Community airports do not have a partial or full parallel taxiway objective, and hence have no associated objective for parallel taxiway lighting.



**Table 6-26: Regional Business Airports Needing Improvement to Meet their Taxiway Lighting Objective**

Associated City	Airport Name	LOCID	Current Taxiway	Current Lighting	Taxiway Lighting Objective	Improvement to Meet Objective
Alva	Alva Regional	AVK	Full Parallel	Reflectors	MITL	Yes
Ardmore	Ardmore Downtown Executive	1F0	Full Parallel	Non-Standard Lighting	MITL	Yes
Burns Flat	Clinton-Sherman	CSM	Full Parallel	Non-Standard Lighting	MITL	Yes
Clinton	Clinton Regional	CLK	Full Parallel	LITL	MITL	Yes
Cushing	Cushing Municipal	CUH	Full Parallel Recommended	Non-Standard Lighting	MITL	Yes
El Reno	El Reno Regional	RQO	Full Parallel	Reflectors	MITL	Yes
Miami	Miami Municipal	MIO	Full Parallel	Non-Standard Lighting	MITL	Yes
Pauls Valley	Pauls Valley Municipal	PVJ	Full Parallel	None	MITL	Yes
Poteau	Robert S. Kerr	RKR	Partial Parallel	None	MITL	Yes
Sallisaw	Sallisaw Municipal	JSV	Full Parallel	LITL	MITL	Yes
Seminole	Seminole Municipal	SRE	Full Parallel	Reflectors	MITL	Yes

**Table 6-27: General Airports Needing Improvement to Meet their Taxiway Lighting Objective**

Associated City	Airport Name	LOCID	Current Taxiway	Current Lighting	Lighting Objective	Improvement to Meet Objective
Atoka	Atoka Municipal	AQR	Partial Parallel (Recommended)	None	MITL	Yes
Blackwell	Blackwell-Tonkawa Municipal	BKN	Full Parallel	Reflectors	MITL	Yes
Boise City	Boise City	17K	Partial Parallel (Recommended)	None	MITL	Yes
Bristow	Jones Memorial	3F7	Partial Parallel	None	MITL	Yes
Fairview	Fairview Municipal	6K4	Partial Parallel	Non-Standard Lighting	MITL	Yes
Goldsby	David Jay Perry	1K4	Full Parallel	Reflectors	MITL	Yes
Hinton	Hinton Municipal	2O8	Full Parallel	None	MITL	Yes
Hugo	Stan Stamper	HHW	Partial Parallel Recommended	None	MITL	Yes
Ketchum	South Grand Lake Regional	1K8	Partial Parallel (Recommended)	None	MITL	Yes
Kingfisher	Kingfisher	F92	Partial Parallel (Recommended)	None	MITL	Yes
Madill	Madill Municipal	1F4	Partial Parallel (Recommended)	None	MITL	Yes
Stigler	Stigler Regional	GZL	Partial Parallel (Recommended)	None	MITL	Yes
Stroud	Stroud Municipal	SUD	Partial Parallel (Recommended)	None	MITL	Yes

Associated City	Airport Name	LOCID	Current Taxiway	Current Lighting	Lighting Objective	Improvement to Meet Objective
Vinita	Vinita Municipal	H04	Partial Parallel (Recommended)	None	MITL	Yes
Wagoner	Hefner-Easley	H68	Partial Parallel	None	MITL	Yes

Tables 6-28, 6-29, and 6-30 show airports needing improvement to meet the plan’s objectives for the approach to their primary runway. The analysis shows that all airports in the National Business role currently meet their objective for a precision-like approach. The following tables show Regional Business, General, and Community airports needing improvement to meet objectives. For the system plan, a precision-like approach refers to either a Precision Instrument Landing System (ILS) approach or a non-precision Area Navigation (RNAV) approach with Localizer Performance with Vertical guidance (LPV) minima. The term precision-like is used in the system plan with the understand that FAA is not installing additional ILS approaches at general aviation airports.

**Table 6-28: Regional Business Airports Needing Approach Improvement to Meet their Objective**

Associated City	Airport Name	LOCID	Current Approach	Approach Objective	Improvement to Meet Objective
Ardmore	Ardmore Downtown Executive	1F0	LP	LPV	Yes
Idabel	McCurtain County Regional	4O4	LP	LPV	Yes
Miami	Miami Municipal	MIO	VOR/DME-A	LPV	Yes
Sallisaw	Sallisaw Municipal	JSV	LNAV	LPV	Yes

**Table 6-29: General Airports Needing Approach Improvement to Meet their Objective**

Associated City	Airport Name	LOCID	Current Approach	Approach Objective	Improvement to Meet Objective
Atoka	Atoka Municipal	AQR	Visual	Non-Precision	Yes
Cleveland	Cleveland Municipal	95F	Visual	Non-Precision	Yes
Gage	Gage	GAG	Visual	Non-Precision	Yes
Hooker	Hooker Municipal	O45	Visual	Non-Precision	Yes
Kingfisher	Kingfisher	F92	Visual	Non-Precision	Yes
Purcell	Purcell Municipal	3O3	Visual	Non-Precision	Yes
Sayre	Sayre Municipal	3O4	Visual	Non-Precision	Yes
Skiatook	Skiatook Municipal	2F6	Visual	Non-Precision	Yes
Stroud	Stroud Municipal	SUD	Visual	Non-Precision	Yes
Sulphur	Sulphur Municipal	F30	Visual	Non-Precision	Yes
Vinita	Vinita Municipal	H04	Visual	Non-Precision	Yes





**Table 6-30: Community Airports Needing Approach Improvement to Meet their Objective**

Associated City	Airport Name	LOCID	Current Approach	Approach Objective	Improvement to Meet Objective
Broken Bow	Broken Bow	90F	Visual	Non-Precision	Yes
Canadian	Carlton Landing Field	91F	Visual	Non-Precision	Yes
Chattanooga	Chattanooga Sky Harbor	92F	Visual	Non-Precision	Yes
Cherokee	Cherokee Municipal	405	Visual	Non-Precision	Yes
Cheyenne	Mignon Laird Municipal	93F	Visual	Non-Precision	Yes
Cookson	Tenkiller Lake Airpark	44M	Visual	Non-Precision	Yes
Eufaula	Eufaula Municipal	F08	Visual	Non-Precision	Yes
Texhoma	Texhoma Municipal	K49	Visual	Non-Precision	Yes

Tables 6-31 and 6-32 show airports needing improvement to meet the plan’s objectives for an approach lighting system to serve the primary runway. This objective applies only to airports in either the National Business or the Regional Business role; there is no objective for airports in either the General or the Community role to have an approach lighting system. National Business airports should have approach lighting systems on both ends of their primary runway, while Regional Business airports should have approach lighting to at least one end of their primary runway.

**Table 6-31: National Business Airports Needing Approach Lighting Improvement to Meet their Objective**

Associated City	Airport Name	LOCID	Current Lighting	Approach Lighting Objective	Improvement to Meet Objective
Ada	Ada Regional	ADH	One RWY End	Both RWY Ends	Add Approach Lighting on RWY End 36
Ardmore	Ardmore Municipal	ADM	One RWY End	Both RWY Ends	Add Approach Lighting on RWY End 13
Bartlesville	Bartlesville Municipal	BVO	One RWY End	Both RWY Ends	Add Approach Lighting on RWY End 35
Duncan	Halliburton Field	DUC	One RWY End	Both RWY Ends	Add Approach Lighting on RWY End 35
Durant	Durant Regional-Eaker Field	DUA	One RWY End	Both RWY Ends	Add Approach Lighting on RWY End 35
Enid	Enid Woodring Regional	WDG	One RWY End	Both RWY Ends	Add Approach Lighting on RWY End 17
Guthrie	Guthrie-Edmond Regional	GOK	One RWY End	Both RWY Ends	Add Approach Lighting on RWY End 34
Lawton	Lawton-Fort Sill Regional	LAW	One RWY End	Both RWY Ends	Add Approach Lighting on RWY End 17
Muskogee	Muskogee-Davis Regional	MKO	One RWY End	Both RWY Ends	Add Approach Lighting on RWY End 13
Norman	University of Oklahoma Westheimer	OUN	One RWY End	Both RWY Ends	Add Approach Lighting on RWY End 36
Oklahoma City	Clarence E. Page Municipal	RCE	Neither RWY End	Both RWY Ends	Add Approach Lighting on RWY Ends 17R / 35L

Shawnee	Shawnee Regional	SNL	One RWY End	Both RWY Ends	Add Approach Lighting on RWY End 35
Stillwater	Stillwater Regional	SWO	One RWY End	Both RWY Ends	Add Approach Lighting on RWY End 35
Tulsa	Tulsa Riverside Airport	RVS	Neither RWY End	Both RWY Ends	Add Approach Lighting on RWY Ends 01L / 19R

**Table 6-32: Regional Business Airports Needing Approach Lighting Improvement to Meet their Objective**

Associated City	Airport Name	LOCID	Current Lighting	Approach Lighting Objective	Improvement to Meet Objective
Alva	Alva Regional	AVK	Neither RWY End	One RWY End	Add Approach Lighting System (One RWY End)
Burns Flat	Clinton-Sherman	CSM	Neither RWY End	One RWY End	Add Approach Lighting System (One RWY End)
Chickasha	Chickasha Municipal	CHK	Neither RWY End	One RWY End	Add Approach Lighting System (One RWY End)
Clinton	Clinton Regional	CLK	Neither RWY End	One RWY End	Add Approach Lighting System (One RWY End)
Grove	Grove Municipal	GMJ	Neither RWY End	One RWY End	Add Approach Lighting System (One RWY End)
Hobart	Hobart Regional	HBR	Neither RWY End	One RWY End	Add Approach Lighting System (One RWY End)
Idabel	McCurtain County Regional	4O4	Neither RWY End	One RWY End	Add Approach Lighting System (One RWY End)
Pauls Valley	Pauls Valley Municipal	PVJ	Neither RWY End	One RWY End	Add Approach Lighting System (One RWY End)
Poteau	Robert S. Kerr	RKR	Neither RWY End	One RWY End	Add Approach Lighting System (One RWY End)
Sallisaw	Sallisaw Municipal	JSV	Neither RWY End	One RWY End	Add Approach Lighting System (One RWY End)
Weatherford	Thomas P. Stafford	OJA	Neither RWY End	One RWY End	Add Approach Lighting System (One RWY End)

Tables 6-33, 6-34, 6-35, and 6-36 show airports needing improvement to meet the plan’s objectives for VGSI on their primary runway. Study objectives call for all airports in the National Business, Regional Business, and General categories to have VGSI on both runway ends; airports in the Community (high activity) role should have VGSI at least on the published approach end of their primary runway.

In some instances, an airport does currently not have a published approach, but an approach has been recommended by the system plan. This situation triggers the VGSI recommendation; airports “recommended” for an approach are noted in the tables.



**Table 6-33: National Business Airports Needing VGSI Improvement to Meet their Objective**

Associated City	Airport Name	LOCID	Current VGSI	VGSI Objective	Improvement to Meet Objective
Lawton	Lawton-Fort Sill Regional	LAW	Base End 4 Box PAPI	Both RWY Ends 4 Box PAPI	Yes
Oklahoma City	Will Rogers World	OKC	Base End 4 Box PAPI	Both RWY Ends 4 Box PAPI	Yes

**Table 6-34: Regional Business Airports Needing VGSI Improvement to Meet their Objective**

Associated City	Airport Name	LOCID	Current VGSI	VGSI Objective	Improvement to Meet Objective
Elk City	Elk City Regional Business	ELK	Both Ends 2 Box PAPI	Both Ends 4 Box PAPI	Yes
McAlester	McAlester Regional	MLC	Both Ends VASI	Both Ends 4 Box PAPI	Yes
Perry	Perry Municipal	F22	Both Ends 2 Box PAPI	Both Ends 4 Box PAPI	Yes
Sallisaw	Sallisaw Municipal	JSV	Both Ends 2 Box PAPI	Both Ends 4 Box PAPI	Yes
Weatherford	Thomas P. Stafford	OJA	Both Ends 2 Box PAPI	Both Ends 4 Box PAPI	Yes

**Table 6-35: General Airports Needing VGSI Improvement to Meet their Objective**

Associated City	Airport Name	LOCID	Current Approach	Current VGSI	VGSI Objective	Improvement to Meet Objective
Antlers	Antlers Municipal	80F	LPV	Neither RWY End	2 box PAPI both RWY ends	Yes
Boise City	Boise City	17K	Non-Precision	Neither RWY End	2 box PAPI both RWY ends	Yes
Bristow	Jones Memorial	3F7	LPV	Neither RWY End	2 box PAPI both RWY ends	Yes
Fairview	Fairview Municipal	6K4	LPV	Neither RWY End	2 box PAPI both RWY ends	Yes
Gage	Gage	GAG	Non-Precision (Recommended)	Neither RWY End	2 box PAPI both RWY ends	Yes
Goldsby	David Jay Perry	1K4	GLS PA	Neither RWY End	2 box PAPI both RWY ends	Yes
Hollis	Hollis Municipal	O35	Non-Precision	Neither RWY End	2 box PAPI both RWY ends	Yes
Ketchum	South Grand Lake Regional	1K8	LPV	Neither RWY End	2 box PAPI both RWY ends	Yes
Kingfisher	Kingfisher	F92	Non-Precision (Recommended)	Neither RWY End	2 box PAPI both RWY ends	Yes
Madill	Madill Municipal	1F4	Non-Precision	Neither RWY End	2 box PAPI both RWY ends	Yes
Mangum	Scott Field	2K4	LPV	Neither RWY End	2 box PAPI both RWY ends	Yes
Purcell	Purcell Municipal	3O3	Non-Precision (Recommended)	Neither RWY End	2 box PAPI both RWY ends	Yes
Stigler	Stigler Regional	GZL	LPV	Neither RWY End	2 box PAPI both RWY ends	Yes

Associated City	Airport Name	LOCID	Current Approach	Current VSGI	VSGI Objective	Improvement to Meet Objective
Sulphur	Sulphur Municipal	F30	Non-Precision (Recommended)	Neither RWY End	2 box PAPI both RWY ends	Yes

**Table 6-36: Community Airports Needing VSGI Improvement to Meet their Objective**

Associated City	Airport Name	LOCID	Current Approach	Current VSGI	VSGI Objective	Improvement to Meet Objective
Canadian	Carlton Landing Field	91F	Non-Precision (Recommended)	Neither RWY End	2 box PAPI on non-Precision approach end	Yes
Chattanooga	Chattanooga Sky Harbor	92F	Non-Precision (Recommended)	Neither RWY End	2 box PAPI on non-Precision approach end	Yes
Cherokee	Cherokee Municipal	405	Non-Precision (Recommended)	Neither RWY End	2 box PAPI on non-Precision approach end	Yes
Holdenville	Holdenville Municipal	F99	Non-Precision	Neither RWY End	2 box PAPI on non-Precision approach end	Yes
Texhoma	Texhoma Municipal	K49	Non-Precision (Recommended)	Neither RWY End	2 box PAPI on non-Precision approach end	Yes

Tables 6-37, 6-38, and 6-39 show airports needing improvement to meet the plan’s objectives for runway end identifier lighting (REIL) on their primary runway. REILs are recommended for both runway ends for airports in the National Business and Regional Business roles. For General airports, REILs are recommended on the airport’s runway end served by a published approach. Several airports in the General role category currently do not have a published non-precision approach but have an objective to develop a non-precision approach. Successfully securing a published approach will this triggers the REILs objective. Community airports do not have an objective for REILs.

**Table 6-37: National Business Airports Needing REIL Improvement to Meet their Objective**

Associated City	Airport Name	LOCID	Current REIL	REIL Objectives	Improvement to Meet Objective
Ada	Ada Regional	ADH	Recip End REILs	Both RWY Ends	Install Base End REILs
Ardmore	Ardmore Municipal	ADM	No REILs	Both RWY Ends	Install REILs on both RWY Ends
Bartlesville	Bartlesville Municipal	BVO	Recip End REILs	Both RWY Ends	Install Base End REILs
Duncan	Halliburton Field	DUC	Recip End REILs	Both RWY Ends	Install Base End REILs
Durant	Durant Regional-Eaker Field	DUA	No REILs	Both RWY Ends	Install REILs on both RWY Ends
Enid	Enid Woodring Regional	WDG	Base End REILs	Both RWY Ends	Install Recip End REILs
Lawton	Lawton-Fort Sill Regional	LAW	Base End REILs	Both RWY Ends	Install Recip End REILs
Muskogee	Muskogee-Davis Regional	MKO	No REILs	Both RWY Ends	Install REILs on both RWY Ends
Norman	University of Oklahoma Westheimer	OUN	Recip End REILs	Both RWY Ends	Install Base End REILs
Oklahoma City	Wiley Post	PWA	No REILs	Both RWY Ends	Install REILs on both RWY Ends



Associated City	Airport Name	LOCID	Current REIL	REIL Objectives	Improvement to Meet Objective
Oklahoma City	Clarence E. Page Municipal	RCE	No REILs	Both RWY Ends	Install REILs on both RWY Ends
Oklahoma City	Will Rogers World	OKC	No REILs	Both RWY Ends	Install REILs on both RWY Ends
Ponca City	Ponca City Regional	PNC	No REILs	Both RWY Ends	Install REILs on both RWY Ends
Stillwater	Stillwater Regional	SWO	Recip End REILs	Both RWY Ends	Install Base End REILs
Tulsa	Tulsa International	TUL	No REILs	Both RWY Ends	Install REILs on both RWY Ends

**Table 6-38: Regional Business Airports Needing REIL Improvement to Meet their Objective**

Associated City	Airport Name	LOCID	Current REIL	REIL Objective	Improvement to Meet Objective
Altus	Altus/Quartz Mountain Regional	AXS	No REILs	On RWY end with Approach	Install REILs on One RWY End
Chandler	Chandler Regional	CQB	No REILs	On RWY end with Approach	Install REILs on One RWY End
Chickasha	Chickasha Municipal	CHK	No REILs	On RWY end with Approach	Install REILs on One RWY End
Grove	Grove Municipal	GMJ	No REILs	On RWY end with Approach	Install REILs on One RWY End
Guymon	Guymon Municipal	GUY	No REILs	On RWY end with Approach	Install REILs on One RWY End
Hobart	Hobart Regional	HBR	No REILs	On RWY end with Approach	Install REILs on One RWY End
Miami	Miami Municipal	MIO	Recip End REILs	On RWY end with Approach	Install REILs on RWY End 17
Okmulgee	Okmulgee Regional	OKM	No REILs	On RWY end with Approach	Install REILs on One RWY End
Sallisaw	Sallisaw Municipal	JSV	No REILs	On RWY end with Approach	Install REILs on RWY End 35
Sand Springs	William R. Pogue Municipal	OWP	No REILs	On RWY end with Approach	Install REILs on One RWY End

**Table 6-39: General Airports Needing REIL Improvement to Meet their Objective**

Associated City	Airport Name	LOCID	Current Approach	Current REIL	REIL Objective	Improvement to Meet Objective
Antlers	Antlers Municipal	80F	LPV	No REILs	On RWY end with Approach	Installs REILs on Approach End
Atoka	Atoka Municipal	AQR	Non-Precision (Recommended)	No REILs	On RWY end with Approach	Installs REILs on Approach End
Blackwell	Blackwell-Tonkawa Municipal	BKN	LPV	No REILs	On RWY end with Approach	Installs REILs on Approach End
Boise City	Boise City	17K	Non-Precision	No REILs	On RWY end with Approach	Installs REILs on Approach End
Bristow	Jones Memorial	3F7	LPV	No REILs	On RWY end with Approach	Installs REILs on Approach End

Associated City	Airport Name	LOCID	Current Approach	Current REIL	REIL Objective	Improvement to Meet Objective
Cleveland	Cleveland Municipal	95F	Non-Precision (Recommended)	No REILs	On RWY end with Approach	Installs REILs on Approach End
Fairview	Fairview Municipal	6K4	LPV	No REILs	On RWY end with Approach	Installs REILs on Approach End
Frederick	Frederick Regional	FDR	LPV	No REILs	On RWY end with Approach	Installs REILs on Approach End
Gage	Gage	GAG	Non-Precision (Recommended)	No REILs	On RWY end with Approach	Installs REILs on Approach End
Goldsby	David Jay Perry	1K4	GLS PA	No REILs	On RWY end with Approach	Installs REILs on Approach End
Hinton	Hinton Municipal	2O8	Non-Precision	No REILs	On RWY end with Approach	Installs REILs on Approach End
Hollis	Hollis Municipal	O35	Non-Precision	No REILs	On RWY end with Approach	Installs REILs on Approach End
Hooker	Hooker Municipal	O45	Non-Precision (Recommended)	No REILs	On RWY end with Approach	Installs REILs on Approach End
Ketchum	South Grand Lake Regional	1K8	LPV	No REILs	On RWY end with Approach	Installs REILs on Approach End
Kingfisher	Kingfisher	F92	Non-Precision (Recommended)	No REILs	On RWY end with Approach	Installs REILs on Approach End
Mangum	Scott Field	2K4	LPV	No REILs	On RWY end with Approach	Installs REILs on Approach End
Prague	Prague Municipal	O47	Non-Precision	No REILs	On RWY end with Approach	Installs REILs on Approach End
Purcell	Purcell Municipal	3O3	Non-Precision (Recommended)	No REILs	On RWY end with Approach	Installs REILs on Approach End
Sayre	Sayre Municipal	3O4	Non-Precision (Recommended)	No REILs	On RWY end with Approach	Installs REILs on Approach End
Skiatook	Skiatook Municipal	2F6	Non-Precision (Recommended)	No REILs	On RWY end with Approach	Installs REILs on Approach End
Stigler	Stigler Regional	GZL	LPV	No REILs	On RWY end with Approach	Installs REILs on Approach End
Stroud	Stroud Municipal	SUD	Non-Precision (Recommended)	No REILs	On RWY end with Approach	Installs REILs on Approach End
Sulphur	Sulphur Municipal	F30	Non-Precision (Recommended)	No REILs	On RWY end with Approach	Installs REILs on Approach End
Thomas	Thomas Municipal	1O4	LPV	No REILs	On RWY end with Approach	Installs REILs on Approach End
Vinita	Vinita Municipal	H04	Non-Precision (Recommended)	No REILs	On RWY end with Approach	Installs REILs on Approach End
Wagoner	Hefner-Easley	H68	Non-Precision	No REILs	On RWY end with Approach	Installs REILs on Approach End
Watonga	Watonga Regional	JWG	Non-Precision	No REILs	On RWY end with Approach	Installs REILs on Approach End

Tables 6-40 and 6-41 show airports needing on-site weather reporting equipment to meet the plan’s objectives. System plan objectives call for all airports in the National Business, Regional Business, and General role categories to have on-site weather reporting capabilities. There is no objective for airports in the



Community role to have on-site weather reporting equipment. Study analysis shows that all airports in the National Business role already meet their on-site weather reporting objective.

**Table 6-40: Regional Business Airports Needing On-Site Weather Reporting to Meet their Objective**

Associated City	Airport Name	LOCID	Current Weather Reporting Equipment	Weather Reporting Equipment Objective	Improvement Needed to Meet Objective
Perry	Perry Municipal	F22	None	AWOS or ASOS	Yes

**Table 6-41: General Airports Needing On-Site Weather Reporting to Meet their Objective**

Associated City	Airport Name	LOCID	Current Weather Reporting Equipment	Weather Reporting Equipment Objective	Improvement Needed to Meet Objective
Boise City	Boise City	17K	None	AWOS or ASOS	Yes
Bristow	Jones Memorial	3F7	None	AWOS or ASOS	Yes
Fairview	Fairview Municipal	6K4	None	AWOS or ASOS	Yes
Goldsby	David Jay Perry	1K4	None	AWOS or ASOS	Yes
Hinton	Hinton Municipal	2O8	None	AWOS or ASOS	Yes
Ketchum	South Grand Lake Regional	1K8	None	AWOS or ASOS	Yes
Kingfisher	Kingfisher	F92	None	AWOS or ASOS	Yes
Madill	Madill Municipal	1F4	None	AWOS or ASOS	Yes
Skiatook	Skiatook Municipal	2F6	None	AWOS or ASOS	Yes
Stroud	Stroud Municipal	SUD	None	AWOS or ASOS	Yes
Thomas	Thomas Municipal	1O4	None	AWOS or ASOS	Yes
Vinita	Vinita Municipal	H04	None	AWOS or ASOS	Yes
Wagoner	Hefner-Easley	H68	None	AWOS or ASOS	Yes

### 6.1.3 Other Facilities and Airport Services

Objectives for other facilities and services for airports, by role, are presented in **Table 6-1**. These objectives are summarized below in **Table 6-42**.

Aircraft ramp space at high activity General airports is recommended at 7,000 square yards and at 3,500 square yards for low activity General airports. Aircraft ramp space at high activity Community airports is recommended at 3,500 square yards and at 2,000 square yards for low activity Community airports.

The general aviation terminal objective is 1,500 square feet for high activity General airports and 750 square feet for low activity General airports.

Jet A fuel is only an objective National Business, Regional Business, and high activity General airports. Low activity General airports have an objective for 100LL. Only high activity Community airports have an objective for 100LL fuel; there is no fuel objective for low activity Community airports.

**Table 6-42: Summary of Other Airport Facility and Service Objectives**

	National Business	Regional Business	General	Community
<b>Ramp Size</b>	25,000 SY	16,000 SY	3,500/7,000 SY*	2,000/3,500 SY*
<b>Covered Storage</b>	100% of Based	100% of Based	100% of Based	95% of Based
<b>General Aviation Terminal</b>	2,500 SF	2,500 SF	750/1,500* SF	500 SF*
<b>Aircraft Maintenance</b>	Major	Yes	N/A	N/A
<b>FBO Services</b>	Yes	Yes	N/A	N/A
<b>100LL Fuel</b>	Yes	Yes	Yes	Yes*
<b>Jet A Fuel</b>	Yes	Yes	N/A	N/A

Tables 6-43, 6-44, 6-45, and 6-46 show airports needing an increase to the size of their existing aircraft parking area/ramp space for general aviation aircraft. These objectives do not include space for parking commercial or cargo aircraft. As previously noted, objectives for ramp size are graduated by airport role.

**Table 6-43: National Business Airports Needing Ramp Expansion to Meet their Objective**

Associated City	Airport Name	LOCID	Current Ramp (SY)	Ramp (SY) Objective	Improvement Needed to Meet Objective
Ada	Ada Regional	ADH	18,000	25,000	Increase Ramp Size by 7,000 SY
Bartlesville	Bartlesville Municipal	BVO	7,800	25,000	Increase Ramp Size by 17,200 SY
Duncan	Halliburton Field	DUC	20,000	25,000	Increase Ramp Size by 5,000 SY
Durant	Durant Regional-Eaker Field	DUA	13,500	25,000	Increase Ramp Size by 11,500 SY
Enid	Enid Woodring Regional	WDG	15,000	25,000	Increase Ramp Size by 10,000 SY
Guthrie	Guthrie-Edmond Regional	GOK	20,000	25,000	Increase Ramp Size by 5,000 SY
Oklahoma City	Clarence E. Page Municipal	RCE	21,500	25,000	Increase Ramp Size by 3,500 SY
Shawnee	Shawnee Regional	SNL	19,000	25,000	Increase Ramp Size by 6,000 SY

**Table 6-44: Regional Business Airports Needing Ramp Expansion to Meet their Objective**

Associated City	Airport Name	LOCID	Current Ramp (SY)	Ramp (SY) Objective	Improvement Needed to Meet Objective
Alva	Alva Regional	AVK	7,000	16,000	Increase Ramp Size by 9,000 SY
Chandler	Chandler Regional	CQB	3,500	16,000	Increase Ramp Size by 12,500 SY





Associated City	Airport Name	LOCID	Current Ramp (SY)	Ramp (SY) Objective	Improvement Needed to Meet Objective
Clinton	Clinton Regional	CLK	10,600	16,000	Increase Ramp Size by 5,400 SY
Cushing	Cushing Municipal	CUH	13,400	16,000	Increase Ramp Size by 2,600 SY
El Reno	El Reno Regional	RQO	9,500	16,000	Increase Ramp Size by 6,500 SY
Elk City	Elk City Regional Business	ELK	11,000	16,000	Increase Ramp Size by 5,000 SY
Grove	Grove Municipal	GMJ	12,500	16,000	Increase Ramp Size by 3,500 SY
Idabel	McCurtain County Regional	4O4	13,100	16,000	Increase Ramp Size by 2,900 SY
Pauls Valley	Pauls Valley Municipal	PVJ	5,000	16,000	Increase Ramp Size by 11,000 SY
Perry	Perry Municipal	F22	5,500	16,000	Increase Ramp Size by 10,500 SY
Poteau	Robert S. Kerr	RKR	10,300	16,000	Increase Ramp Size by 5,700 SY
Pryor Creek	Mid-America Industrial	H71	11,000	16,000	Increase Ramp Size by 5,000 SY
Sallisaw	Sallisaw Municipal	JSV	13,850	16,000	Increase Ramp Size by 2,150 SY
Seminole	Seminole Municipal	SRE	4,300	16,000	Increase Ramp Size by 11,700 SY
Tahlequah	Tahlequah Municipal	TQH	12,000	16,000	Increase Ramp Size by 4,000 SY

**Table 6-45: General Airports Needing Ramp Expansion to Meet their Objective**

Associated City	Airport Name	LOCID	Current Ramp (SY)	Ramp (SY) Objective	Improvement Needed to Meet Objective
Boise City	Boise City	17K	5,500	7,000	Increase Ramp Size by 1,500 SY
Goldsby	David Jay Perry	1K4	4,000	7,000	Increase Ramp Size by 3,000 SY
Ketchum	South Grand Lake Regional	1K8	3,800	7,000	Increase Ramp Size by 3,200 SY
Kingfisher	Kingfisher	F92	3,000	7,000	Increase Ramp Size by 4,000 SY
Madill	Madill Municipal	1F4	2,000	7,000	Increase Ramp Size by 5,000 SY
Skiatook	Skiatook Municipal	2F6	4,500	7,000	Increase Ramp Size by 2,500 SY
Stroud	Stroud Municipal	SUD	2,000	7,000	Increase Ramp Size by 5,000 SY
Thomas	Thomas Municipal	1O4	3,600	7,000	Increase Ramp Size by 3,400 SY
Vinita	Vinita Municipal	H04	3,300	7,000	Increase Ramp Size by 3,700 SY
Wagoner	Hefner-Easley	H68	1,800	7,000	Increase Ramp Size by 5,200 SY
Watonga	Watonga Regional	JWG	4,700	7,000	Increase Ramp Size by 2,300 SY

**Table 6-46: Community Airports Needing Ramp Expansion to Meet their Objective**

Associated City	Airport Name	LOCID	Current Ramp (SY)	Ramp (SY) Objective	Improvement Needed to Meet Objective
Cherokee	Cherokee Municipal	4O5	2,700	3,500	Increase Ramp Size by 800 SY
Cookson	Tenkiller Lake Airpark	44M	800	3,500	Increase Ramp Size by 2,700 SY
Texhoma	Texhoma Municipal	K49	1,000	3,500	Increase Ramp Size by 2,500 SY

Tables 6-47, 6-48, 6-49, and 6-50 show airports needing to increase their number of hangar spaces to meet the plan’s objectives.

For hangar storage, system plan objectives call for all airports in the National Business, Regional Business, and General roles to have 100 percent of their based aircraft in hangar storage. The objective for airports in the Community role is to have 95 percent of their based aircraft in covered storage. The information below uses inventory data for current based aircraft and each airport’s reported percentage of aircraft in hangar storage to measure current compliance for the hangar storage objectives. Based aircraft and hangar parking spaces used to support this analysis were current as of August 1, 2021.

The airport report cards (Appendix C) use each airport’s forecast of based aircraft, along with its current number of estimated hangar spaces, to determine where additional hangar storage spaces are desirable to meet future demand. Information reported in the following tables considers current demand, while each airport’s report card takes into account each airport’s projected based aircraft. Report card information provides the number of additional hangar spaces needed to meet forecast demand. Airports should not consider building additional hangar storage without a firm financial commitment from potential users.

**Table 6-47: National Business Airports Currently Needing Additional Hangars to Meet their Objective**

Associated City	Airport Name	LOCID	Current Hangar Storage	Hangar Storage Objective	Improvement Needed to Meet Objective
Ada	Ada Regional	ADH	90%	100%	Add Covered Aircraft Storage
Durant	Durant Regional-Eaker Field	DUA	80%	100%	Add Covered Aircraft Storage
Oklahoma City	Wiley Post	PWA	94%	100%	Add Covered Aircraft Storage
Stillwater	Stillwater Regional	SWO	73%	100%	Add Covered Aircraft Storage
Tulsa	Tulsa Riverside Airport	RVS	80%	100%	Add Covered Aircraft Storage
Tulsa	Tulsa International	TUL	90%	100%	Add Covered Aircraft Storage

**Table 6-48: Regional Business Airports Currently Needing Additional Hangars to Meet their Objective**

Associated City	Airport Name	LOCID	Current Hangar Storage	Hangar Storage Objective	Improvement Needed to Meet Objective
Guymon	Guymon Municipal	GUY	90%	100%	Add Covered Aircraft Storage
Okmulgee	Okmulgee Regional	OKM	95%	100%	Add Covered Aircraft Storage
Sallisaw	Sallisaw Municipal	JSV	80%	100%	Add Covered Aircraft Storage
Sand Springs	William R. Pogue Municipal	OWP	87%	100%	Add Covered Aircraft Storage

**Table 6-49: General Airports Currently Needing Additional Hangars to Meet their Objective**

Associated City	Airport Name	LOCID	Current Hangar Storage	Hangar Storage Objective	Improvement Needed to Meet Objective
Hugo	Stan Stamper Municipal	HHW	83%	100%	Add Covered Aircraft Storage
Prague	Prague Municipal	O47	95%	100%	Add Covered Aircraft Storage



Associated City	Airport Name	LOCID	Current Hangar Storage	Hangar Storage Objective	Improvement Needed to Meet Objective
Stigler	Stigler Regional	GZL	95%	100%	Add Covered Aircraft Storage

**Table 6-50: Community Airports Currently Needing Additional Hangars to Meet their Objective**

Associated City	Airport Name	LOCID	Current Hangar Storage	Hangar Storage Objective	Improvement Needed to Meet Objective
Anadarko	Anadarko Municipal	F68	80%	95%	Add Covered Aircraft Storage
Cordell	Cordell Municipal	F36	7%	95%	Add Covered Aircraft Storage
Healdton	Healdton Municipal	F32	0%	95%	Add Covered Aircraft Storage
Talihina	Talihina Municipal	6F1	0%	95%	Add Covered Aircraft Storage
Wilburton	Wilburton Municipal	H05	40%	95%	Add Covered Aircraft Storage

Tables 6-51, 6-52, and 6-53 show airports needing to increase space in their existing general aviation terminal building or to provide a new general aviation terminal building to meet the plan’s objectives. These tables indicate if a new or an expanded general aviation terminal building is needed. All airports in the National Business role currently meet their objective for providing a general aviation terminal building. In some instances, the general aviation terminal building is provided by the airport owner; in others, the terminal is provided by an FBO.

**Table 6-51: Regional Business Airports Needing Expanded or New General Aviation Building to Meet their Objective**

Associated City	Airport Name	LOCID	Current Terminal Size (sqft)	Terminal Size Objective (sqft)	Action Needed to meet Objective
Alva	Alva Regional	AVK	2,000	2,500	Increase Terminal Size by 500 sqft
Ardmore	Ardmore Downtown Executive	1F0	1,125	2,500	Increase Terminal Size by 1,375 sqft
Burns Flat	Clinton-Sherman	CSM	No General Aviation Terminal	2,500	Build General Aviation Terminal
El Reno	El Reno Regional	RQO	750	2,500	Increase Terminal Size by 1,750 sqft
Okmulgee	Okmulgee Regional	OKM	1,200	2,500	Increase Terminal Size by 1,300 sqft
Perry	Perry Municipal	F22	1,500	2,500	Increase Terminal Size by 1,000 sqft
Pryor Creek	Mid-America Industrial	H71	2,000	2,500	Increase Terminal Size by 500 sqft
Sallisaw	Sallisaw Municipal	JSV	1,200	2,500	Increase Terminal Size by 1,300 sqft

**Table 6-52: General Airports Needing Expanded or New General Aviation Building to Meet their Objective**

Associated City	Airport Name	LOCID	Current Terminal Size (sqft)	Terminal Size Objective (sqft)	Action Needed to meet Objective
Atoka	Atoka Municipal	AQR	No General Aviation Terminal	1,500	Build General Aviation Terminal

Associated City	Airport Name	LOCID	Current Terminal Size (sqft)	Terminal Size Objective (sqft)	Action Needed to meet Objective
Boise City	Boise City	17K	No General Aviation Terminal	1,500	Build General Aviation Terminal
Cleveland	Cleveland Municipal	95F	No General Aviation Terminal	750	Build General Aviation Terminal
Frederick	Frederick Regional	FDR	1,200	1,500	Increase Terminal Size by 300 sqft
Gage	Gage	GAG	400	750	Increase Terminal Size 350 sqft
Hugo	Stan Stamper Municipal	HHW	1,160	1,500	Increase Terminal Size by 340 sqft
Ketchum	South Grand Lake Regional	1K8	500	1,500	Increase Terminal Size by 1,000 sqft
Kingfisher	Kingfisher	F92	670	1,500	Increase Terminal Size by 830 sqft
Prague	Prague Municipal	O47	No General Aviation Terminal	750	Build General Aviation Terminal
Purcell	Purcell Municipal	3O3	No General Aviation Terminal	750	Build General Aviation Terminal
Sayre	Sayre Municipal	3O4	No General Aviation Terminal	750	Build General Aviation Terminal
Skiatook	Skiatook Municipal	2F6	1,000	1,500	Increase Terminal Size by 500 sqft
Stroud	Stroud Municipal	SUD	1,200	1,500	Increase Terminal Size by 300 sqft
Sulphur	Sulphur Municipal	F30	No General Aviation Terminal	750	Build General Aviation Terminal
Thomas	Thomas Municipal	1O4	No General Aviation Terminal	1,500	Build General Aviation Terminal
Vinita	Vinita Municipal	H04	No General Aviation Terminal	1,500	Build General Aviation Terminal
Wagoner	Hefner-Easley	H68	No General Aviation Terminal	1,500	Build General Aviation Terminal
Watonga	Watonga Regional	JWG	690	1,500	Increase Terminal Size by 810 sqft

**Table 6-53: Community Airports Needing Expanded or New General Aviation Building to Meet their Objective**

Associated City	Airport Name	LOCID	Current Terminal Size (sqft)	Terminal Size Objective (sqft)	Action Needed to meet Objective
Canadian	Carlton Landing Field	91F	No General Aviation Terminal	500	Build General Aviation Terminal
Chattanooga	Chattanooga Sky Harbor	92F	400	500	Increase Terminal Size by 100 sqft
Cheyenne	Mignon Laird Municipal	93F	No General Aviation Terminal	500	Build General Aviation Terminal
Cookson	Tenkiller Lake Airpark	44M	No General Aviation Terminal	500	Build General Aviation Terminal



Associated City	Airport Name	LOCID	Current Terminal Size (sqft)	Terminal Size Objective (sqft)	Action Needed to meet Objective
Eufaula	Eufaula Municipal	F08	No General Aviation Terminal	500	Build General Aviation Terminal
Texhoma	Texhoma Municipal	K49	No General Aviation Terminal	500	Build General Aviation Terminal

An airport’s ability to secure aircraft maintenance service is demand driven. While having aircraft maintenance service is desirable, airports may not be able to meet this objective if sufficient demand is not present. **Tables 6-54 and 6-55** show airports that need aircraft maintenance service to meet their objective.

System plan objectives call for airports in the National Business and the Regional Business roles to have aircraft maintenance services. Access to aircraft maintenance is also one characteristic of a business ready airport. There is no objective for airports in either the General or Community role categories to have aircraft maintenance service. Definitions for major and minor aircraft maintenance service, adopted for use in the system plan, is consistent with those used in FAA Form 5010.

**Table 6-54: National Business Airports Needing Aircraft Maintenance to Meet their Objective**

Associated City	Airport Name	LOCID	Current Aircraft Maintenance	Aircraft Maintenance Objective	Improvement Needed to Meet Objective
Enid	Enid Woodring Regional	WDG	Minor Maintenance	Major Maintenance Operation	Secure Major Maintenance Operation
Muskogee	Muskogee-Davis Regional	MKO	Minor Maintenance	Major Maintenance Operation	Secure Major Maintenance Operation
Shawnee	Shawnee Regional	SNL	Minor Maintenance	Major Maintenance Operation	Secure Major Maintenance Operation

**Table 6-55: Regional Business Airports Needing Aircraft Maintenance to Meet their Objective**

Associated City	Airport Name	LOCID	Current Aircraft Maintenance	Aircraft Maintenance Objective	Improvement Needed to Meet Objective
Burns Flat	Clinton-Sherman	CSM	No Maintenance	Minor/Major Maintenance	Secure Maintenance Operation
Chandler	Chandler Regional	CQB	No Maintenance	Minor/Major Maintenance	Secure Maintenance Operation
Hobart	Hobart Regional	HBR	No Maintenance	Minor/Major Maintenance	Secure Maintenance Operation
Idabel	McCurtain County Regional	4O4	No Maintenance	Minor/Major Maintenance	Secure Maintenance Operation
Perry	Perry Municipal	F22	No Maintenance	Minor/Major Maintenance	Secure Maintenance Operation
Pryor Creek	Mid-America Industrial	H71	No Maintenance	Minor/Major Maintenance	Secure Maintenance Operation
Sand Springs	William R. Pogue Municipal	OWP	No Maintenance	Minor/Major Maintenance	Secure Maintenance Operation

The ability of an airport to support a fixed base operator (FBO) is also demand driven. While having FBO service is desirable for airports in some role categories, if sufficient demand is not present, airports may not be able to achieve this particular objective. **Table 6-56** shows airports that should ideally have an FBO. All airports in the National Business role currently have an FBO and meet their objective. As a result of the more limited demand

levels that characterize airports in the General and Community roles, the system plan’s objectives do not include FBOs for the airports in these two categories. It is possible, however, that some airports, particularly in the General role category, may support FBO services.

**Table 6-56: Regional Business Airports Needing an FBO to Meet their Objective**

Associated City	Airport Name	LOCID	Current FBO	FBO Objective	Improvement Needed to Meet Objective
Chandler	Chandler Regional	CQB	No	Yes	Yes

System plan objectives call for all National Business, Regional Business, General, and high activity Community airports to have 100LL fuel. All National Business and Regional Business airports currently meet this objective. **Tables 6-57** and **6-58** show the General and Community (high) airports that should ideally provide 100LL fuel to meet plan objectives.

**Table 6-57: General Airports Needing 100LL Fuel to Meet their Objective**

Associated City	Airport Name	LOCID	Current 100LL	100LL Objective	Improvement Needed to Meet Objective
Boise City	Boise City	17K	No Fuel	100LL	Yes
Cleveland	Cleveland Municipal	95F	No Fuel	100LL	Yes
Gage	Gage	GAG	No Fuel	100LL	Yes
Madill	Madill Municipal	1F4	No Fuel	100LL	Yes
Vinita	Vinita Municipal	H04	No Fuel	100LL	Yes
Wagoner	Hefner-Easley	H68	No Fuel	100LL	Yes

**Table 6-58: Community Airports Needing 100LL Fuel to Meet their Objective**

Associated City	Airport Name	LOCID	Current 100LL	100LL Objective	Improvement Needed to Meet Objective
Broken Bow	Broken Bow	90F	No Fuel	100LL	Yes
Chattanooga	Chattanooga Sky Harbor	92F	No Fuel	100LL	Yes
Cherokee	Cherokee Municipal	405	No Fuel	100LL	Yes
Holdenville	Holdenville Municipal	F99	No Fuel	100LL	Yes
Texhoma	Texhoma Municipal	K49	No Fuel	100LL	Yes

National Business, Regional Business, and high activity General airports should also have Jet A fuel to meet plan objectives. There is no objective for low activity General airport or any of the airports in the Community role to have this particular service. **Table 6-59** and **6-60** show the Regional Business and General airports that should have Jet A fuel to meet plan objectives.

**Table 6-59: Regional Business Airports Needing Jet A Fuel to Meet their Objective**

Associated City	Airport Name	LOCID	Current Jet A	Jet A Fuel Objective	Improvement Needed to Meet Objective
Sand Springs	William R. Pogue Municipal	OWP	No Jet A	Jet A	Yes



**Table 6-60: General Airports Needing Jet A Fuel to Meet their Objective**

Associated City	Airport Name	LOCID	Current Jet A	Jet A Fuel Objective	Improvement Needed to Meet Objective
Atoka	Atoka Municipal	AQR	No Jet A	Jet A	Yes
Blackwell	Blackwell-Tonkawa Municipal	BKN	No Jet A	Jet A	Yes
Boise City	Boise City	17K	No Jet A	Jet A	Yes
Bristow	Jones Memorial	3F7	No Jet A	Jet A	Yes
Frederick	Frederick Regional	FDR	No Jet A	Jet A	Yes
Goldsby	David Jay Perry	1K4	No Jet A	Jet A	Yes
Hinton	Hinton Municipal	2O8	No Jet A	Jet A	Yes
Kingfisher	Kingfisher	F92	No Jet A	Jet A	Yes
Madill	Madill Municipal	1F4	No Jet A	Jet A	Yes
Skiatook	Skiatook Municipal	2F6	No Jet A	Jet A	Yes
Stigler	Stigler Regional	GZL	No Jet A	Jet A	Yes
Thomas	Thomas Municipal	1O4	No Jet A	Jet A	Yes
Vinita	Vinita Municipal	H04	No Jet A	Jet A	Yes
Wagoner	Hefner-Easley	H68	No Jet A	Jet A	Yes

The previous sections summarized the improvements/actions needed to meet primary facility/service objectives established for system airports. Costs for airport/system improvements identified by the system plan will be documented in the final chapter of this plan. Many of the recommendations have the potential to enhance the system related to its ability to meet the performance measures and benchmarks examined in **Chapter 5**. If all airports are able to fulfill all their facility and service objectives, system performance enhancements that could be achieved are discussed in the following sections.

## 6.2 Future System Performance

Oklahoma’s airport system was evaluated using five performance measures and associated benchmarks:

- **Safety** – a system that meets FAA safety design standards and assurances for land use protection
- **Efficiency** – a system that provides equipment to efficiently transition aircraft landings
- **Accessibility** – a system that promotes access to a wide variety of airports, runways, and other facilities
- **Economic Support** – a system that supports access to airports that are considered business ready
- **User Needs** – a system that is characterized by services that support primary airport customers

The following sections recount performance for each of these measures and, when applicable, identifies target system performance for each benchmark. Benchmarks associated with some performance measures are not applicable to airports in certain role categories; in those instances, the plan does not identify a target for enhancing future system performance. Also, some of the benchmarks discussed in the following sections are more informational in nature and do not necessarily require a specific action or target. Informational benchmarks help OAC monitor changes in the system as part of the continuous planning process.

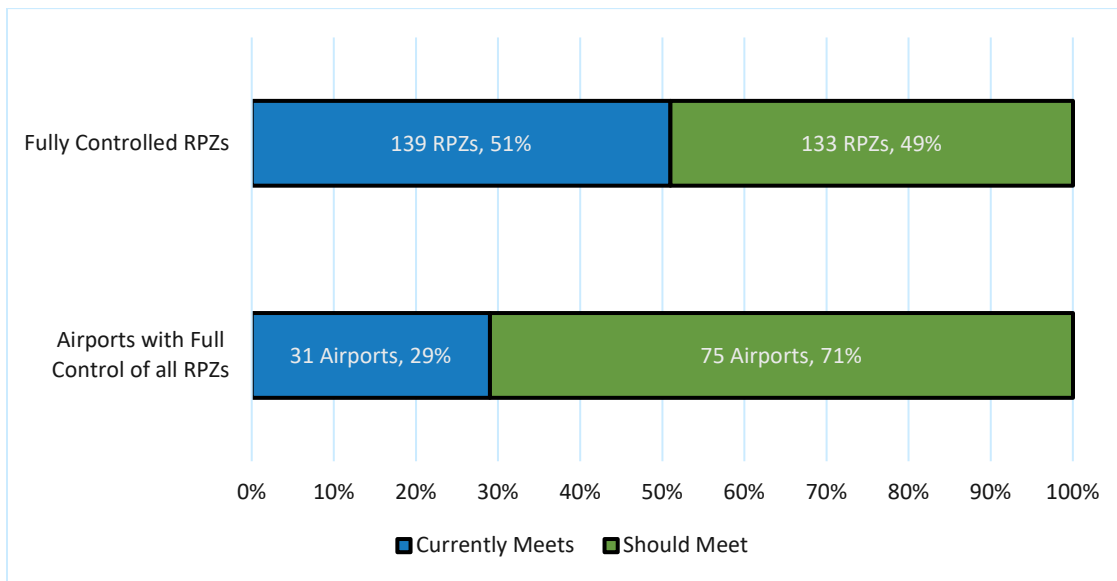
### 6.2.1 Safety

**Safety Benchmark 1: RPZs Under Airport Control** – Per FAA guidelines<sup>1</sup>, all airports should have positive control, either through fee simple ownership or through property easements, over the area within each of its runway protection zones (RPZs). While most airports only have a single runway and two RPZs, some system airports have multiple runways and the requisite RPZs. **Figure 6-1** shows the percentage of all system airports that currently have complete control over their respective RPZ(s) and the percentage of all RPZs controlled by airports.

In **Figure 6-1**, if an airport has control over one but not its other RPZ(s), that airport is reported in the “should meet” category. Thirty-one (31) study airports (29%) have full control of all of their RPZs, but 75 airports (71%) have at least one RPZ that is only partially controlled. Study analysis shows that 51 percent of all RPZs for all airports are currently fully controlled, while 49 percent of all RPZs are not fully under airport control. Ideally, the target is to have 100 percent of all RPZs completely under airport control.

All airports with one or more RPZs not currently under airport control are included in the “should meet” percentage reported on **Figure 6-1**. Airports needing action to gain full control over one or more of their RPZs are reported in **Table 6-61**. Individual airport report cards (**Appendix C**) also provide this information, and OAC’s online GIS database provides information that graphically depicts RPZ control (as reported when data for the system plan was collected). Costs related to gaining RPZ control are not estimated as part of the system plan; however, such actions should be investigated and included in individual airport master plans.

**Figure 6-1: Airport Objectives for Control Over RPZs**



Source: Lochner Engineering. Analysis does not include OKC or TUL.

<sup>1</sup> Federal Aviation Administration. (2/26/2014). Advisory Circular 150/5300-13A, *Airport Design par. 310*. Retrieved from: [https://www.faa.gov/documentLibrary/media/Advisory\\_Circular/150-5300-13A-chg1-interactive-201907.pdf](https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5300-13A-chg1-interactive-201907.pdf)





**Table 6-61: Airports Needing Actions to Control RPZs**

Associated City	Airport Name	LOCID	Recommended RPZs to Control (Primary RWY)	Recommended RPZs to Control (Additional RWY)	Recommended RPZs to Control (Additional RWY)
<b>National Business</b>					
Ada	Ada Regional	ADH	RWY End 18 / 36		
Ardmore	Ardmore Municipal	ADM	RWY End 31		
Bartlesville	Bartlesville Municipal	BVO	RWY End 35		
Durant	Durant Regional-Eaker Field	DUA	RWY End 17 / 35		
Enid	Enid Woodring Regional	WDG	RWY End 35		
Guthrie	Guthrie-Edmond Regional	GOK	RWY End 34		
Norman	University of Oklahoma Westheimer	OUN	RWY End 18	RWY End 3 / 21	
Oklahoma City	Wiley Post	PWA	RWY End 17L		
Oklahoma City	Clarence E. Page Municipal	RCE	RWY End 17R	RWY End 17R	
Ponca City	Ponca City Regional	PNC	RWY End 35		
Shawnee	Shawnee Regional	SNL	RWY End 17 / 35		
Stillwater	Stillwater Regional	SWO		RWY End 22	
<b>Regional Business</b>					
Altus	Altus/Quartz Mountain Regional	AXS	RWY End 17 / 35		
Alva	Alva Regional	AVK	RWY End 18		
Ardmore	Ardmore Downtown Executive	1F0	RWY End 17 / 35		
Burns Flat	Clinton-Sherman	CSM	RWY End 17R / 35L		
Chandler	Chandler Regional	CQB	RWY End 17		
Chickasha	Chickasha Municipal	CHK	RWY End 36	RWY End 19	RWY End 20
Clinton	Clinton Regional	CLK	RWY End 17 / 35	RWY End 13	
Cushing	Cushing Municipal	CUH	RWY End 18 / 36	RWY End 11	RWY End 8
El Reno	El Reno Regional	RQO	RWY End 17	RWY End 18 / 36	
Elk City	Elk City Regional Business	ELK	RWY End 17 / 35		
Guymon	Guymon Municipal	GUY	RWY End 36	RWY End 6	
Hobart	Hobart Regional	HBR	RWY End 35		
McAlester	McAlester Regional	MLC	RWY End 20		
Miami	Miami Municipal	MIO	RWY End 35		
Pauls Valley	Pauls Valley Municipal	PVJ	RWY End 17 / 35		

Associated City	Airport Name	LOCID	Recommended RPZs to Control (Primary RWY)	Recommended RPZs to Control (Additional RWY)	Recommended RPZs to Control (Additional RWY)
Perry	Perry Municipal	F22	RWY End 17 / 35		
Sand Springs	William R. Pogue Municipal	OWP	RWY End 17		
Seminole	Seminole Municipal	SRE		RWY End 5 / 23	
Tahlequah	Tahlequah Municipal	TQH	RWY End 35		
Weatherford	Thomas P. Stafford	OJA	RWY End 17 / 35		
Woodward	West Woodward	WWR	RWY End 17 / 35		
<b>General Airports</b>					
Antlers	Antlers Municipal	80F	RWY End 35		
Atoka	Atoka Municipal	AQR	RWY End 18 / 36		
Cleveland	Cleveland Municipal	95F	RWY End 18 / 36		
Fairview	Fairview Municipal	6K4	RWY End 17 / 35		
Frederick	Frederick Regional	FDR	RWY End 35		
Gage	Gage	GAG	RWY End 17		
Goldsby	David Jay Perry	1K4	RWY End 13 / 31	RWY End 17 / 35	
Hinton	Hinton Municipal	2O8	RWY End 17 / 35		
Hollis	Hollis Municipal	O35	RWY End 18		
Hooker	Hooker Municipal	O45	RWY End 17		
Ketchum	South Grand Lake Regional	1K8	RWY End 18 / 36		
Kingfisher	Kingfisher	F92	RWY End 36		
Prague	Prague Municipal	O47	RWY End 17 / 35		
Sayre	Sayre Municipal	3O4	RWY End 17 / 35		
Stigler	Stigler Regional	GZL	RWY End 17		
Stroud	Stroud Municipal	SUD	RWY End 18		
Sulphur	Sulphur Municipal	F30	RWY End 17 / 35		
Thomas	Thomas Municipal	1O4	RWY End 17 / 35		
Vinita	Vinita Municipal	H04	RWY End 17 / 35		
Wagoner	Hefner-Easley	H68	RWY End 36		
<b>Community Airports</b>					
Anadarko	Anadarko Municipal	F68	RWY End 17 / 35		
Beaver	Beaver Municipal	K44	RWY End 17 / 35	RWY End 4 / 22	
Broken Bow	Broken Bow	90F	RWY End 17 / 35		
Buffalo	Buffalo Municipal	BFK	RWY End 17 / 35		



Associated City	Airport Name	LOCID	Recommended RPZs to Control (Primary RWY)	Recommended RPZs to Control (Additional RWY)	Recommended RPZs to Control (Additional RWY)
Chattanooga	Chattanooga Sky Harbor	92F	RWY End 35		
Cherokee	Cherokee Municipal	405	RWY End 17 / 35		
Cheyenne	Mignon Laird Municipal	93F	RWY End 18 / 36		
Cookson	Tenkiller Lake Airpark	44M	RWY End 5 / 23		
Cordell	Cordell Municipal	F36	RWY End 17 / 35	RWY End 4 / 22	
Eufaula	Eufaula Municipal	F08	RWY End 17 / 35		
Grandfield	Grandfield Municipal	101	RWY End 17 / 35		
Healdton	Healdton Municipal	F32	RWY End 17		
Henryetta	Henryetta Municipal	F10	RWY End 36		
Kingston	Lake Texoma State Park	F31	RWY End 18		
Lindsay	Lindsay Municipal	1K2	RWY End 1 / 19		
Medford	Medford Municipal	O53	RWY End 17 / 35		
Okeene	Christman Airfield	O65	RWY End 17		
Talihina	Talihina Municipal	6F1	RWY End 1		
Tipton	Tipton Municipal	108	RWY End 17		
Waynoka	Waynoka Municipal	1K5	RWY End 17 / 35		
Westport	Westport	4F1	RWY End 3 / 21		
Wilburton	Wilburton Municipal	H05	RWY End 17 / 35		

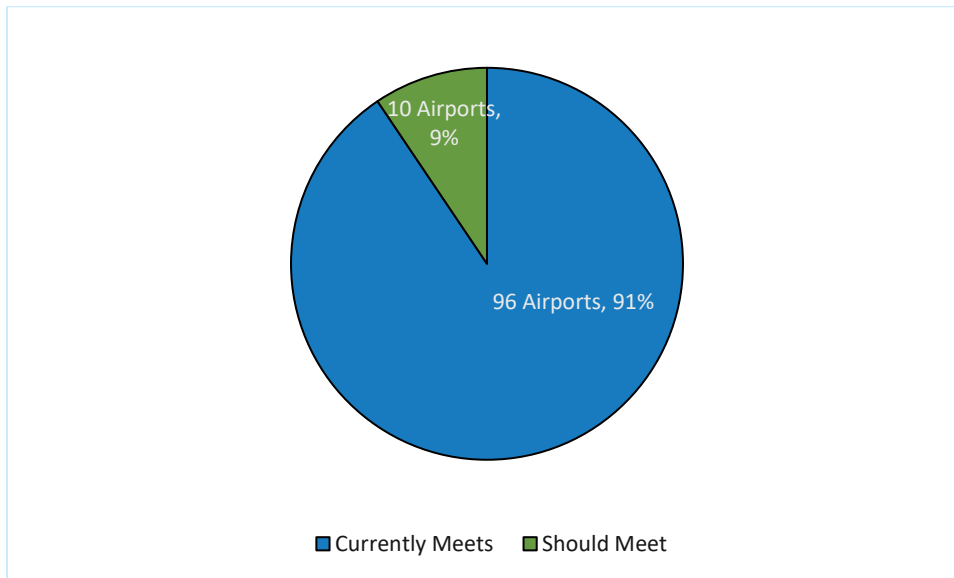
Source: Lochner Engineering. Analysis does not include OKC or TUL.

**Safety Benchmark 2: Airports That Meet FAA Runway Safety Area (RSA) Standards** – Each runway has an RSA established by FAA standards<sup>2</sup>. The size of an airport’s RSA varies by the specific runway end approach. **Figure 6-2** shows the percentage of study airports that currently have RSAs on both ends of their primary runway that comply with applicable FAA standards. In **Figure 6-2**, if an airport has a compliant RSA on one runway end but not the other, the airport is reported in the “should meet” category. Analysis shows that 91 percent of the study airports have RSAs on both ends of their primary runway that currently meet applicable FAA standards, but nine percent do not.

For this particular benchmark, all airports should have RSAs on both ends of their primary runway that comply with FAA standards. **Table 6-62** presents those airports, by role and by runway end, that need action(s) for their RSAs to be fully FAA compliant. Costs to resolve any RSA deficiencies are not identified in the system plan, but actions and associated costs should be estimated and included in individual airport master plans.

<sup>2</sup> Federal Aviation Administration. (2/26/2014). Advisory Circular 150/5300-13A, *Airport Design par. 307*. Retrieved from: [https://www.faa.gov/documentLibrary/media/Advisory\\_Circular/150-5300-13A-chg1-interactive-201907.pdf](https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5300-13A-chg1-interactive-201907.pdf)

Figure 6-2: Airport Objectives for FAA Compliant RSAs



Source: Lochner Engineering. Analysis does not include OKC or TUL.

Table 6-62: Airports Needing Actions to Meet FAA RSA Standards

Associated City	Airport Name	LOCID	Recommended Action to Meet Primary Runway RSA Standards
<b>National Business</b>			
Ada	Ada Regional	ADH	RWY End 35
Oklahoma City	Clarence E. Page Municipal	RCE	RWY End 35
<b>Regional Business</b>			
Altus	Altus/Quartz Mountain Regional	AXS	RWY End 35
Chickasha	Chickasha Municipal	CHK	RWY End 36
Tahlequah	Tahlequah Municipal	TQH	RWY End 35
<b>General Airports</b>			
Skiatook	Skiatook Municipal	2F6	RWY End 36
<b>Community Airports</b>			
Cookson	Tenkiller Lake Airpark	2F6	RWY Ends 5 / 36
Texhoma	Texhoma Municipal	K49	RWY End 3
Tipton	Tipton Municipal	108	RWY End 35
Westport	Westport	4F1	RWY End 3



Source: Lochner Engineering. Analysis does not include OKC or TUL.

**Safety Benchmark 3: Parallel Runway/Taxiway Separation Standards**—If an airport has a full or a partial parallel taxiway, the FAA has guidelines on the required spacing between the runway and taxiway centerlines. FAA standards for runway/taxiway separation vary based on the airport reference code (ARC).<sup>3</sup> Many system airports currently do not have a full or partial parallel taxiway system. A parallel taxiway system is typically needed at busier airports.

Objectives, established by the system plan, call for all airports that are in the National Business and Regional Business role categories to have a full parallel taxiway. For higher activity airports in the General airport role, these airports should have a partial parallel taxiway system. An earlier section of this chapter, which addresses facility objectives by airport role, shows which airports should have a full or partial parallel taxiway to meet plan objectives. It is assumed that any parallel taxiway development projects going forward will comply with appropriate FAA separation standards.

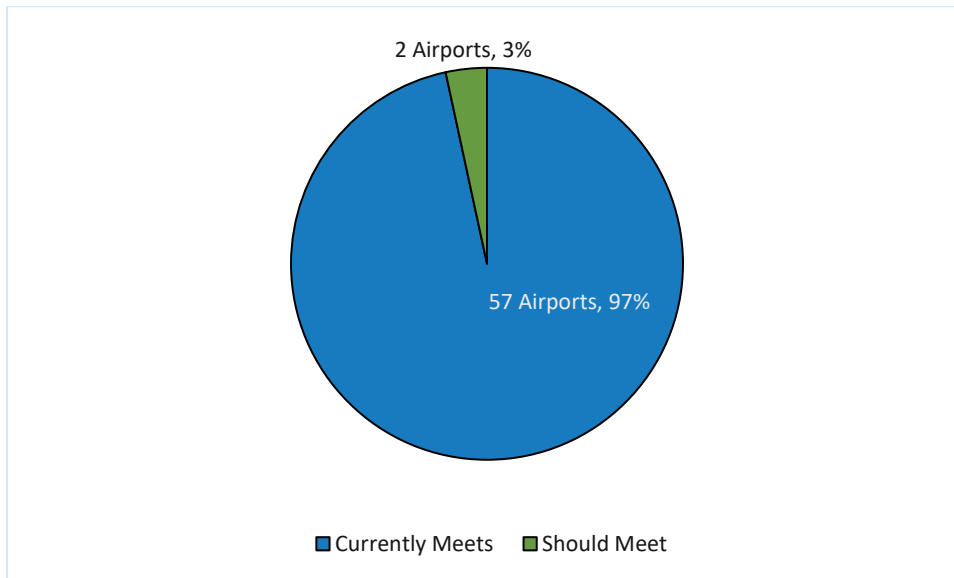
**Figure 6-3** shows the percentage of airports that currently have a full or partial parallel taxiway system that meets their applicable FAA separation standards. **Figure 6-3** also shows the percentage of system airports that should meet FAA runway/taxiway separation standards; airports in the “should meet” category currently have either parallel taxiway system (partial or full) that does not meet FAA standards. Information in **Figure 6-3** does not consider parallel taxiway recommendations identified in this plan, nor are airports without a current parallel taxiway system included in the reporting.

**Table 6-63** identifies airports that need actions to resolve current deficiencies for runway/taxiway separation standards. Costs to resolve current runway/taxiway separation deficiencies are not included in the system plan; however, cost estimates for providing new full parallel or partial parallel taxiways to address system plan facility objectives are included in the next chapter of the system plan.

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<sup>3</sup> Federal Aviation Administration. (2/26/2014). Advisory Circular 150/5300-13A, *Airport Design Table 3-5*. Retrieved from: [https://www.faa.gov/documentLibrary/media/Advisory\\_Circular/150-5300-13A-chg1-interactive-201907.pdf](https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5300-13A-chg1-interactive-201907.pdf)

Figure 6-3: Applicable Airports Objectives for FAA Runway/Taxiway Separation Standards



Source: Lochner Engineering. Analysis does not include OKC or TUL. This information is applicable only to airports that currently have a full or a partial parallel taxiway. It does not include airports that should have a full or partial parallel taxiway system to meet plan facility objectives.

Table 6-63: Airports Needing Actions to Meet Current Full or Partial Parallel Taxiway Separation Standards

Associated City	Airport Name	LOCID	Taxiway Type	Runway Separation Standard (feet)	Recommended Additional Separation (feet)
<b>National Business</b>					
Guthrie	Guthrie-Edmond Regional	GOK	Full Parallel	240	25
<b>Regional Business</b>					
Seminole	Seminole Municipal	SRE	Full Parallel	240	40

Source: Lochner Engineering. Analysis does not include OKC or TUL.

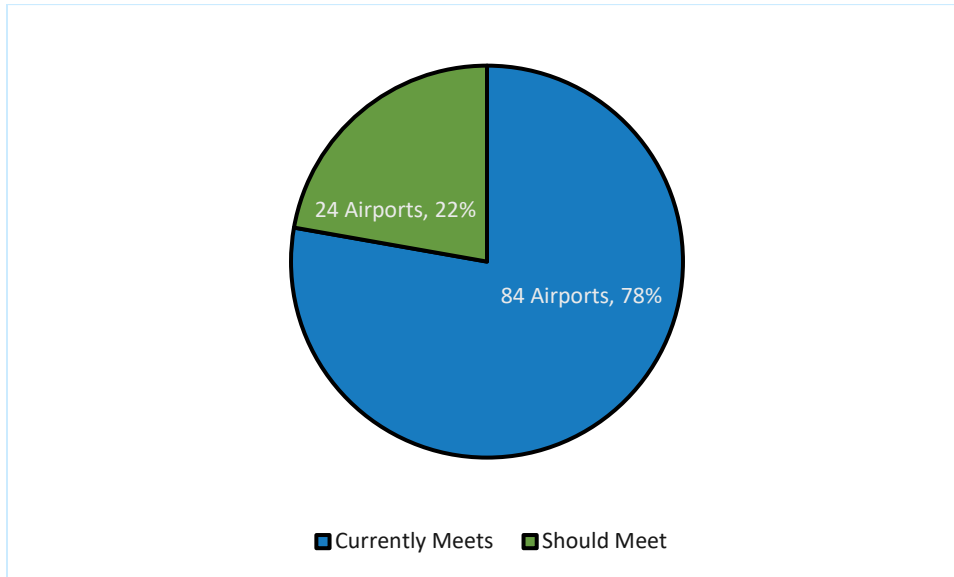
**Safety Benchmark 4: Jurisdictions with Height Zoning** – To comply with FAA and OAC grant assurances<sup>4</sup>, jurisdictions that surround study airports should take steps to prevent the height of objects from impeding safe airport operations or hindering airport expansion. Study analysis (see **Figure 6-4**) shows that 78 percent of all study airports have jurisdictions that have an identifiable height zoning ordinance. Study research could not confirm whether the remaining 22 percent of the system airports have an associated jurisdiction that has any type of height zoning ordinance; these airports are reported in the “should meet” category.

**Table 6-64** shows airports, and their associated jurisdictions, that currently lack (according to study research) appropriate height zoning to protect the airport. Airports identified in this table should work with their respective jurisdictions to implement height zoning controls.

<sup>4</sup> Federal Aviation Administration. (2/26/2019). Airport Improvement Program Handbook Order 5100-38D-Chg1, Table 2-2. Retrieved from: [https://www.faa.gov/airports/aip/aip\\_handbook/media/AIP-Handbook-Order-5100-38D-Chg1.pdf](https://www.faa.gov/airports/aip/aip_handbook/media/AIP-Handbook-Order-5100-38D-Chg1.pdf)



**Figure 6-4: Airport/Jurisdiction Objectives for Height Zoning Ordinances**



Source: Marr Arnold Planning. This information includes TUL and OKC.

**Table 6-64: Airports/Jurisdictions Needing Actions Related to Height Zoning**

Associated City	Airport Name	LOCID	Responsible Jurisdictions City/County	Jurisdictions Recommended for Height Zoning
<b>Regional Business</b>				
Sand Springs	William R. Pogue Municipal	OWP	Sand Springs/Osage	Needs Height Zoning Ordinance
Woodward	West Woodward	WWR	Woodward/Woodward	Needs Height Zoning Ordinance
<b>General Airports</b>				
Blackwell	Blackwell-Tonkawa Municipal	BKN	Blackwell/Kay	Needs Height Zoning Ordinance
Boise City	Boise City	17K	Boise City/Cimarron	Needs Height Zoning Ordinance
Cleveland	Cleveland Municipal	95F	Cleveland/Pawnee	Needs Height Zoning Ordinance
Sayre	Sayre Municipal	304	Sayre/Beckham	Needs Height Zoning Ordinance
<b>Community Airports</b>				
Beaver	Beaver Municipal	K44	Beaver/Wichita	Needs Height Zoning Ordinance
Buffalo	Buffalo Municipal	BFK	Buffalo/Harper	Needs Height Zoning Ordinance
Canadian	Carlton Landing Field	91F	Canadian/Pittsburg	Needs Height Zoning Ordinance
Carnegie	Carnegie Municipal	86F	Carnegie/Caddo	Needs Height Zoning Ordinance
Cherokee	Cherokee Municipal	405	Cherokee/Alfalfa	Needs Height Zoning Ordinance

Associated City	Airport Name	LOCID	Responsible Jurisdictions City/County	Jurisdictions Recommended for Height Zoning
Cookson	TenKiller Lake Airpark	44M	Cookson/Cherokee	Needs Height Zoning Ordinance
Eufaula	Fountainhead Lodge Airpark	0F7	Eufaula/McIntosh	Needs Height Zoning Ordinance
Healdton	Healdton Municipal	F32	Healdton/Carter	Needs Height Zoning Ordinance
Holdenville	Holdenville Municipal	F99	Holdenville/Hughes	Needs Height Zoning Ordinance
Kingston	Lake Texoma State Park	F31	Kingston/Marshall	Needs Height Zoning Ordinance
Lindsay	Lindsay Municipal	1K2	Lindsay/Garvin	Needs Height Zoning Ordinance
Okeene	Christman Airfield	O65	Okeene/Blaine	Needs Height Zoning Ordinance
Okemah	Okemah Municipal	F81	Okemah/Okfuskee	Needs Height Zoning Ordinance
Tipton	Tipton Municipal	1O8	Tipton/Tillman	Needs Height Zoning Ordinance
Tishomingo	Tishomingo Airpark	0F9	Tishomingo/Johnston	Needs Height Zoning Ordinance
Waynoka	Waynoka Municipal	1K5	Waynoka/Woods	Needs Height Zoning Ordinance
Westport	Westport	4F1	Westport/Pawnee	Needs Height Zoning Ordinance
Wilburton	Wilburton Municipal	H05	Wilburton/Latimer	Needs Height Zoning Ordinance

Source: Marr Arnold Planning

**Safety Benchmark 5: Primary Runways with PCI of 70** – All paved primary runways at study airports should have a PCI of 70 or greater, indicating the pavement condition is good to excellent. **Figure 6-5** shows the percentage of study airports that currently meet the 70 PCI objective on their primary runway and the percentage of airports that should meet the PCI objective. For airports that currently fail to meet a PCI objective or 70 or greater on their primary runway, the system plan developed a cost to resolve that deficiency.

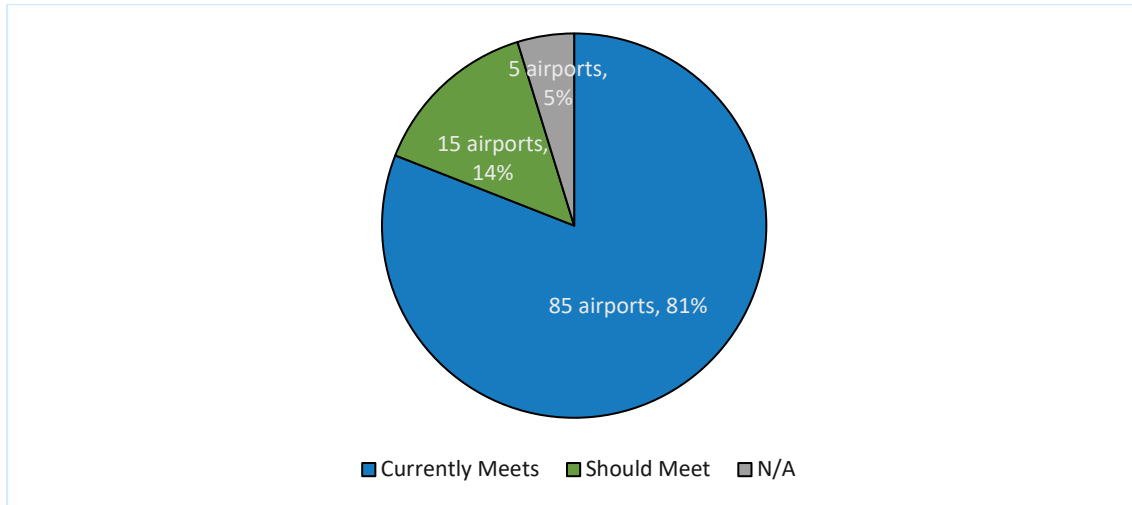
As **Figure 6-5** shows, 81 percent (85 airports) of all airports (excluding OKC, TUL, and 44M [turf surface]) currently have a primary runway with a PCI of 70 or greater. For five percent of Community airports (five airports), this benchmark is not applicable because they are designated as “maintain only” (these airports are identified in **Table 6-2**). The remaining 14 percent (15 airports) of the airports with a PCI below 70 should have a pavement improvement project.

It is important to note that a runway’s PCI changes on a continuous basis. As pavements age, the PCI changes. This benchmark warrants continued monitoring on the part of OAC. **Table 6-65** shows airports whose PCI on their primary runway is currently below 70; the information shown here is current as of June 2021. Between then and the time airport report cards are finalized early in 2022, OAC expects that some airports, reported here as needing PCI improvements, will have completed pavement projects. As more current PCI data is available from OAC, it will be reflected in applicable airport report cards (**Appendix C**).





**Figure 6-5: Airport Objectives for PCI on Primary Runway**



Source: OAC Pavement Management Database; does not include OKC, TUL, or 44M. Data current as of June 2021.

**Table 6-65: Airports Needing Actions to Meet PCI Objectives**

Associated City	Airport Name	LOCID	Primary Runway PCI	Recommended PCI for Primary Runway
<b>Regional Business</b>				
Hobart	Hobart Regional	HBR	64	70
Pauls Valley	Pauls Valley Municipal	PVJ	60	70
Sallisaw	Sallisaw Municipal	JSV	55	70
<b>General Airports</b>				
Atoka	Atoka Municipal	AQR	65	70
Blackwell	Blackwell-Tonkawa Municipal	BKN	68	70
Cleveland	Cleveland Municipal	95F	49	70
Ketchum	South Grand Lake Regional	1K8	58	70
Stroud	Stroud Municipal	SUD	65	70
Vinita	Vinita Municipal	H04	65	70
Wagoner	Hefner-Easley	H68	65	70
Watonga	Watonga Regional	JWG	65	70
<b>Community Airports</b>				
Beaver	Beaver Municipal	K44	65	70
Broken Bow	Broken Bow	90F	64	70
Holdenville	Holdenville Municipal	F99	27	70
Talihina	Talihina Municipal	6F1	57	70

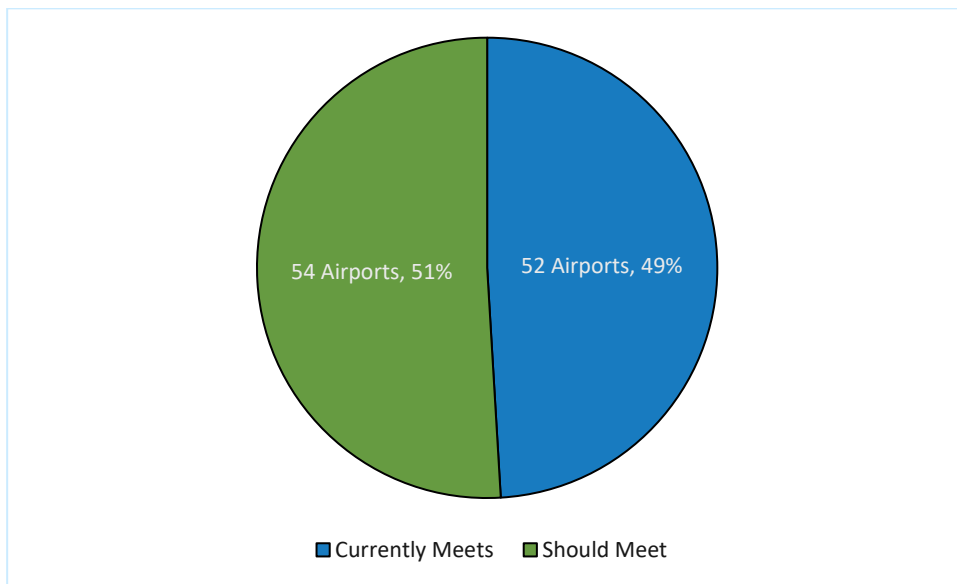
Source: OAC Pavement Management Database

**Safety Benchmark 6: Clear 20:1 Approaches**— To promote airport safety, the approach ends to all primary runways should have, at a minimum, 20:1 approach surfaces that are clear of any obstructions. It is worth noting that 20:1 approach penetrations change frequently; this is because these obstructions are often associated with vegetation. The target is to have all 20:1 approaches to each airport’s primary runway clear of obstructions.

**Figure 6-6** shows the percentage of airports that currently have clear 20:1 approaches to both ends of their primary runway; this figure also shows the remaining percentage of all study airports that should have clear 20:1 approaches to both ends their primary runway. If an airport has one clear 20:1 approach to its primary runway, but the other end is not clear, the airport is reported in the “should meet” category. Results presented in this section were obtained from FAA Form 5010.

**Table 6-66** shows airports needing one or more actions to resolve 20:1 approach obstructions. Costs were not estimated in the system plan to address 20:1 approach deficiencies, but these actions should be included in individual airport master plan or airport layout plan (ALP) updates.

**Figure 6-6: Airport Objectives for Clear 20:1 Approach Surfaces Both Primary Runway Ends**



Source: FAA 5010. This information does not include TUL and OKC.

**Table 6-66: Airports Needing Actions to Address 20:1 Obstructions**

Associated City	Airport Name	LOCID	Recommended RWY End Needed to Address 20:1 Obstructions
<b>National Business</b>			
Ada	Ada Regional	ADH	RWY End 36
Enid	Enid Woodring Regional	WDG	RWY End 17
Guthrie	Guthrie-Edmond Regional	GOK	RWY End 34
Oklahoma City	Clarence E. Page Municipal	RCE	RWY End 17R



Associated City	Airport Name	LOCID	Recommended RWY End Needed to Address 20:1 Obstructions
Ponca City	Ponca City Regional	PNC	RWY End 35
<b>Regional Business</b>			
Ardmore	Ardmore Downtown Executive	1F0	RWY End 17
Grove	Grove Municipal	GMJ	RWY End 36
Guymon	Guymon Municipal	GUY	RWY End 36
Miami	Miami Municipal	MIO	RWY End 17
Sand Springs	William R. Pogue Municipal	OWP	RWY End 17
Seminole	Seminole Municipal	SRE	RWY Ends 16 / 34
Tahlequah	Tahlequah Municipal	TQH	RWY End 17
Weatherford	Thomas P. Stafford	OJA	RWY Ends 17 / 35
<b>General Airports</b>			
Antlers	Antlers Municipal	80F	RWY End 17
Atoka	Atoka Municipal	AQR	RWY Ends 18 / 36
Boise City	Boise City	17K	RWY Ends 4 / 22
Bristow	Jones Memorial	3F7	RWY End 36
Cleveland	Cleveland Municipal	95F	RWY Ends 18 / 36
Fairview	Fairview Municipal	6K4	RWY End 35
Goldsby	David Jay Perry	1K4	RWY Ends 13 / 31
Hollis	Hollis Municipal	O35	RWY End 18
Hooker	Hooker Municipal	O45	RWY End 35
Hugo	Stan Stamper Municipal	HHW	RWY End 17
Ketchum	South Grand Lake Regional	1K8	RWY Ends 18 / 36
Kingfisher	Kingfisher	F92	RWY End 18
Madill	Madill Municipal	1F4	RWY Ends 18 / 36
Prague	Prague Municipal	O47	RWY Ends 17 / 35
Skiatook	Skiatook Municipal	2F6	RWY End 36
Stigler	Stigler Regional	GZL	RWY End 17
Stroud	Stroud Municipal	SUD	RWY End 18
Sulphur	Sulphur Municipal	F30	RWY End 17
Thomas	Thomas Municipal	1O4	RWY End 17
Wagoner	Hefner-Easley	H68	RWY Ends 18 / 36
<b>Community Airports</b>			
Anadarko	Anadarko Municipal	F68	RWY Ends 17 / 35

Associated City	Airport Name	LOCID	Recommended RWY End Needed to Address 20:1 Obstructions
Beaver	Beaver Municipal	K44	RWY Ends 17 / 35
Broken Bow	Broken Bow	90F	RWY Ends 17 / 35
Buffalo	Buffalo Municipal	BFK	RWY End 17
Canadian	Carlton Landing Field	91F	RWY End 33
Cookson	Tenkiller Lake Airpark	44M	RWY Ends 5 / 23
Eufaula	Eufaula Municipal	F08	RWY End 17
Eufaula	Fountainhead Lodge Airpark	0F7	RWY End 36
Healdton	Healdton Municipal	F32	RWY End 35
Henryetta	Henryetta Municipal	F10	RWY Ends 18 / 36
Hominy	Hominy Municipal	H92	RWY Ends 17 / 35
Kingston	Lake Texoma State Park	F31	RWY Ends 18 / 36
Lindsay	Lindsay Municipal	1K2	RWY Ends 1 / 19
Mooreland	Mooreland Municipal	MDF	RWY End 35
Okeene	Christman Airfield	O65	RWY End 17
Talihina	Talihina Municipal	6F1	RWY Ends 1 / 19
Texhoma	Texhoma Municipal	K49	RWY Ends 3 / 21
Tipton	Tipton Municipal	1O8	RWY Ends 17 / 35
Tishomingo	Tishomingo Airpark	0F9	RWY Ends 17 / 35
Westport	Westport	4F1	RWY End 21
Wilburton	Wilburton Municipal	H05	RWY Ends 17 / 35

Source: FAA 5010

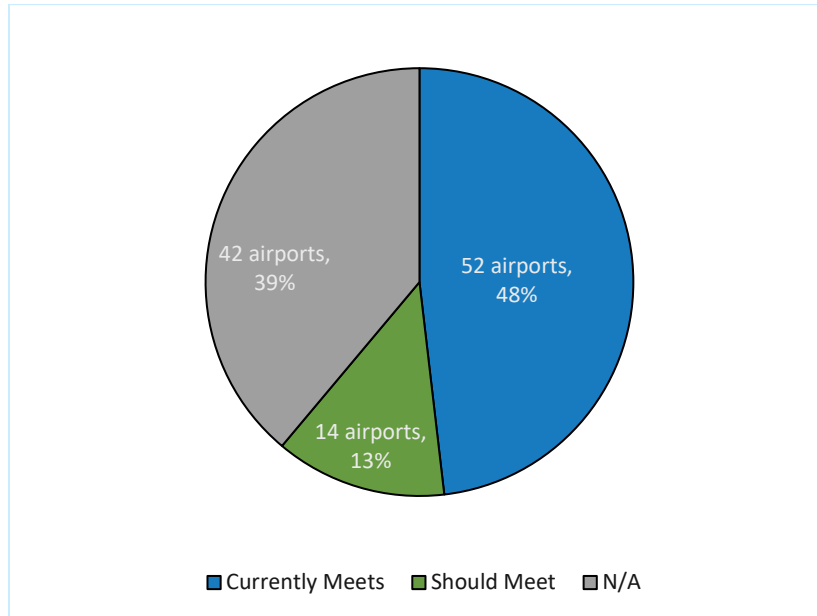
## 6.2.2 Efficiency

**Efficiency Benchmark 1: On-Site Weather Reporting** – On-site weather reporting equipment, such as an ASOS or AWOS, improves airport operating efficiency. System plan objectives call for all airports included in the National Business, Regional Business, and high activity General airport roles to have on-site weather reporting equipment. **Figure 6-7** shows that 48 percent of study airports currently meet plan objectives, 13 percent of study airports should have on-site weather reporting equipment (13%), and the remaining 39 percent of airports for which on-site weather reporting equipment is not an objective.

**Tables 6-40** and **6-41**, presented earlier in this chapter, show additional Oklahoma airports that should have on-site weather reporting equipment to meet plan objectives. Costs to provide additional weather reporting for these airports are summarized in the next chapter of the system plan and in individual airport report cards.



**Figure 6-7: Airport Objectives for On-Site Weather Reporting Equipment**



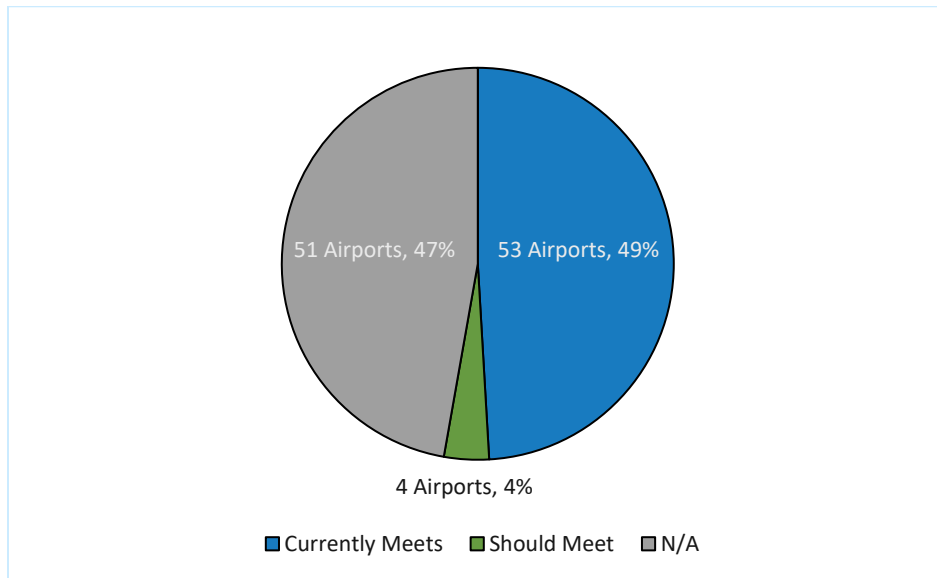
Source: FAA 5010. This information includes TUL and OKC.

**Efficiency Benchmark 2: Precision-Like Approach** – System plan objectives call for all airports in the National Business and the Regional Business categories to have a precision-like approach. For the system plan, a precision-like approach refers to either a Precision Instrument Landing System (ILS) approach or a non-precision Area Navigation (RNAV) approach with Localizer Performance with Vertical guidance (LPV) minima. The term precision-like is used in the system plan with the understand that FAA is not installing additional ILS approaches at general aviation airports.

While not an objective, it is possible that airports in the General and/or Community role categories could have a precision-like approach. **Figure 6-8** shows the percentage (49%) of study airports that currently have a precision-like approach, the percentage of study airports (4%) that should have a precision-like approach, and the remaining percentage (47%) of airports for which a precision-like approach is not an objective.

All National Business airports currently have a precision-like approach. **Table 6-28** previously reported the additional Regional Business airports that should have a precision-like approach to meet plan objectives.

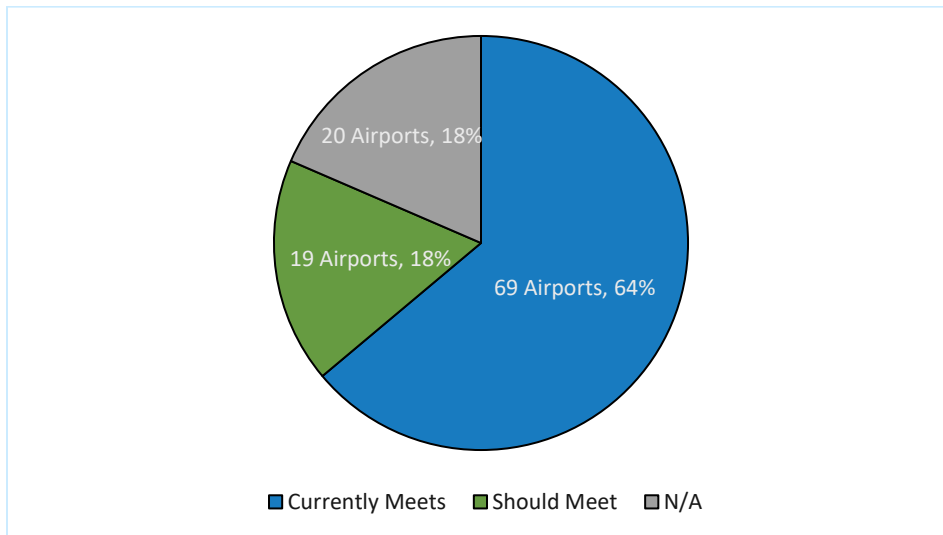
**Figure 6-8: Airports Objectives for a Precision-Like Approach**



Source: FAA 5010. This information includes TUL and OKC.

**Efficiency Benchmark 3: Published Approach** – Plan objectives call for all National Business, Regional Business, General, and high activity Community airports to have a published approach. There is no objective for low activity Community airports to have a published approach. **Figure 6-9** shows the percentage (64%) of study airports that have a published approach, the percentage (18%) that should have a published approach, and the percentage (19%) of airports for which an objective for a published approach is not applicable (N/A). **Tables Table 6-29** and **6-30** previously showed the Oklahoma airports that should have some type of published approach.

**Figure 6-9: Airport Objectives for a Published Approach**



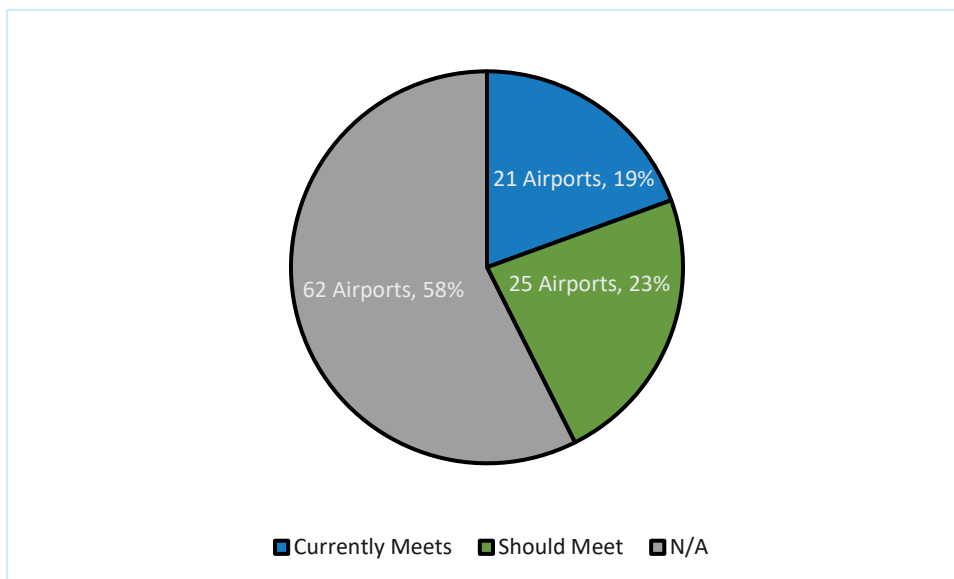
Source: FAA 5010, Jviation Analysis. This information includes TUL and OKC.



**Efficiency Benchmark 4: Approach Lighting System** – All National Business and Regional Business airports should have an approach lighting system on either both or one end of the primary runway, respectively. Alternatively, if a National Business or Regional Business airport is within 30 road miles of an airport with an approach lighting system, the objective is considered met. The system plan does not have an objective for airports in either the General or Community airport roles to have an approach lighting system. As a result, this particular benchmark is not applicable (N/A) for airports in those two role categories.

**Figure 6-10** shows the percentage of study airports that currently meet this benchmark, the percentage of airports that should meet this benchmark, and the percentage of system airports for which the benchmark is not applicable. **Table 6-31** and **6-32** previously showed National Business and Regional Business airports in need of an approach lighting system on either one or both primary runway ends.

**Figure 6-10: Airport Objectives for an Approach Lighting System**

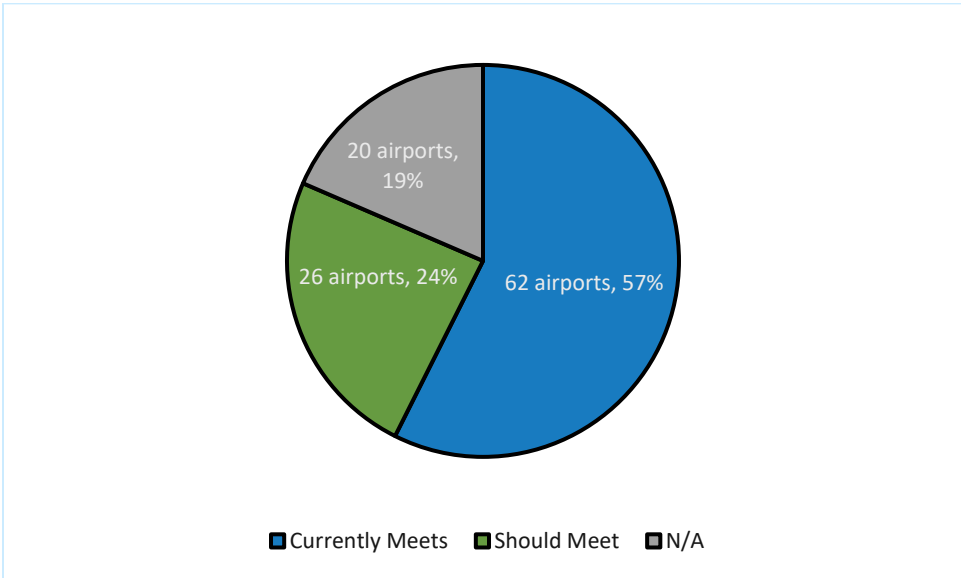


Source: FAA 5010. This information includes TUL and OKC.

**Efficiency Benchmark 5: VGSI on Primary Runway** – All National Business, Regional Business, General airports should have VGSI on both ends of their primary runway. High activity Community airports should have VGSI on the non-precision approach end of their primary runway, assuming the Community airport has a published approach. **Figure 6-11** shows that 57 percent of study airports that currently fully comply with the system plan’s VGSI objectives.

If any National Business, Regional Business, or General airports only has VGSI on one end of their primary runway, then these airports are reflected in the percentage (24%) of airports shown as “should meet” for VGSI objectives. The plan does not have an objective for primary runways at low activity Community airports to be supported by VGSI. **Table 6-33, 6-34, 6-35, and 6-36** previously showed airports that need VGSI improvements to meet system plan objectives.

**Figure 6-11: Airport Objectives for VGSI**



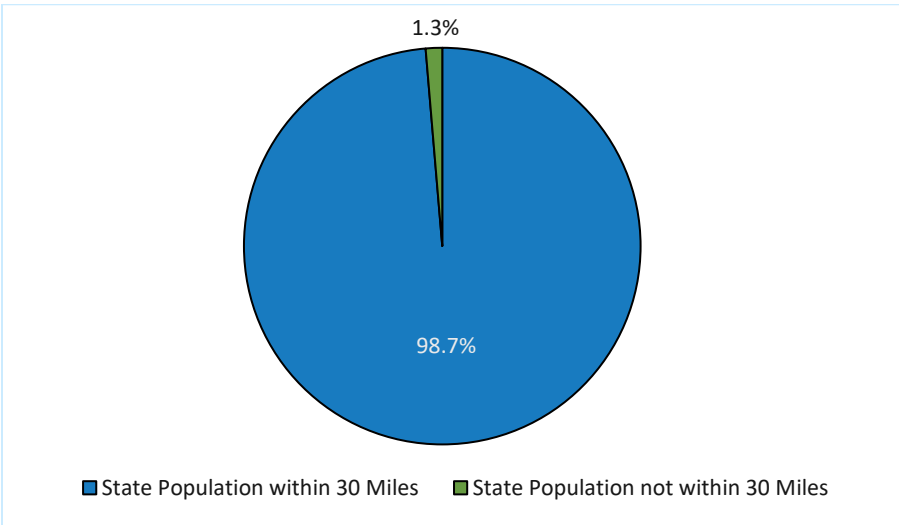
Source: FAA 5010. This information includes TUL and OKC.

### 6.2.3 Accessibility

**Accessibility Benchmark 1: Population Within 30 Road Miles of Any System Airport** – As **Figure 6-12** shows, 98.7 percent of Oklahoma’s population is currently within the 30-mile service area for one or more system airports. The remaining 1.3 percent of the state’s population lies outside a 30-mile airport service area. **Figure 5-21** in **Chapter 5** previously showed 30-mile service areas for all system airports.

At this time, the system plan has not recommended any additional or new airports for the system. It is possible that over time, if a high percentage of the state’s population growth is in areas currently accessible to one or more system airports, that the percentages shown in **Figure 6-12** could change. It is also possible over time that replacement airports maybe warranted which could also change the findings for system accessibility. In the near-term, however, no changes for this particular benchmark are anticipated.

**Figure 6-12: 30-Mile Accessibility to a System Airport**



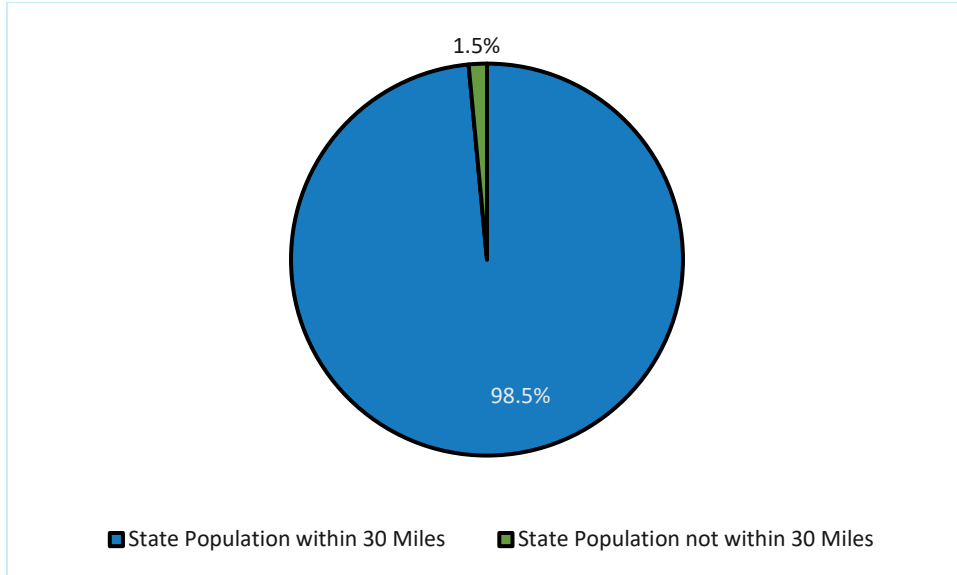




Source: Aviation Mapping Analysis. This information includes TUL and OKC.

**Accessibility Benchmark 2: Population Within 30 Road Miles of Any NPIAS Airport** – As **Figure 6-13** shows, currently, 98.5 percent of Oklahoma’s population is within 30 road miles or less of one or more Oklahoma airports currently included in the NPIAS. NPIAS inclusion is important to Oklahoma airports since this signifies that the airport is eligible to compete for funding from the FAA for some development projects. The remaining 1.5 percent of the state’s population is not currently within 30 road miles of a NPIAS airport.

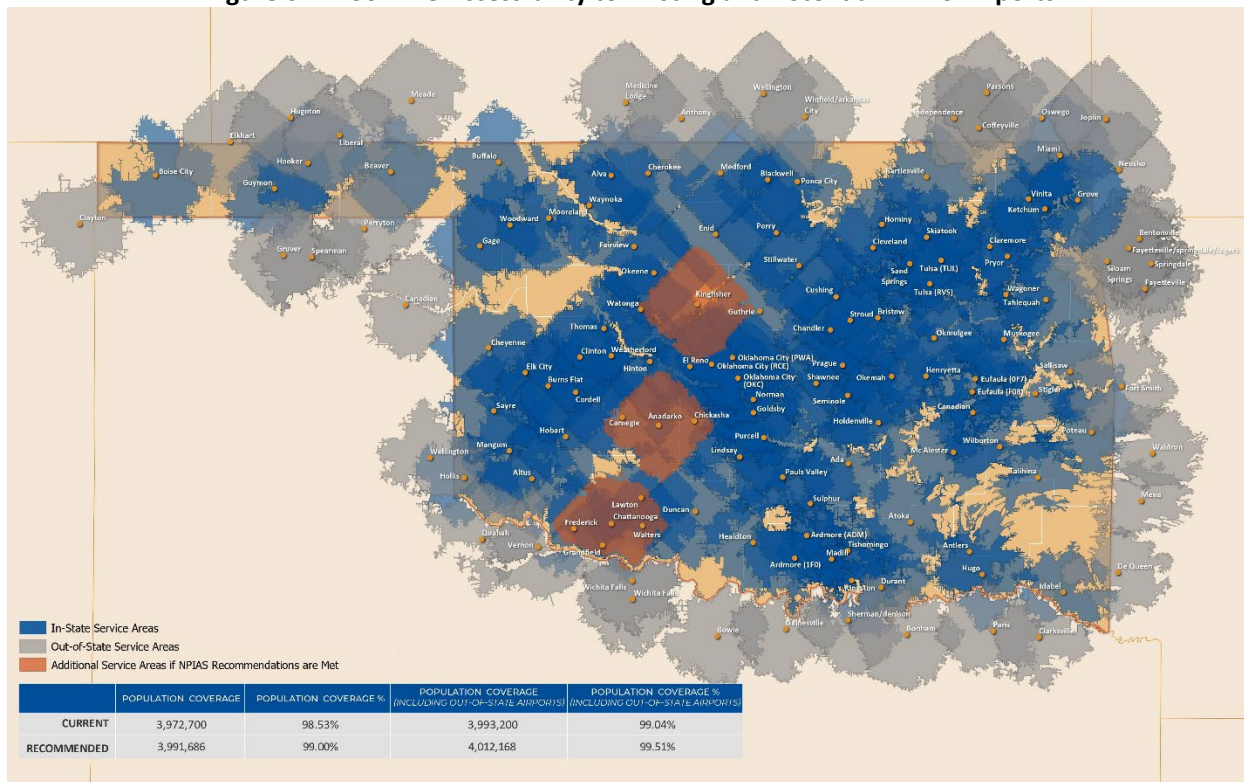
**Figure 6-13: 30-Mile Accessibility to a NPIAS Airport**



Source: Aviation Mapping Analysis. This information includes TUL and OKC.

**Appendix B** to this report discusses airports that could be considered for NPIAS inclusion or removal. **Figure 6-14** depicts airports identified for possible NPIAS inclusions and shows how accessibility to a NPIAS airport could change. Current 30 road mile accessibility to NPIAS airports is estimated at 98.5 percent of the state’s population. With possible NPIAS inclusions, this accessibility could change to 99 percent. Final input on NPIAS inclusion and/or removal rests with the FAA. Any changes in status for Oklahoma airports will be reflected in future NPIAS publications.

Figure 6-14: 30-Mile Accessibility to Existing and Potential NPIAS Airports



Source: Jviation Mapping Analysis

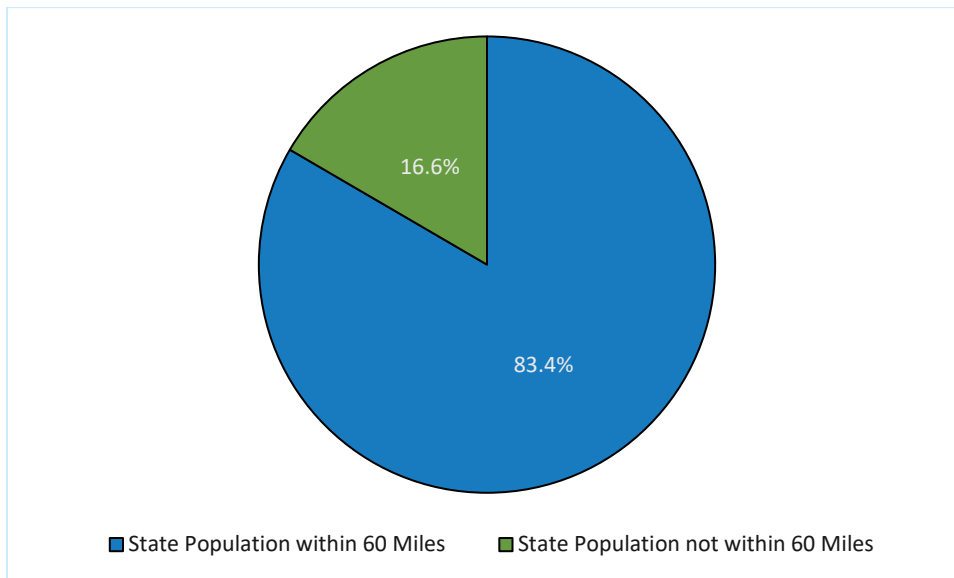
**Accessibility Benchmark 3: Population Within 60 miles of Any Commercial Airport** – Accessibility to a commercial airport is an important benchmark for system accessibility. Having access to a commercial airport provides Oklahoma residents, businesses, and visitors with opportunities for traveling to both domestic and international locations. **Figure 6-15** reflects accessibility to commercial airports in Oklahoma as well as to nearby commercial airports in neighboring states.

As **Figure 6-15** shows, 83.4 percent of Oklahoma’s population is within a 60-mile service area for a commercial airport; 16.6 percent of the state’s population is not within a 60-mile service area for a commercial airport. This accessibility information was previously presented on **Figure 5-23** in **Chapter 5**.

It is likely that system performance for this benchmark will not change especially in the near-term, unless the state’s future population growth is concentrated in the urban areas served by the existing commercial airports. While not impossible, it is not likely that Oklahoma or the surrounding states will have additional commercial airports.



**Figure 6-15: 60-Mile Accessibility to a Commercial Airport**



Source: Aviation Mapping Analysis. This information includes TUL and OKC.

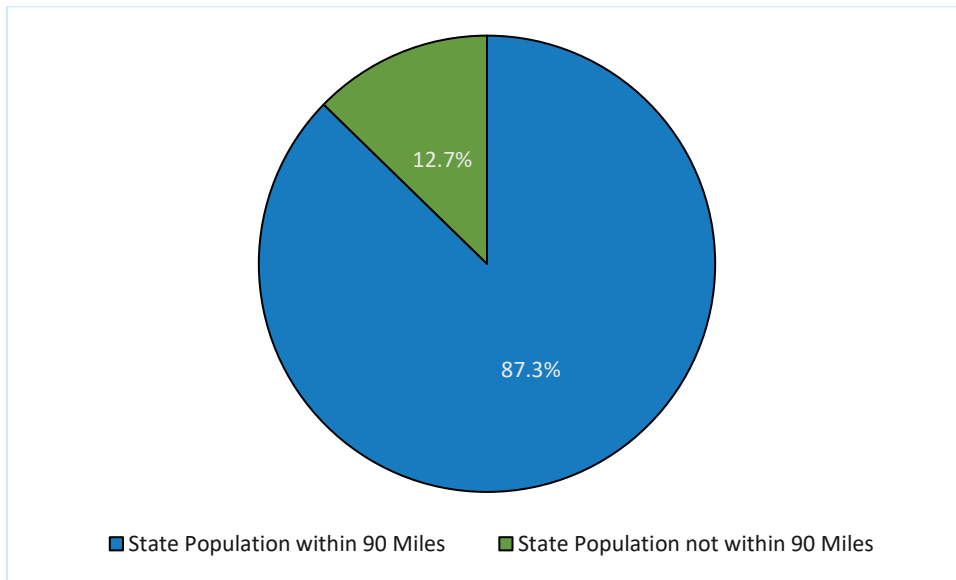
**Accessibility Benchmark 4: Population Within 90 Miles of a Commercial Airport with Multiple Air Carriers –**

A typical service area for a commercial airport served by one airline is 60 miles. When airports are served by multiple carriers, their service areas often expand to 90 miles or more. This benchmark analyzes 90-mile accessibility to a commercial airport, both in and out of state, with multiple carriers.

As **Figure 6-16** shows, 87.3 percent of Oklahoma’s population is within a 90-mile service area for a commercial airport with multiple carriers and 12.7 percent of the population is beyond a 90-mile service area.

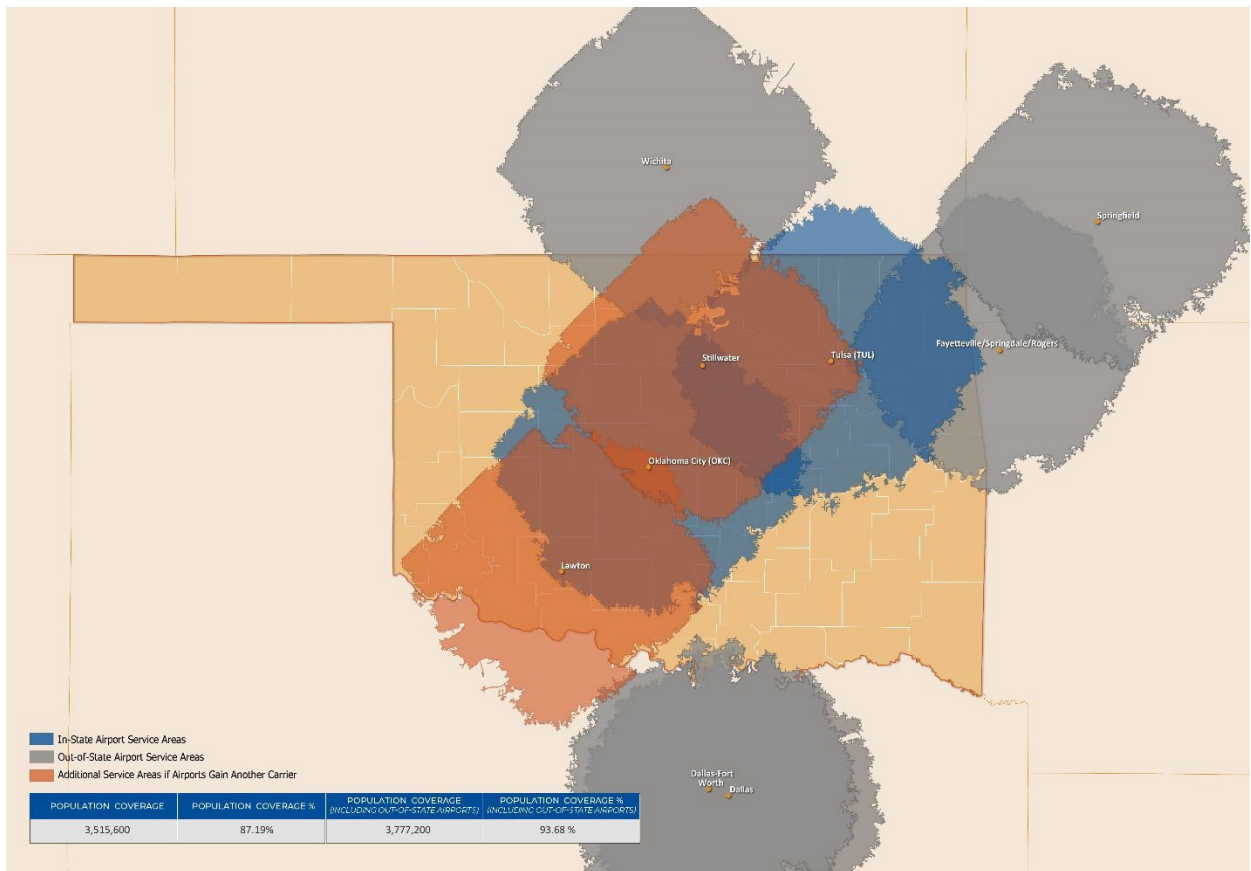
If the commercial airports serving Lawton and Stillwater could attract a second commercial carrier, accessibility for this benchmark would improve. **Figure 6-17** reflects the potential for improving future accessibility. The percentage of population within 90 road miles of an airport with multiple commercial airlines would increase from 87.3 percent to 93.7 percent. This potential for improved accessibility assumes the attraction of additional air carriers to two of Oklahoma’s commercial airports. As **Figure 6-17** shows, areas of southwestern Oklahoma have the potential to have improved accessibility if additional air carriers are attracted to the airport serving Lawton.

Figure 6-16: Current 90-Mile Accessibility to a Commercial Airport with Multiple Carriers



Source: Jviation Mapping Analysis. This information includes TUL and OKC.

Figure 6-17: Potential 90-Mile Accessibility to an Airport with Multiple Commercial Carriers



Source: Jviation Mapping Analysis



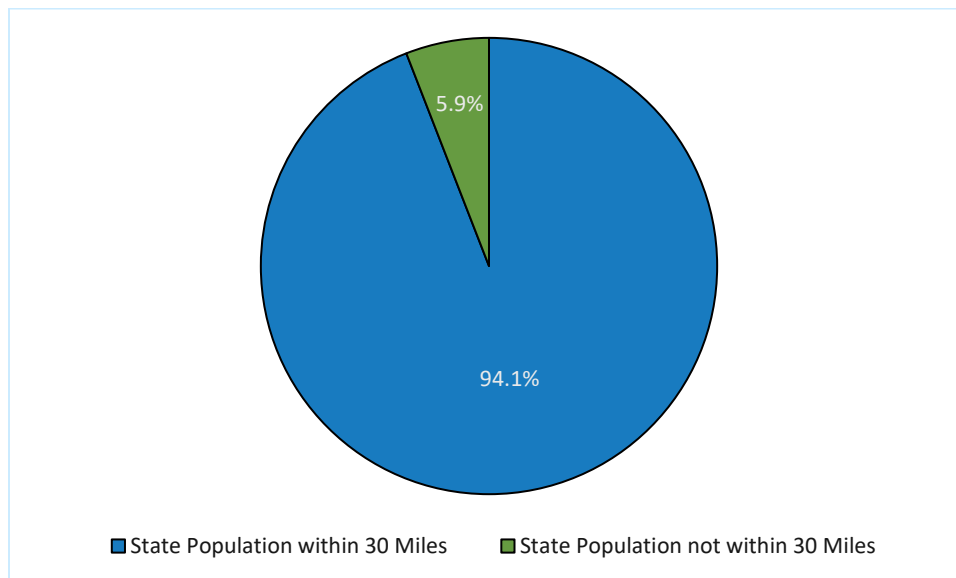
### Accessibility Benchmark 5: Population Within 30 Miles of Any National Business or Regional Business Airport

As part of the system plan, all Oklahoma airports were assigned to one of four roles. While all airports most likely serve some level of business-related demand, National Business and Regional Business airports are more specifically geared to meeting the demands of business users.

System analysis shows that 94.1 percent of Oklahoma’s population is within the 30-road mile service area of one or more airports designated as a National Business or a Regional Business airport. The remaining 5.9 percent of the state’s population is beyond the 30-mile service area for a National Business or a Regional Business airport. **Figure 6-18** illustrates these results. **Figure 5-25** in **Chapter 5** of this plan depicted GIS mapping for this accessibility factor.

At this time, the system plan has not identified any additional airports to be included in the National Business or the Regional Business categories. When Oklahoma’s State Airport System Plan is next updated, it is possible that additional airports could be recommended for these two role categories. Future system performance could change should subsequent planning cycles identify the need for additional National Business or Regional Business airports.

**Figure 6-18: 30-Mile Accessibility to National Business and Regional Business Airports**



Source: Aviation Mapping Analysis. This information includes TUL and OKC.

**Accessibility Benchmark 6: Population within 30 Miles of a Runway 5,000 Feet or Greater** – As part of the system evaluation, 30 road mile accessibility to an airport with a runway length of 5,000 feet or greater was measured. Considering current system conditions, 93.7 percent of the state’s population is within 30 miles or less of one or more airports with a 5,000-foot long (or longer) runway. **Figure 5-26** in the previous chapter shows current system accessibility for this benchmark.

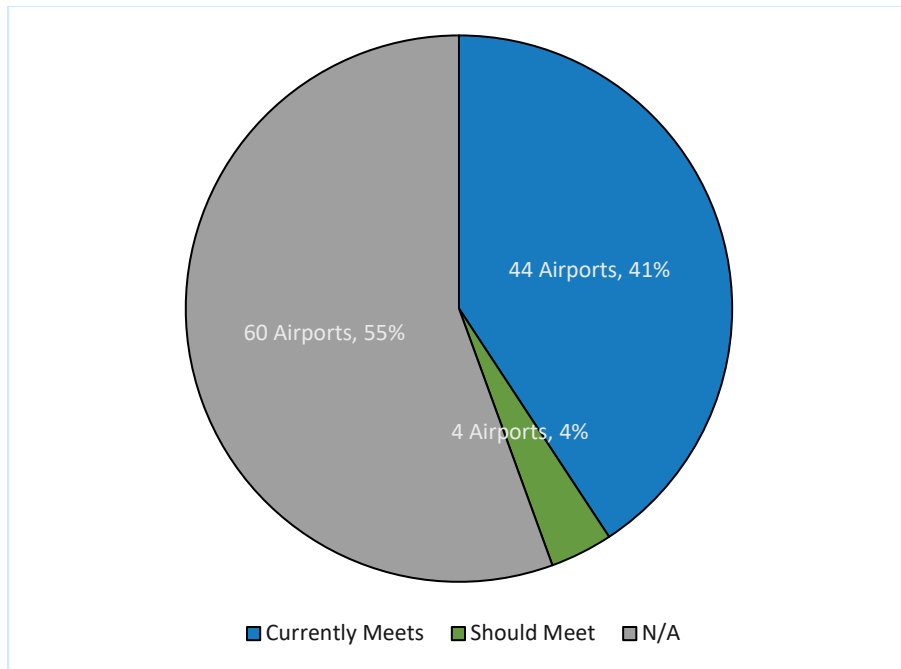
**Figure 6-19** reflects the number and percent of system airports that currently have a runway with a length of at least 5,000 feet. This figure also reflects the percentage of system airports that ideally should have a runway that is at least 5,000 feet long. Finally, **Figure 6-19** shows the percentage of system airports that do not have an objective to have a 5,000-foot runway.

Facility objectives adopted for the system plan call for all airports in the National Business and the Regional Business categories to have a runway that is at least 5,000 feet long. To meet this objective, the following airports would require a runway extension:

- Clinton Regional
- Robert S. Kerr
- Sallisaw Municipal
- Chandler Regional

Under the assumption that each airport above can meet its runway length objective, additional GIS mapping was undertaken to determine if accessibility to a 5,000-foot-long runway would increase. GIS analysis shows that the percentage of population within 30 miles or less of an airport with a runway that is at least 5,000 feet long would increase to 94.8 percent, up from 93.7 percent. **Figure 6-20** uses GIS analysis to report current accessibility and potential accessibility, along with the percentage of the state’s population that will remain beyond the 30-mile service area of an airport with a runway that is at least 5,000 feet long.

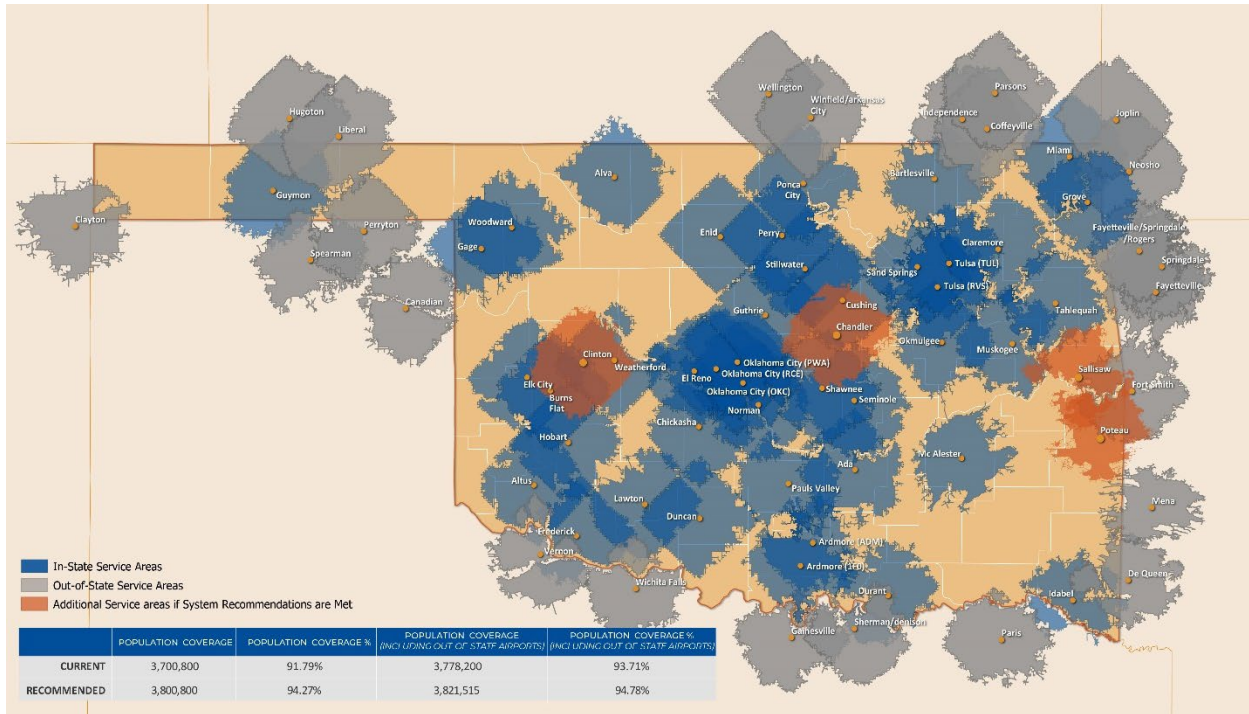
**Figure 6-19: Current 30-Mile Accessibility to Airports with a 5,000-foot Runway**



Source: Jviation Mapping Analysis. This information includes TUL and OKC. Mid-America Industrial is considered to meet objective at its current length.



**Figure 6-20: Potential 30-Mile Accessibility to a 5,000-foot Runway**



Source: Jviation Mapping Analysis

### 6.2.4 Economic Support

For this performance measure, Oklahoma airports were examined to determine if their existing facilities and services make them “business ready.” **Chapter 5** provides an in-depth discussion of this performance measure and its benchmarks. Information from the members of National Business Aviation Association (NBAA) is used to determine which airports are business ready. As airports are upgraded to meet their facility/service objectives (identified by the system plan), airports that are not currently in the business ready category might change.

The airports that fell short on NBAA business ready airport characteristics were re-examined to determine if meeting their recommended system plan objectives would make them NBAA business ready. **Table 6-67** shows the additional airports that would have a business ready classification if all system airports are able to meet their assigned facility and service objectives. This table also shows the airports that would have a change in their current NBAA business ready classification. If all airports meet their facility and service objectives, 12 additional study airports would meet NBAA business ready airport characteristics.

**Table 6-67: Potential Changes in NBAA Business Ready Airport Classifications**

Associated City	Airport Name	LOCID	Current NBAA	Recommended Business Ready Classification
Blackwell	Blackwell-Tonkawa Municipal	BKN	Non-NBAA	Light Jets
Chandler	Chandler Regional	CQB	Non-NBAA	Light Jets
Clinton	Clinton Regional	CLK	Non-NBAA	Light Jets

Associated City	Airport Name	LOCID	Current NBAA	Recommended Business Ready Classification
Fairview	Fairview Municipal	6K4	Non-NBAA	Light Jets
Guthrie	Guthrie-Edmond Regional	GOK	Light Jets	Heavy Jets
Hinton	Hinton Municipal	208	Non-NBAA	Light Jets
Ketchum	South Grand Lake Regional	1K8	Non-NBAA	Light Jets
Norman	University of Oklahoma Westheimer	OUN	Medium Jets	Heavy Jets
Perry	Perry Municipal	F22	Non-NBAA	Light Jets
Pryor Creek	Mid-America Industrial	H71	Non-NBAA	Light Jets
Sand Springs	William R. Pogue Municipal	OWP	Non-NBAA	Heavy Jets
Stroud	Stroud Municipal	SUD	Non-NBAA	Light Jets
Tulsa	Tulsa Riverside Airport	RVS	Medium Jets	Heavy Jets
Vinita	Vinita Municipal	H04	Non-NBAA	Light Jets
Watonga	Watonga Regional	JWG	Non-NBAA	Light Jets

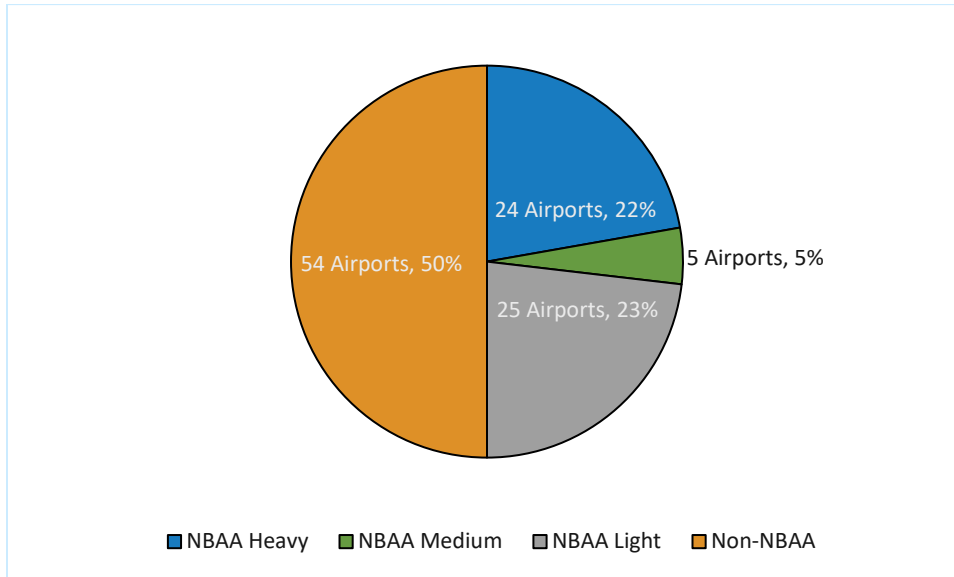
Source: NBAA Analysis

If all facility and service objectives are implemented, 22 percent of all system airports would meet NBAA business ready characteristics for Heavy Jets; 5.0 percent would meet NBAA business ready characteristics for Medium Jets, and 23 percent would meet NBAA characteristics for Light Jets. Currently, 39 percent of all system airports meet NBAA business ready airport characteristics. If all facility/service objectives are met, 50 percent of all study airports would meet NBAA business ready airport characteristics. **Figure 6-21** shows the percentage of system airports that would meet NBAA business ready airport characteristics if all facility and service objectives identified by the system plan are implemented.





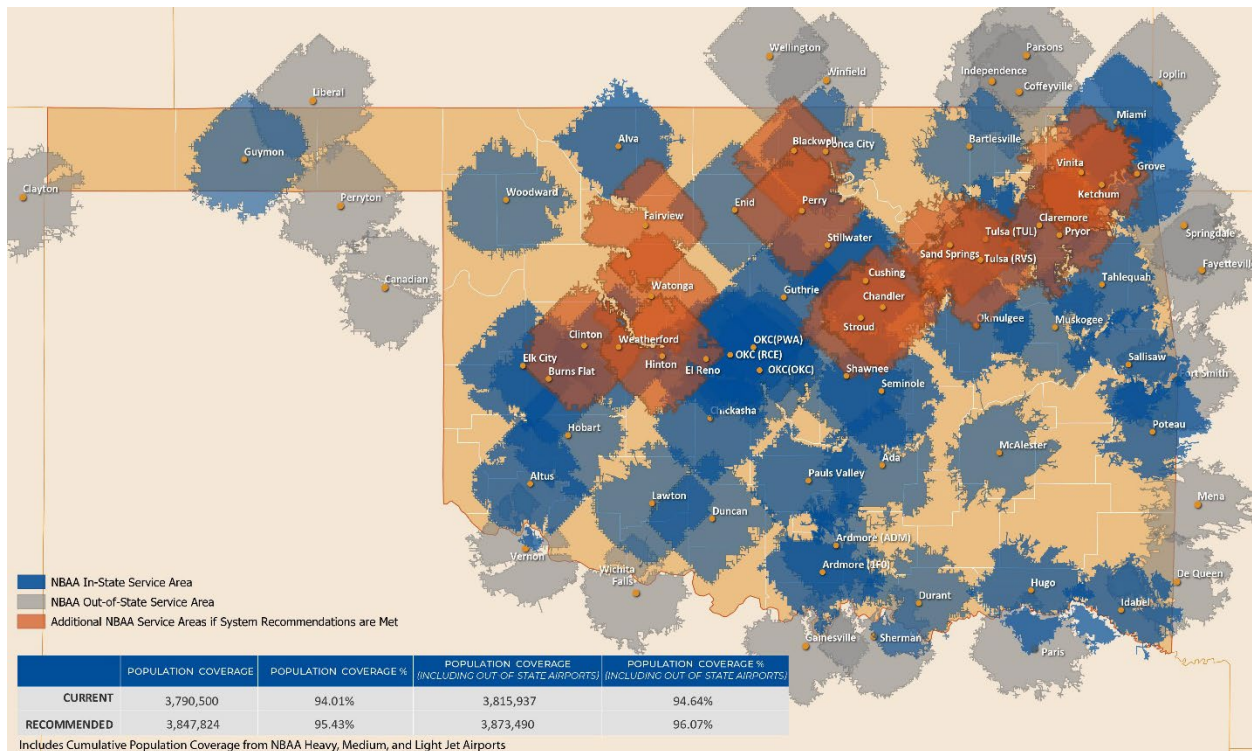
**Figure 6-21: Airport Objectives for NBAA Business Ready Characteristics**



Source: FAA 5010, Inventory Effort, NBAA Analysis. This information includes TUL and OKC.

Figure 6-22 shows potential 30-mile service area accessibility for business ready airports.

**Figure 6-22: Potential 30-Mile Accessibility to NBAA Business Ready Airports**



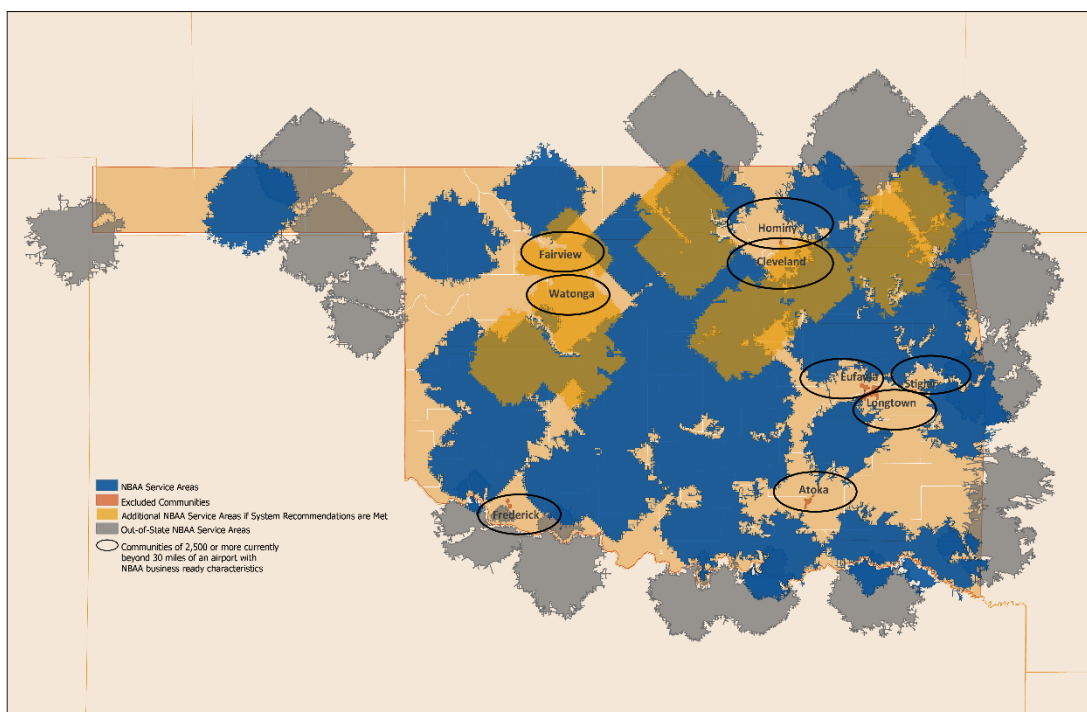
Source: Jviation Mapping Analysis

Analysis completed in **Chapter 5** of this plan showed that, currently, there are nine communities with a population of 2,500 or more that are beyond the 30-mile service area of a NBAA business ready airport. With

the addition of other business ready airports (based on implementation of facility and service objectives), the number of communities beyond 30 miles of a business ready airport would decrease to six.

**Figure 6-23** shows how system performance for this benchmark could change. Additional communities that would fall within the 30-mile service area for a business ready airport include Cleveland, Fairview, and Watonga. The communities with a population of 2,500 remaining outside the 30-mile service area for a business ready airport are Atoka, Eufaula, Frederick, Hominy, Longtown, and Stigler.

**Figure 6-23: Potential 30-Mile Accessibility to NBAA Business Ready Airports Serving Communities of 2,500 or More**



Source: Jviation Mapping Analysis.

### 6.2.5 User Needs

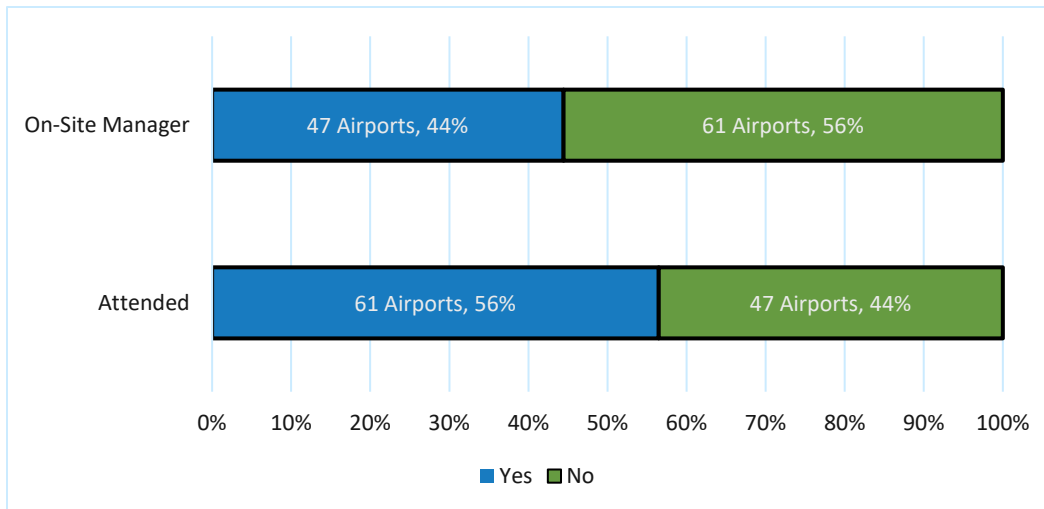
**User Needs Benchmark 1: Airports That Are Attended and/or That Have On-Site Managers** – These benchmarks are both informational in nature. There are no system plan objectives for which airports should have on-site managers nor are there objectives for which hours and which airports should be attended. The system plan, however, measured current system performance for both of these benchmarks. Results are presented in **Figure 6-24**. This figure shows the percentage of system airports that are currently attended versus unattended. In addition, **Figure 6-24** shows the percentage of airports that currently have a dedicated on-site airport manager.

It is possible that system performance for both benchmarks could change overtime, and the results presented here should be monitored by OAC in subsequent planning cycles as part of the state's continuous planning process. If there are changes in system performance, this could signal change at a particular system airport. If an airport becomes unattended or if it loses an on-site manager, this could signal a decline in airport activity or decreasing sponsor involvement at the airport. On the other hand, if airports gain an on-site manager or if they increase the numbers of days or hours they are attended, this could signal growing demand. Monitoring



system performance for these two benchmarks provides insight for possible airport role adjustments in future planning cycles.

**Figure 6-24: Airports That Are Attended and That Have On-Site Managers**

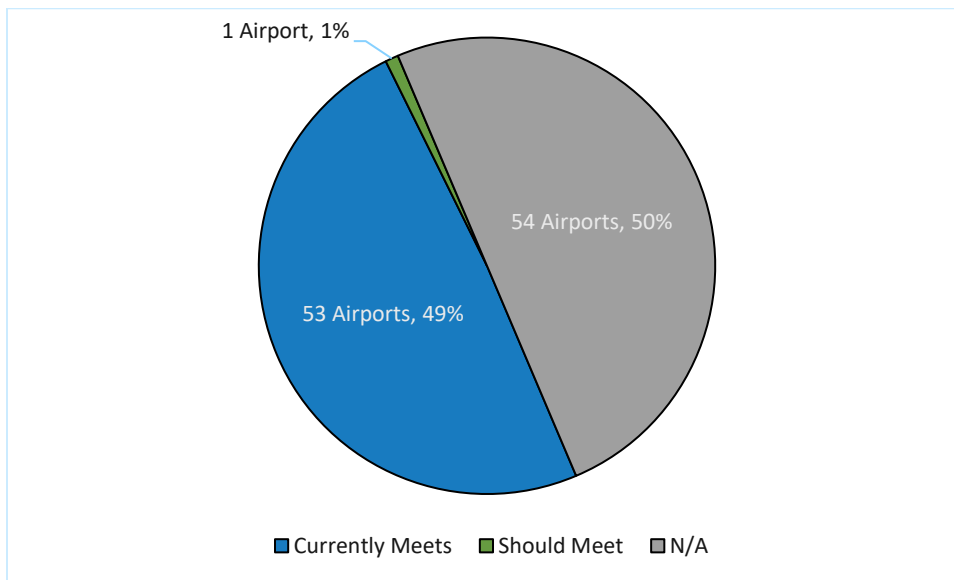


Source: Inventory Effort, FAA 5010. This information includes TUL and OKC.

**User Needs Benchmark 2: Airports With an FBO** – The airport system plan established an objective for both National Business and Regional Business airports to have FBO services. This does not preclude airports in other role categories from having FBO services. This, again, is an informational benchmark, as OAC investment cannot, and does not, influence where FBO services are provided—such services are demand-driven. It is worth noting, however, that the availability of FBO services is one characteristic of a business ready airport, according to NBAA members.

**Figure 6-25** shows the percentage of system airports that currently have FBO services, the additional percentage of system airports that should have FBO services to meet plan objectives, and the percentage of system airports for which this benchmark is not applicable. The only additional airport that should have FBO service to meet system plan objectives is Chandler Regional.

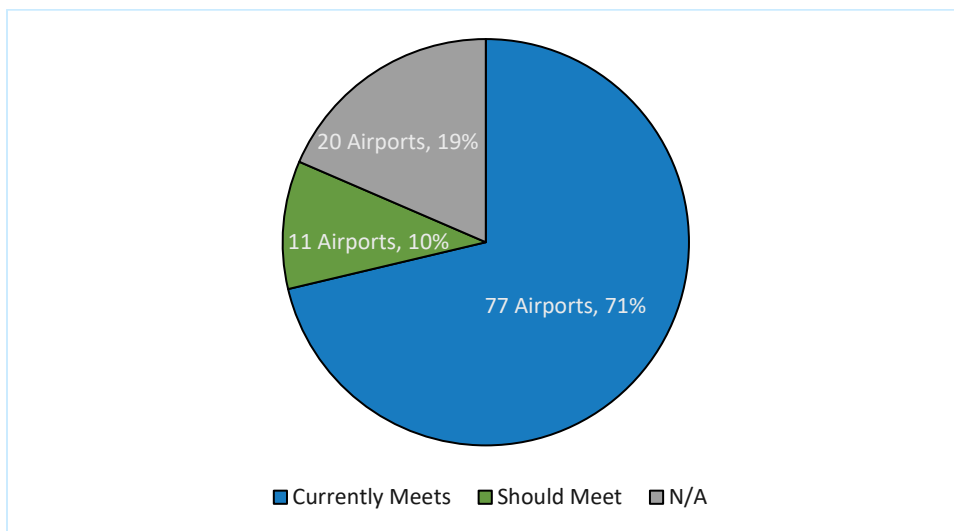
**Figure 6-25: Airport Objectives for FBO Services**



Source: Inventory Effort. This information includes TUL and OKC.

**User Needs Benchmark 3: Airports That Have 100LL Fuel** – System plan objectives call for airports, with the exception of low activity Community airports, to have 100LL fuel available for based and visiting aircraft. **Figure 6-26** shows the percentage of system airports that currently have 100LL fuel for their customers, the additional percentage of all system airports that should have 100LL fuel, and the remaining percentage for which 100LL fuel is not an objective. **Table 6-57** and **6-58** previously showed additional airports that should ideally have 100LL fuel.

**Figure 6-26: Airport Objectives for 100LL Fuel**



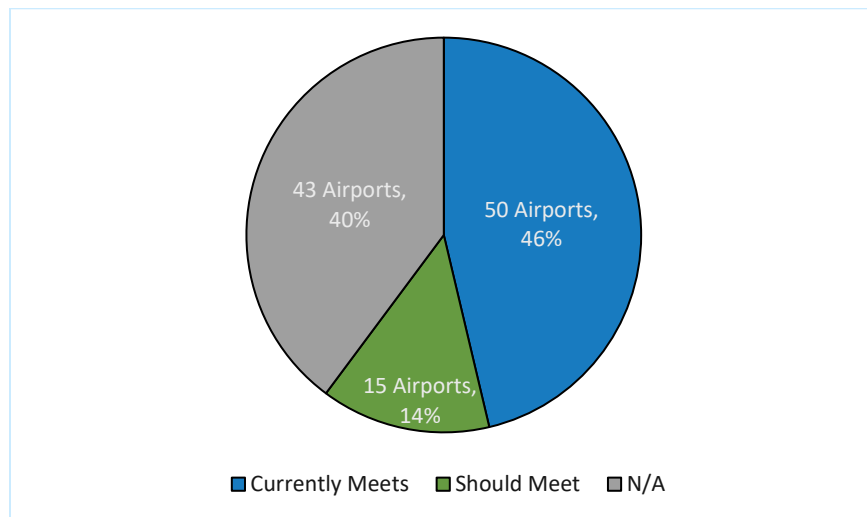
Source: Inventory Effort, 5010. This information includes TUL and OKC.

**User Needs Benchmark 4: Airports That Have Jet A Fuel** – Jet A fuel is an objective for all National Business, Regional Business, and high activity General airports. **Figure 6-27** shows the current percentage of all system



airports that have Jet A fuel. Also shown in this figure is the percentage of system airports that should have Jet A fuel. This figure also reflects the percentage of system airports for which Jet A fuel is not an objective. **Tables 6-59** and **6-60** previously showed system airports that should ideally have Jet A fuel.

**Figure 6-27: Airports Objectives for Jet A Fuel**



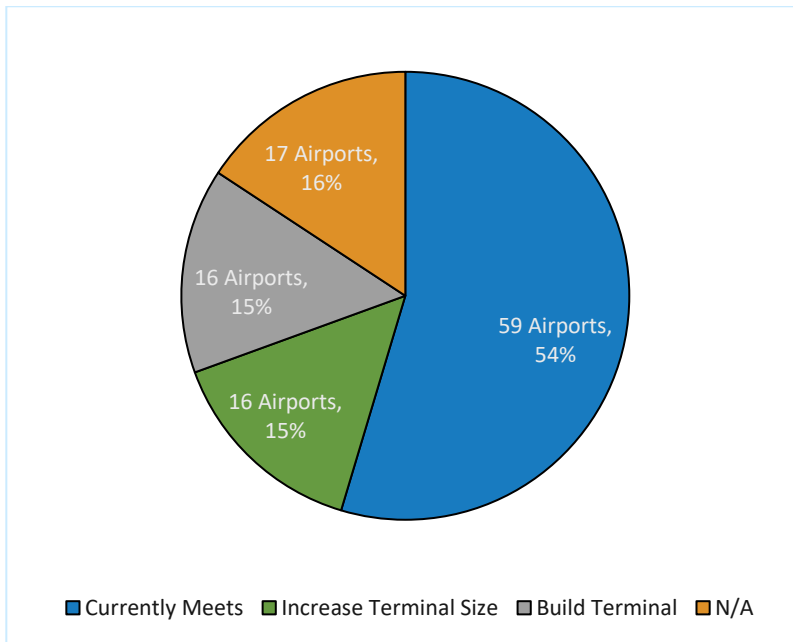
Source: FAA 5010. This information includes TUL and OKC.

**User Needs Benchmark 5: Airports with a General Aviation Terminal** – A general aviation terminal building is an objective for all airports, except for those in the low activity Community role. In some cases, terminal facilities are provided by the airport sponsor; in others, the terminals are provided by FBOs. **Figure 6-28** shows the percentage of study airports that currently have a general aviation terminal, along with the percentage of study airports that should have a terminal building or that should increase the size of their terminal to meet system plan objectives. **Figure 6-28** also shows the percentage of airports for which a general aviation terminal building is not an objective.

**Table 6-51, 6-52, and 6-53** previously showed airports needing a new or larger general aviation terminal along with the square footage objective for that building. Planning-level cost estimates for providing a general aviation terminal building or increasing the size of that building are developed as part of the system plan and are presented in each airport’s individual airport report card (**Appendix C**).

Needs for commercial passenger/airline terminal buildings are not considered as part of the system plan, as these needs are more appropriately addressed with the context of an individual airport master plan. The next chapter of the plan includes airport specific development needs provided to OAC through their collection of NPIAS projects. Any additional terminal related projected identified in the OAC NPIAS list will be identified and included in the airport’s report card (**Appendix C**).

Figure 6-28: Airport Objectives for General Aviation Terminal Buildings



Source: Inventory Effort. This information includes TUL and OKC.

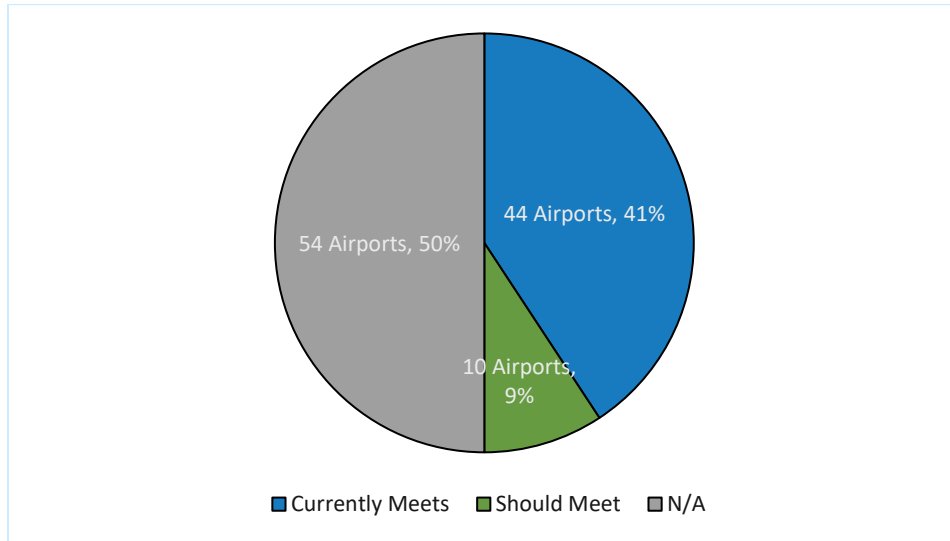
**User Needs Benchmark 6: Airports with Major or Minor Aircraft Maintenance** – System plan objectives call for all airports assigned to the National Business role to have major aircraft maintenance. Airports in the Regional Business role should have some type of aircraft maintenance. Definitions of major and minor aircraft maintenance used in the system plan are consistent with those used in FAA’s Form 5010. While airports in the General and Community roles might have an aircraft maintenance provider, the system plan does not have an objective for airports in these two role categories to have aircraft maintenance.

Figure 6-29 reports on the percentage of study airports that currently have aircraft maintenance, the percentage of study airports that should have aircraft maintenance to meet plan objectives, and the percentage of study airports for which this benchmark is not applicable.

Tables 6-54 and 6-55 previously showed the airports that should ideally have aircraft maintenance to meet system plan objectives. As these tables show, some airports currently have minor aircraft maintenance but ideally should have major aircraft maintenance to meet their role objective for their role. Major maintenance is provided by an Airworthiness Inspector (AI), and minor maintenance is provided by an Airframe and Powerplant (A&P) mechanic. This benchmark is more informational in nature, since the presence or lack thereof aircraft maintenance at any specific airport is demand driven and is not influenced by OAC. It is worth noting, however, that according to NBAA members, business users prefer to operate airports with some level of aircraft maintenance.



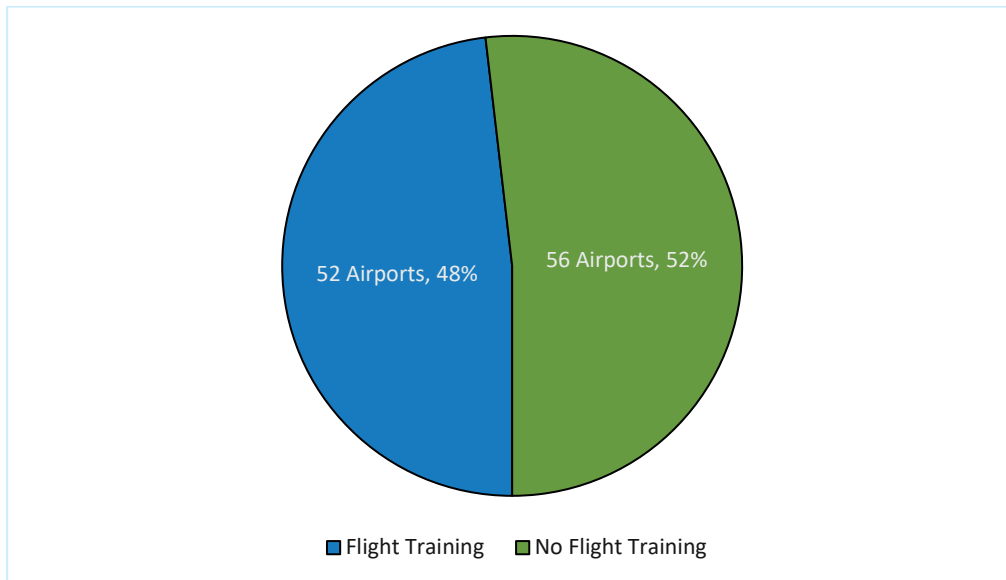
**Figure 6-29: Airport Objectives for Aircraft Maintenance**



Source: FAA 5010, Inventory Effort. This information includes TUL and OKC.

**User Needs Benchmark 7: Airports with Full or Part-Time Flight Training** – This is another informational benchmark, since OAC cannot influence where such services are provided. There are no objectives for system airports to have flight training. **Figure 6-30** shows the percentage of airports that do and do not currently have flight training. Flight training can be provided by based tenants or visiting (transient) instructors. In future planning cycles, OAC can monitor system performance for this benchmark to detect system changes as increases or decreases in flight training activity can indicate changes in overall general aviation demand.

**Figure 6-30: Airports with Flight Training**



Source: Inventory Effort. This information includes TUL and OKC.

### 6.3 Summary

This step in the airport system plan starts the process to identify desirable systemwide and airport-specific projects that can enhance future system performance. Considering baseline performance established in **Chapter 5**, this chapter identified projects or actions that should be considered to improve system performance. This information provides OAC with the capability to monitor and track the performance of the system as it relates to airport facility and service objectives and study benchmarks. As improvements to the system are made, OAC will be able to track how these actions elevate the Oklahoma airport system and can use this information to guide future investment decisions.





## 7. Findings and Conclusions

The previous step in Oklahoma’s Airport System Plan identified desirable projects and actions to enhance the performance of the state’s airport system (as it relates to evaluation measures/benchmarks and facility and service objectives). At the conclusion of **Chapter 6**, a report card was developed for each study airport. The report card shows facility and service objectives for the airport’s role as prescribed by the system plan and displays any current deficiencies keeping an airport from meeting applicable objectives. Following their development, study report cards were distributed to all airports for review; report card review was completed during April and May 2022. Data collection to support the system plan started in late 2020; since that time, conditions at some airports have changed. The report card review provided Oklahoma airports with the opportunity to reflect changes in facilities and/or service that have taken place since the system plan’s initial data collection effort. Any noted changes provided by study airports are reflected in the airport report cards in **Appendix C**. Summaries of improvements needed for study airports provided in this chapter also reflect any changes in baseline conditions provided by an airport during report card reviews.

This chapter summarizes recommendations and provides planning-level cost estimates for implementing most improvements. In addition to the project identified by the system plan, this final chapter also integrates information from OAC. OAC requested 20-year development needs for all system airports. Airport-identified projects provide bottom-up input from Oklahoma airports that recognizes 20-year infrastructure needs and the estimated costs associated with addressing those needs. As part of the planning process, the system-plan-identified and the airport-identified project lists were compared to identify any duplicative projects. Once a consolidated list of projects was developed, cost estimates from both sources were considered to provide a holistic representation of the airport system’s financial needs.

Final cost estimates were compared to historic federal, state, and local funding applicable to capital projects at system airports. This comparison identified potential gaps in funding to address the needs of airports in the Oklahoma system.

The sections that follow summarize actions considered desirable to increase system performance relative to overarching system performance measures, the individual benchmarks associated with each measure, and applicable facility and service objectives for airport in each role category. Desirable improvements for study airports are summarized in the following sections:

- Safety and standards
- Airfield facilities
- Lighting, approach, and NAVAIDS
- Landside facilities and customer support services

### 7.1 Safety and Standards Improvements

The Oklahoma Airport System Plan reviewed several key system characteristics to determine how effectively the system is currently functioning, as it relates to meeting FAA standards and guidelines. Having an airport system that conforms to FAA standards helps promote operational safety. Examining

an individual airport's ability to meet all applicable FAA design and safety standards is best accomplished as part of an individual airport master plan. Examining safety and standards benchmarks as part of the system plan, however, provides OAC and FAA with a general understanding of where actions may be appropriate to improve the operational safety of the Oklahoma airport system.

OAC strives to ensure that all airports included in the state airport system provide a safe operating environment. To achieve that objective, all airports, even those which are not part of the federal airport system, should meet basic standards that promote safe operations. While the system plan identifies deficiencies related to current compliance for some FAA standards, cost estimates to bring study airports into full compliance with these standards are beyond the scope of a state airport system plan and are best accomplished as part of an individual airport master plan. The cost estimates for system enhancements presented later in this chapter do not necessarily include all investment that would be required to address the list items below. It is worth noting costs are reported for any projects related to standards compliance an airport self-identified. The system plan did not prepare airport specific cost estimates that would be related to the following efforts:

- Upgrading an airport to meet the airport reference code (ARC) assigned to the airport's associated state airport role
- Helping airports gain complete control over all RPZs on all runway ends
- Addressing RSAs on one or both ends of the airport's primary runway that currently do not meet applicable FAA standards based on the airport's ARC
- Increasing current parallel runway/taxiway separation to meet applicable design standards
- Resolving obstructions in the 20:1 approach surface to one or both ends of an airport's primary runway
- Developing height zoning ordinances

The remainder of this section summarizes where improvements are needed to increase the ability of system airports to comply with FAA guidance. The objective is for 100 percent of system airports to meet each standards/safety related measurement.

### **7.1.1 Airports Needing Action to Fully Control All RPZs**

Analysis completed as part of the system plan shows that 75 airports need actions to gain full control over one or more of their RPZs. Airport control over property within an RPZ can be gained either through fee simple ownership or through an aviation easement. While most system airports have only two RPZs (one on each runway end), the airports in Oklahoma that have multiple runways will have more than two RPZs. All RPZs were considered when reporting on system performance. Excluding TUL and OKC, the remaining system airports have a total of 272 RPZs. While 31 of the study airports have complete control over all RPZs on all runways, the remaining 75 airports lack complete control of one or more of their RPZs.

**Figure 7-1** shows those airports, according to analysis completed in the system plan, that need actions to fully control their RPZs. As **Figure 7-1** shows, there are airports in each of the four role categories that currently fail to meet the objective for full airport RPZ control. Costs needed to secure control over additional RPZ area and/or to remove incompatible development from existing RPZs are not estimated

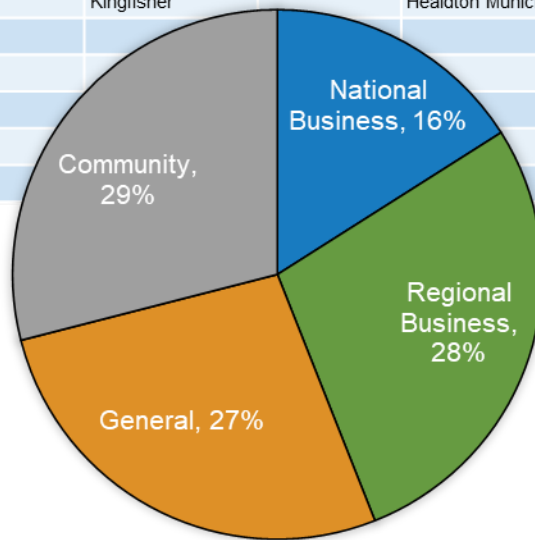


as part of the system plan. It is possible, however, that some airports may have identified costs for such projects as part of their self-identified project list.

A project database was developed as part of the 2021 Oklahoma State System Plan. This database, which uses Environmental Systems Research Institute's (ESRI) ArcGIS Experience Builder and displays available information graphically, depicts those parts of each of the 272 RPZs that are currently fully under or that are not under airport control. The system plan analysis considered only existing, not future or planned, RPZs. Also, it is worth noting that the information presented here and in the online database was collected primarily in the spring of 2021. As conditions change and airports secure control over additional areas of their RPZs, OAC will be able to update the database and provide more current reporting for this measure. Applicable airports should address RPZ control as part of their individual airport master planning process

**Figure 7-1: Airports Needing Action to Control All RPZs**

National Business (12)	Regional Business (21)		General Airports (20)		Community Airports (22)	
Ada Regional	Altus/Quartz Mountain Regional	McAlester Regional	Antlers Municipal	Prague Municipal	Anadarko Municipal	Henryetta Municipal
Ardmore Municipal	Alva Regional	Miami Regional	Atoka Municipal	Sayre Municipal	Beaver Municipal	Lake Texoma State Park
Bartlesville Municipal	Ardmore Downtown Executive	Pauls Valley Municipal	Cleveland Municipal	Stigler Regional	Broken Bow	Lindsay Municipal
Durant Regional – Eaker Field	Clinton-Sherman	Perry Municipal	Fairview Municipal	Stroud Municipal	Buffalo Municipal	Medford Municipal
Enid Woodring Regional	Chandler Regional	William R. Pogue Municipal	Frederick Regional	Sulphur Municipal	Chattanooga Sky Harbor	Christman Airfield
Guthrie-Edmond Regional	Chickasha Municipal	Seminole Municipal	Gage	Thomas Municipal	Cherokee Municipal	Talihina Municipal
University of Oklahoma Max Westheimer	Clinton Regional	Tahlequah	David Jay Perry	Vinita Municipal	Mignon Laird Municipal	Tipton Municipal
Wiley Post	Cushing Municipal	Weatherford Stafford	Hinton Municipal	Hefner-Easley	Tenkiller Lake Airpark	Waynoka Municipal
Clarence E. Page Municipal	El Reno Regional	West Woodward	Hollis Municipal		Cordell Municipal	Westport
Ponca City Regional	Elk City Regional Business		Hooker Municipal		Eufaula Municipal	Wilburton Municipal
Shawnee Regional	Guymon Municipal		South Grand Lake Regional		Grandfield Municipal	
Stillwater Regional	Hobart Regional		Kingfisher		Healdton Municipal	



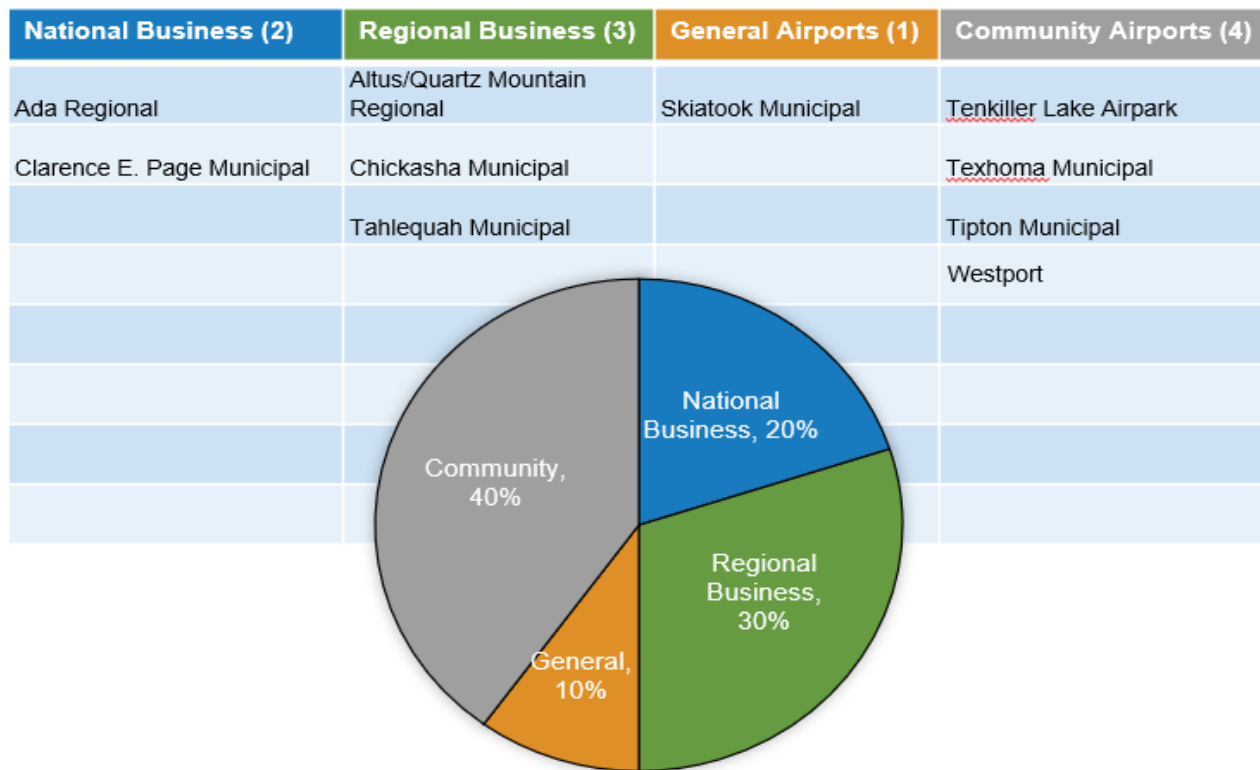
**7.1.2 Airports Needing Actions to Meet FAA RSA Standards**

Each runway has an RSA with dimensions prescribed by the FAA based on the largest aircraft the airport regularly accommodates. Excluding TUL and OKC, the system plan analysis concluded that only 10 of remaining system airports, in each of the four role categories, lack an RSA that currently meet applicable design standards. The objective is for 100 percent of airports in the Oklahoma system to have RSAs on their primary runway that meet FAA standards.



Figure 7-2 shows those airports where actions are needed to improve RSA compliance. Efforts to address RSA compliance should be undertaken in an airport master plan or airport layout plan (ALP) update. Costs needed to increase RSA compliance were not estimated as part of the system, as developing these estimates are much better suited to the master planning process.

**Figure 7-2: Airports Needing Actions to Meet Primary Runway RSA Standards**



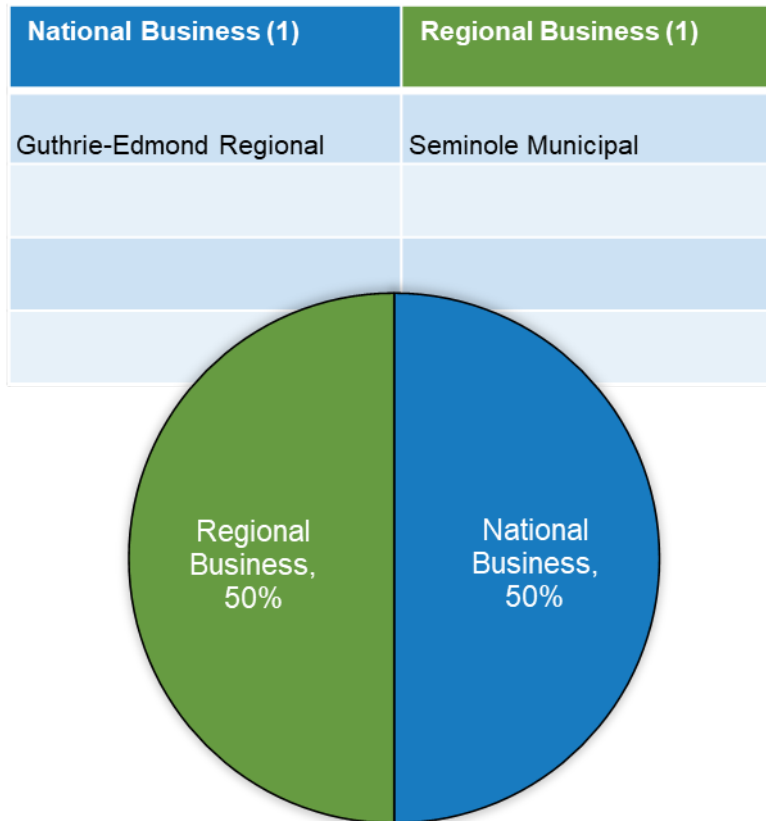
### 7.1.3 Airports Needing Actions to Meet Parallel Runway/Taxiway Separation Standards

The system plan reviewed all Oklahoma system airports that currently have a full or partial taxiway for their primary runway. Based on each individual airport’s ARC, the FAA has standards for the separation of parallel runway and taxiway centerlines. Analysis completed as part of the system plan found that almost all airports that currently have a parallel taxiway meet their applicable separation standards. Only two of the 106 (excludes TUL and OKC) study airports have a parallel taxiway system that currently does not meet its applicable separation standards.

Figure 7-3 show airports needing actions for this measure. It is worth noting that information in Figure 7-3 applies only to current runway/taxiway systems. The system plan has development objectives that call for airports in the National Business, Regional Business, and General (high activity) airport roles to have either a full or a partial parallel taxiway to support their primary runway. Justification and planning for additional parallel taxiway systems should be part of future airport-specific master plans or ALP updates. A subsequent section in this chapter identifies those airports that should consider the

development of a new full or partial parallel taxiway to meet objectives established in the system plan. This plan did not develop cost estimates for resolving current separation deficiencies. However, later portions of this chapter do provide cost estimates for developing new full and partial parallel taxiway systems recommended by the system plan.

**Figure 7-3: Airports Needing Actions to Address Current Runway/Taxiway Separation Standards**



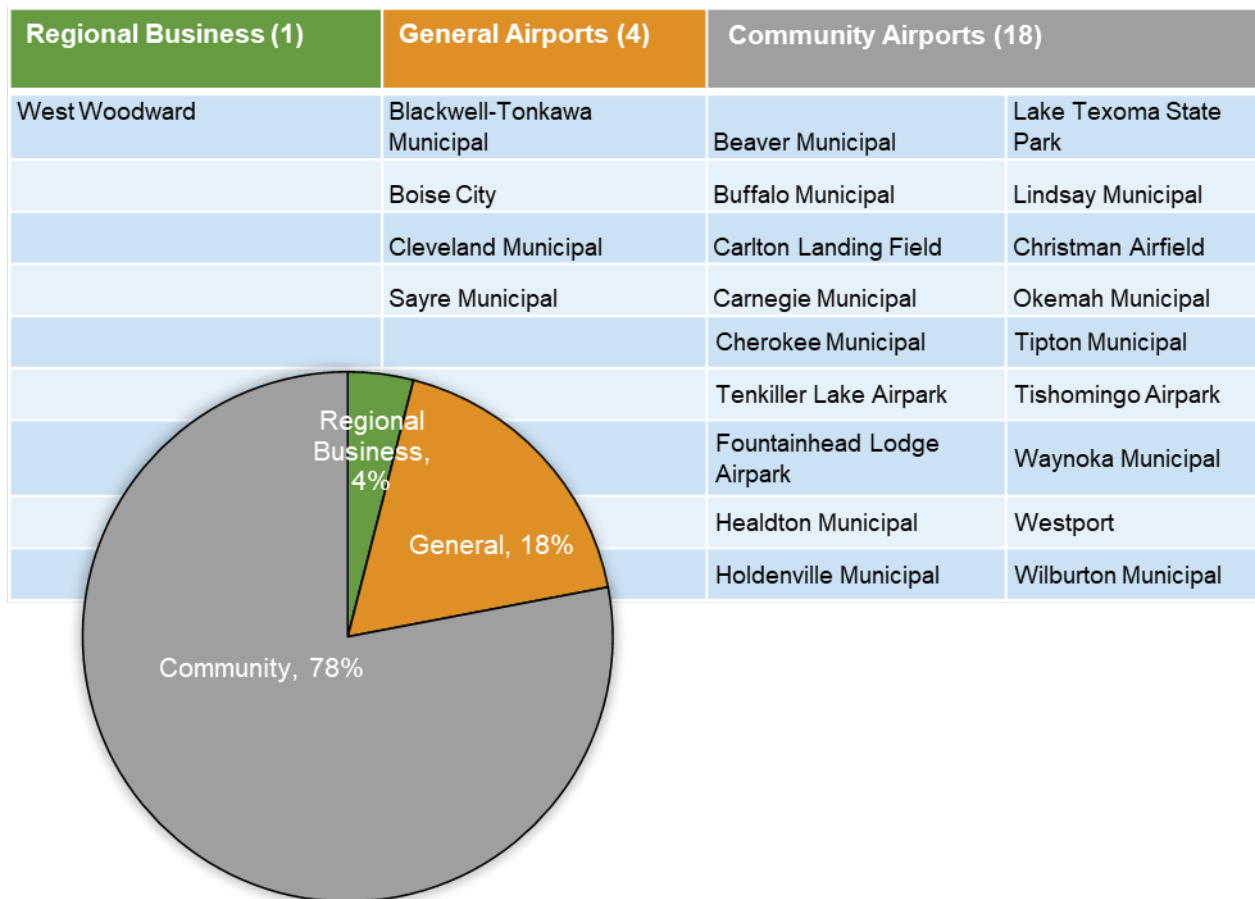
**7.1.4 Airport/Jurisdictions Needing a Height Zoning Ordinance**

When airports accept federal and state funding, they are obligated to comply with certain grant assurances. One such assurance is protection from encroachment and development that is incompatible with the airport and its operations. Airport compliance can be easily compromised if their operating environment is not protected from tall structures which penetrate various FAA-defined areas. Such areas are located within the airport’s Part 77 surfaces and include approach surfaces and/or runway projection zones. Since these areas typically extend well beyond airport property, it becomes the responsibility of surrounding jurisdictions to enact and adopt height zoning that protects airport areas. For the system plan, OAC provided information on jurisdictions that neighbor each system airport. Investigation was completed to determine how many of the applicable jurisdictions have height zoning in place to protect the airports and help them meet their grant assurances.



**Figure 7-4** shows the results of system plan investigation for this measure; 85 of the system airports (including TUL and OKC) have neighboring jurisdictions that have adopted height zoning. The remaining 23 airports/jurisdictions lack a current height zoning ordinance, according to the system plan’s research. Airports needing a height zoning ordinance are shown in **Figure 7-4**. Information in **Chapter 6** of this report shows which jurisdictions are associated with each of these 23 airports. Since the airports themselves do not have zoning authority, the responsible for a height zoning ordinance falls to the associated jurisdiction(s). Since the development and enactment of zoning ordinances falls within the typical duties and responsibilities of a city or county, there are no associated costs for achieving this objective (100 percent of system airports protected by a height zoning ordinance).

**Figure 7-4: Airports Needing Height Zoning**



### 7.1.5 Airports Needing Action to Clear 20:1 Approaches to Primary Runway Ends

Runway ends have different approach surfaces (most often 50:1, 34:1, or 20:1) depending upon the runway’s type of approach. The more precise the approach, the more demanding the approach surface. At the most basic level, the 20:1 approach surface to each primary runway end should be clear of any obstructions. The FAA collects reporting data on airport 20:1’s Airport Master Record inspections, often referred to as 5010 inspections, data is collected that reports on 20:1 obstructions for primary runway

ends. FAA information from 5010 inspection data was used to support the findings for this measure. It is important to note that reported obstructions were not actually surveyed or field checked, they were obtained from a secondary data source.

Since many obstructions are vegetation related, 20:1 approach obstructions can and do frequently change. The information report in this section was current as per each airport's most recent 5010 Form at the time data was gathered to support this task in the system plan. It is possible, even likely, that some airports reported here could have resolved noted obstructions in their 20:1 approach surfaces. It is also possible that vegetation in some approaches could have grown, creating obstructions that were not recorded at the time of the airport's most recent 5010 inspection used to support this analysis. As future 5010 inspections are completed, OAC can update the finding for this measure in its GIS database. Ideally, approaches to all runways at the Oklahoma airports should be free of obstructions. Airport master plans and airport layout plans (ALPs) provide the best opportunities for identifying and preparing a plan to resolve or mitigate obstructions.

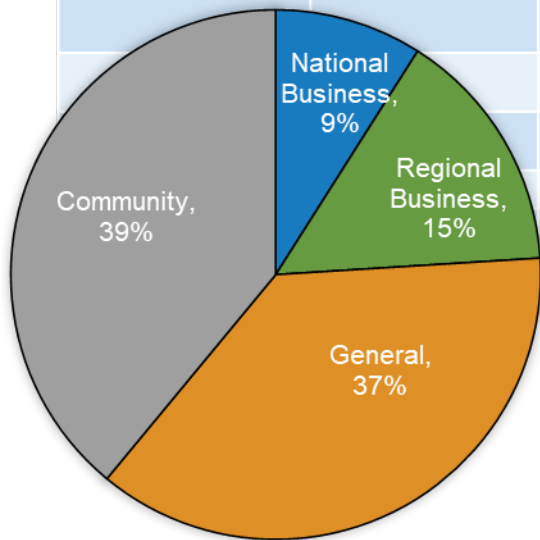
According to analysis completed during the system plan's preparation, there are 54 study airports (not including TUL or OKC) that have obstructions in the 20:1 approach for one or both ends of their primary runway. These airports are shown in **Figure 7-5**. More information on specific runway ends which have these reported obstructions is available in Chapter 6 of this report and in the individual airport report cards presented in **Appendix C**. The system plan did not generate cost estimates for resolving obstructions for the airports identified below. All airports should have at least clear 20:1 approaches to their primary runway ends.





**Figure 7-5: Airports Needing Action to Address 20:1 Primary Runway Approach Obstructions**

National Business (5)	Regional Business (8)	General Airports (20)		Community Airports (21)	
Ada Regional	Grove Regional	Antlers Municipal	Kingfisher	Anadarko Municipal	Lake Texoma State Park
Enid Woodring Regional	Guymon Municipal	Atoka Municipal	Madill Municipal	Beaver Municipal	Lindsay Municipal
Guthrie-Edmond Regional	Miami Regional	Boise City	Prague Municipal	Broken Bow	Mooreland Municipal
Clarence E. Page Municipal	William R. Pogue Municipal	Jones Memorial	Skiatook Municipal	Buffalo Municipal	Christman Airfield
Ponca City Regional	Seminole Municipal	Cleveland Municipal	Stigler Regional	Carlton Landing Field	Talihina Municipal
	Tahlequah Municipal	Fairview Municipal	Stroud Municipal	Tenkiller Lake Airpark	Texhoma Municipal
	Weatherford Stafford	David Jay Perry	Sulphur Municipal	Eufaula Municipal	Tipton Municipal
		Hollis Municipal	Thomas Municipal	Fountainhead Lodge Airpark	Tishomingo Airpark
		Hooker Municipal	Hefner Easley	Healdton Municipal	Westport
		Stan Stamper Municipal		Henryetta Municipal	Wilburton Municipal
		South Grand Lake Regional		Hominy Municipal	



## 7.2 Airfield Improvements

The system plan identified various runway and taxiway objectives for airports in each of the four role categories. This section reviews actions that should be considered for all airports to meet their airfield objectives. It is worth noting that the system plan did not include detailed analysis to determine the feasibility of Oklahoma airports actually implementing various airfield improvement noted in this section. It is worth re-stating the most all recommendations in this section would require justification and would need to be subjected to more detailed planning and feasibility analysis as part of an airport specific master plan. Nevertheless, this section identifies airfield improvements considered desirable to elevate the performance of Oklahoma’s airport system.

For airports in each of Oklahoma’s four role categories, an objective was established for an airport reference code (ARC). The detailed planning process required to evaluate an airport’s ability to change

its ARC is beyond the scope of the state airport system plan. Each airport's ARC objective is reported in the airport's report card (see **Appendix C**). An airport's ARC is established by considering the most demanding or critical aircraft that uses the airport on a regular basis (500 or more annual operations). Any future development of Oklahoma airports should consider the ARC objective for each airport as identified in the system plan.

### 7.2.1 Airports Needing Runway Extensions

Before any runway is extended, at least 500 annual operations by an aircraft supporting the need for an extension must be identified and supported. By airport role, the system plan established the following minimum runway length objectives:

- National Business Airports – 6,000 feet
- Regional Business Airports – 5,000 feet
- General Airports -4,000 feet
- Community Airports – 3,200 feet

Airports can and often do exceed these objectives. Also, since the airport role assignment process considered many factors, if an airport is not able to satisfy all of its associated facility and service objectives that does not preclude the airport from fulfilling its designated role in the state airport system. The system plan identified 30 system airports that could benefit from a runway extension to help the airport meet its facility objectives. These airports are shown in **Figure 7-6**.

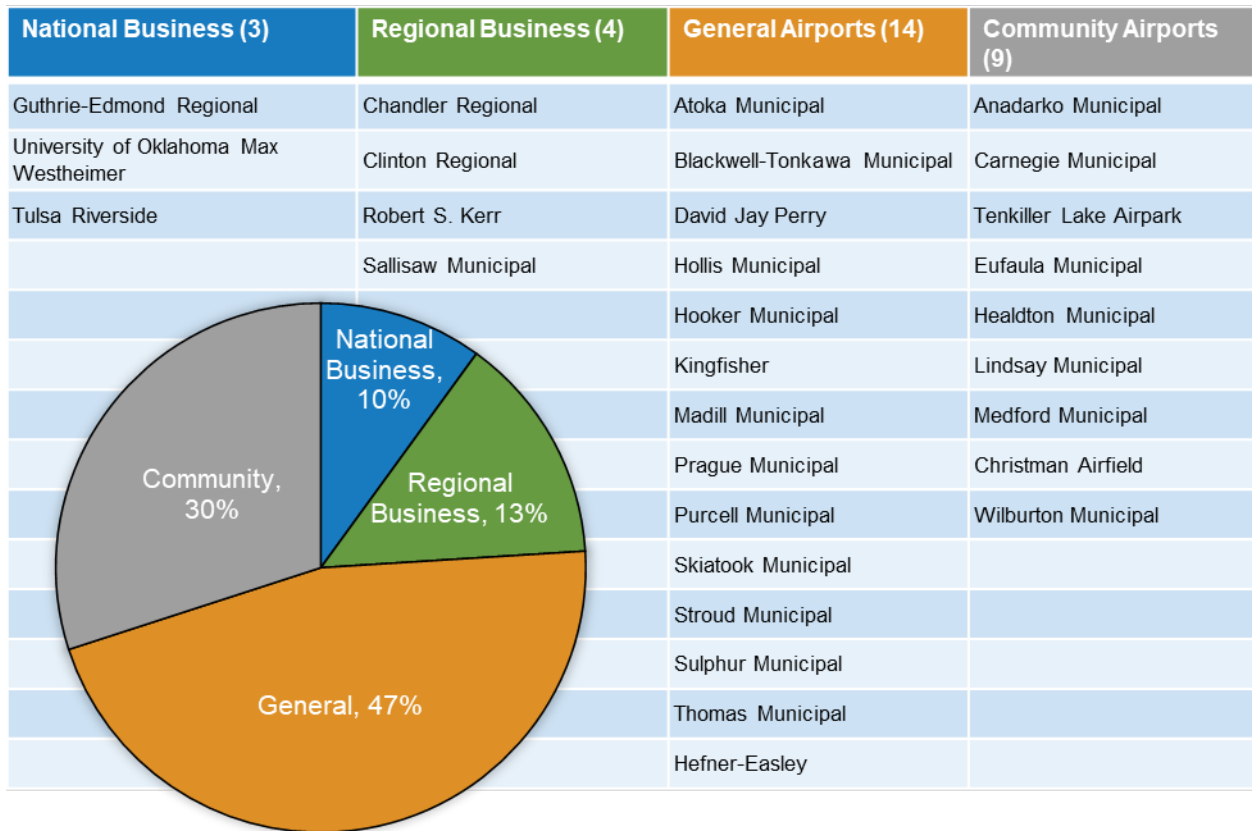
Based on their individual circumstances, the system plan did conclude that some airports in the Community role should be maintained as opposed to expanded; and, therefore, the minimum runway length noted above for these “maintain only” Community airports is not applicable. Maintain only airports in the Community role are identified in **Chapter 6** of the system plan.

The system plan's analysis included a high-level review of airports to develop cost estimates. That review showed that several of the airports shown in **Figure 7-6** may have limited ability to meet their associated runway length objective; however, determining implementation feasibility is beyond the scope of the system plan. Discussions with OAC staff indicate that some airports shown in **Figure 7-6** have explored runway extensions and concluded that reorientation or relocation of their primary runway could be required to accommodate an extension.

Information on cost estimates developed for the system plan is presented later in this chapter. Additional length needed for each airport's primary runway was previously presented in **Chapter 6** and on the individual airport report cards (see **Appendix C**).



**Figure 7-6: Airports Needing Actions to Meet Runway Length Objectives**



### 7.2.2 Airports Needing Wider Runways

The FAA has a recommended standard for runway width based on each airport’s ARC. Considering these standards, the following primary runway width objectives by airport role were established for the Oklahoma airports:

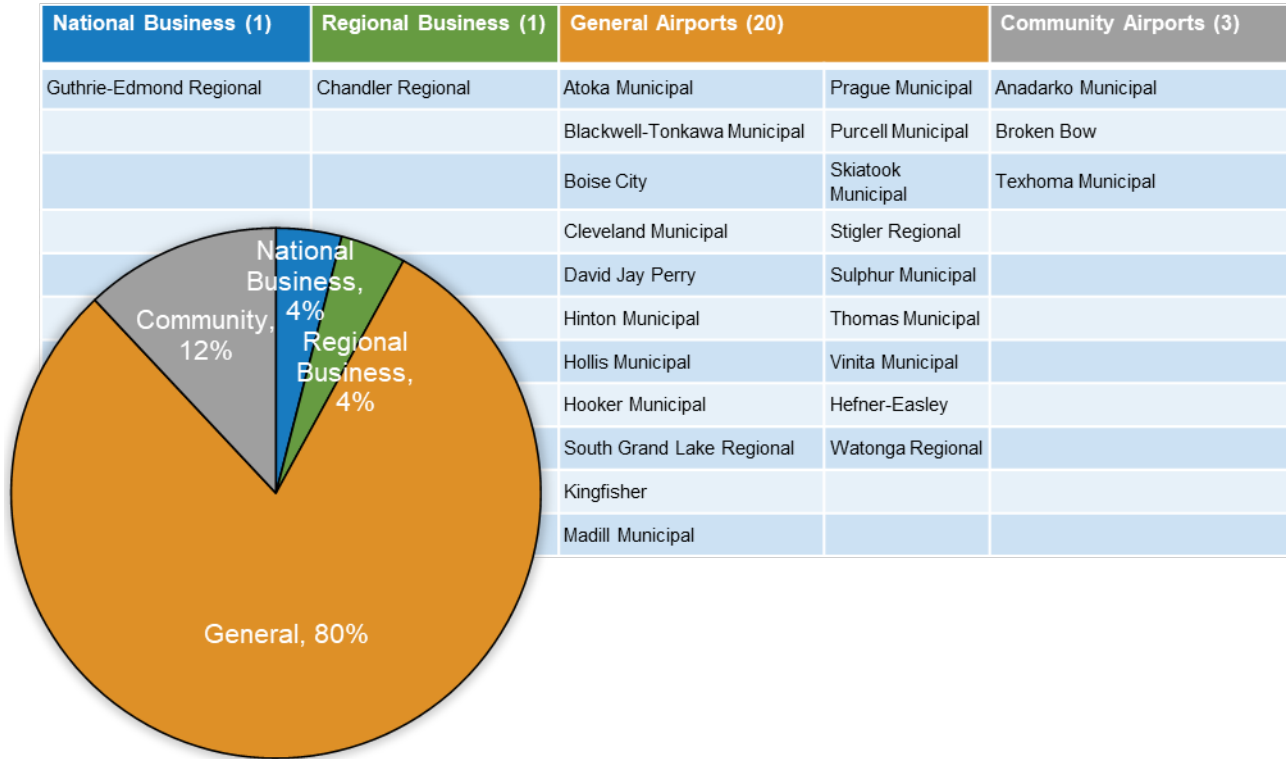
- National Business Airports – 100 feet
- Regional Business Airports – 75 feet
- General Airports – 75 feet
- Community Airports – 60 feet

An airport master plan that considers existing and planned ARC is the best opportunity for an airport to assess the need and feasibility of widening a runway. Widening a primary runway can impact the airport’s taxiway system, lighting system, and existing landside facilities. These impacts can be key determinants of a project’s feasibility. The system plan analysis shows that 25 airports require a wider primary runway to meet established objectives. Most of these airports (20) are in the General airport role category.

**Figure 7-7** shows airports needing a wider primary runway to meet the objectives established in the system plan; additional width recommended for each airport is available in **Chapter 6** of this document.

It is worth noting that many of the airports in the General role category that need a wider primary runway also require a longer primary runway (see **Figure 7-6**). If an airport determines that achieving the runway length objective is not feasible, then the runway width objective is not applicable.

**Figure 7-7: Airports Needing a Wider Primary Runway**



**7.2.3 Airports Needing Improvements to Meet Taxiway Objectives**

Taxiway systems increase an airport’s operational capacity and safety by enabling aircraft to exit an active runway and provide access to airside/landside facilities. The objectives for taxiway systems by airport role are listed below:

- National Business Airports – full parallel taxiway for the primary runway
- Regional Business Airports – full parallel taxiway for the primary runway
- General Airports (High Activity) – partial parallel taxiway for one end of the primary runway and a turnaround on the other runway end
- General Airports (Low Activity) – turnarounds on both ends of the primary runway
- Community Airports (High Activity) – turnaround on one end of the primary runway

**Table 6-2** in the previous chapter identified which airports are considered high and low activity within the General and Community airport roles. Construction to provide a full or partial parallel taxiway can impact the entire airport and, specifically, existing landside facilities. The FAA has standards for centerline-to-centerline spacing between runways and taxiways that is based on each airport’s ARC. This plan assumes that any future parallel taxiway development will comply with applicable FAA

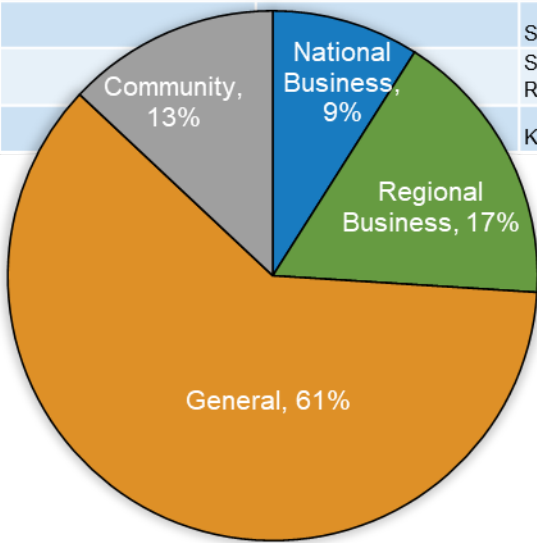


standards. Costs presented later in this chapter may not fully capture relocation expenses for existing facilities that could be required to develop either a full or a partial parallel taxiway. Airport master planning would be required to justify and support the development to meet most taxiway objectives.

**Figure 7-8** shows airports by role that need an improved taxiway system to support the airport’s primary runway and meet system plan’s objectives. As shown in the figure below, there are 23 system airports that could benefit from an improved taxiway system. **Chapter 6** and **Appendix C** provide specific taxiway recommendations for each of the airports shown in the following figure.

**Figure 7-8: Airports Needing Taxiway Improvements for Primary Runways**

National Business (2)	Regional Business (4)	General Airports (14)		Community Airports (3)
Ardmore Municipal	Clinton-Sherman	Atoka Municipal*	Madill Municipal*	Chattanooga Sky Harbor
Clarence E. Page Municipal	Cushing Municipal	Boise City*	Prague Municipal	Tenkiller Lake Airpark
	Perry Municipal	Cleveland Municipal	Purcell Municipal	Texhoma Municipal
	Robert S. Kerr	Gage	Sayre Municipal	
		Stan Stamper Municipal*	Stigler Regional*	
		South Grand Lake Regional*	Sulphur Municipal	
		Kingfisher*	Vinita Municipal*	



\*General airports needing partial parallel taxiway to meet objective

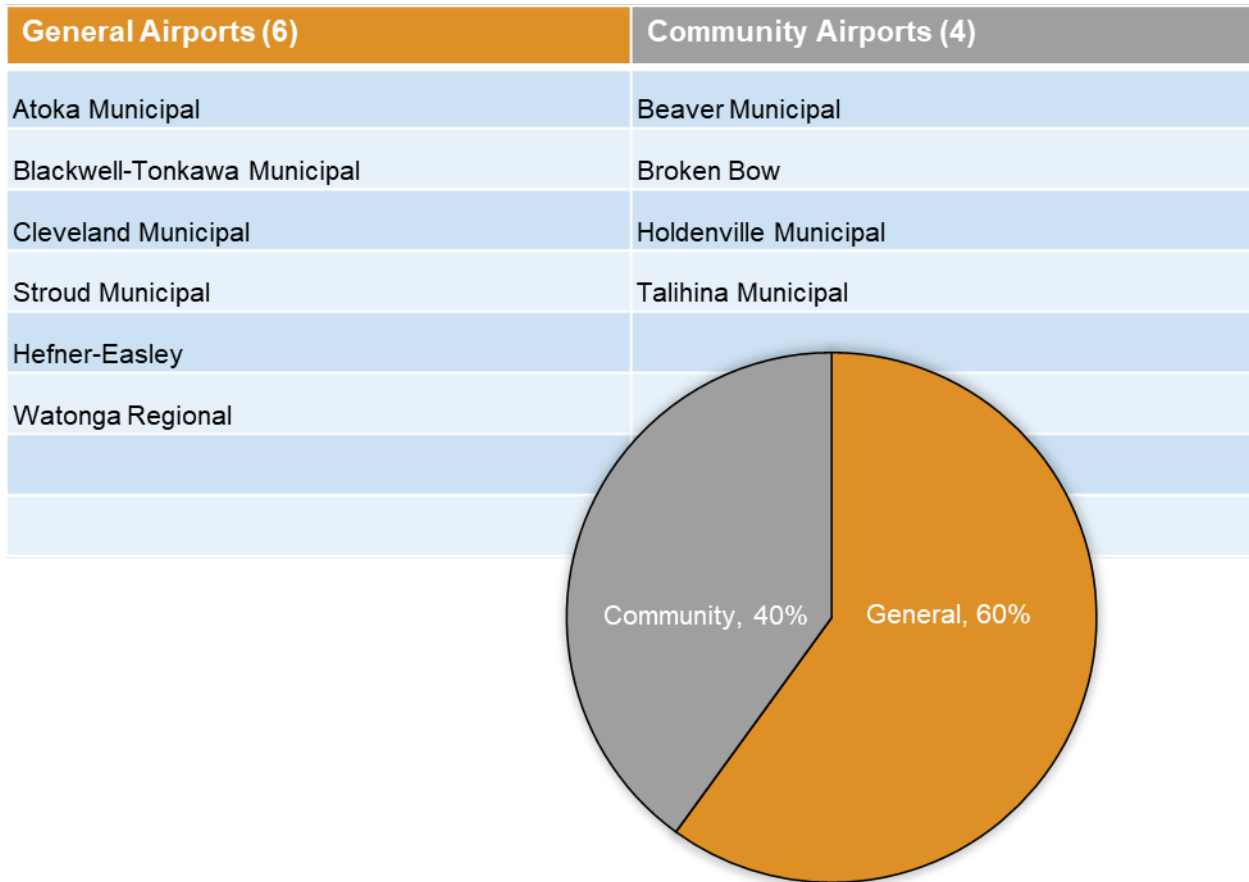
### 7.2.4 Airports Needing Actions to Improve Pavement Condition Index (PCI) on Primary Runway

Paved areas on airports in Oklahoma include (at a minimum) ramps, taxiways, and runways. Despite the considerable annual investment required to maintain and improve pavement conditions, proactive maintenance is the most cost-effective way to prolong pavement lifespan. Severely deteriorated pavement that creates unsafe conditions must be completely restored; furthermore, costs of complete pavement restoration are exponentially greater than maintenance. The system plan objective for all primary runways at airports in four role categories is to have a PCI of at least 70. A PCI rating of 70 or above indicates the pavement is generally in good condition.

The pavement condition for primary runways at Oklahoma airports is constantly changing due to weather conditions, usage, and maintenance. The PCI rating for primary runways at study airports was collected in the spring of 2021. It is possible, and even likely, that some airports have completed projects to improve the condition of the pavement on their primary runway since PCIs were documented. It is also possible that some airport pavements have deteriorated and have a lower PCI that reported in this study. At the time airport report cards were finalized (see **Appendix C**), any updated PCI data reported by study airports was updated and reflected in each individual airport’s report card.

**Figure 7-9** shows the 10 airports that need projects to improve the condition of their primary runway. A subsequent portion of this chapter estimates the costs to upgrade airport pavement conditions to meet the system plan objective of a PCI of 70 for all primary runways.

**Figure 7-9: Airports Needing an Improved PCI on their Primary Runway**





### 7.2.5 Airports Needing Increased Weight Bearing Capacity on their Primary Runway

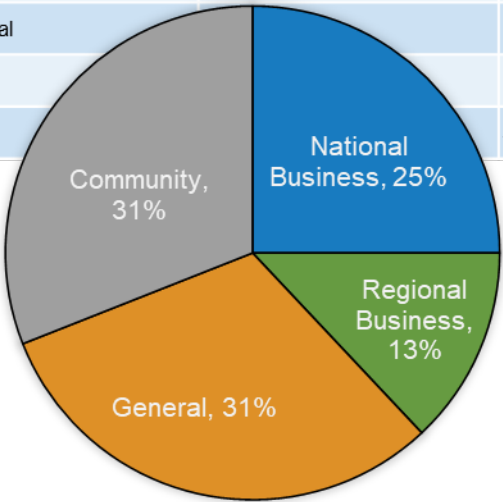
The system plan set objectives for pavement strength, or load bearing capacity, so airports can best fulfill their designated role in the state airport system. These objectives are listed below:

- National Business Airports – 20,000 pounds single wheel aircraft; 75,000 pounds dual wheel aircraft
- Regional Business Airports – 20,000 pounds single wheel; 50,000 pounds dual wheel
- General Airports – 12,500 pounds single wheel; 30,000 dual wheel
- Community Airports – 12,500 single wheel

The load bearing capacities for the primary runway are graduated by role based on the takeoff and landing weights of typical aircraft that are anticipated to operate at airports in each role category. Based on secondary data sources, the system plan concluded that there are 36 system airports that need improvements to the weight bearing capacity of their primary runway. These airports are shown in **Figure 7-10**. Some airports needing improvements to meet the plan's PCI objectives (**Figure 7-9**) also need actions to improve the weight bearing capacity on their primary runway. The cost estimates developed later in this plan separate the costs to meet both objectives accordingly.

Figure 7-10: Airports Needing Improved Primary Runway Weight Bearing Capacity

National Business (9)	Regional Business (5)	General Airports (11)	Community Airports (11)
Halliburton Field	Alva Regional	Antlers Municipal	Beaver Municipal
Durant Regional-Eaker Field	Chandler Regional	Atoka Municipal	Buffalo Municipal
Enid Woodring Regional	Clinton Regional	Boise City	Carnegie Municipal
Guthrie-Edmond Regional	Guymon Municipal	Cleveland Municipal	Chattanooga Sky Harbor
University of Oklahoma Max Westheimer	Seminole Municipal	Gage	Cherokee Municipal
Wiley Post		Hollis Municipal	Mignon Laird Municipal
Clarence E. Page Municipal		Madill Municipal	Eufaula Municipal
Ponca City Regional		Prague Municipal	Lindsay Municipal
Shawnee Regional		Purcell Municipal	Christman Airfield
		Skiatook Municipal	Talihina Municipal
		Thomas Municipal	Wilburton Municipal



**7.3 Airports Needing Lighting, Approach, and NAVAID Improvements**

Airport accessibility from the air is a key element of system performance. By role, the system plan established objectives for runway lighting, approaches, and NAVAIDs. The recommendations in this section provide the opportunity to improve system efficiency, safety, and accessibility for Oklahoma’s airports.

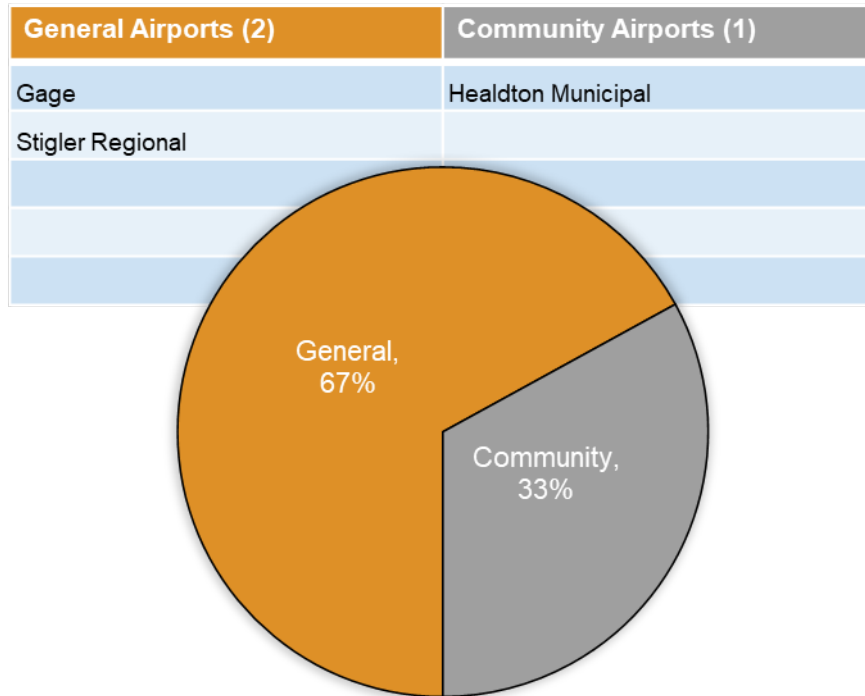
**7.3.1 Airports Needing Improved Runway Lighting**

The system plan set an objective for primary runways at all airports to have, at a minimum, medium intensity runway lighting (MIRL). System analysis shows that most system airports currently meet the study’s primary runway lighting objective. Some airports in the National Business and Regional Business categories exceed this objective. Only three airports currently need upgraded primary runway lighting to meet the system plan’s objective. These airports are reported in **Figure 7-11**.





**Figure 7-11: Airports Needing Improved Primary Runway Lighting**

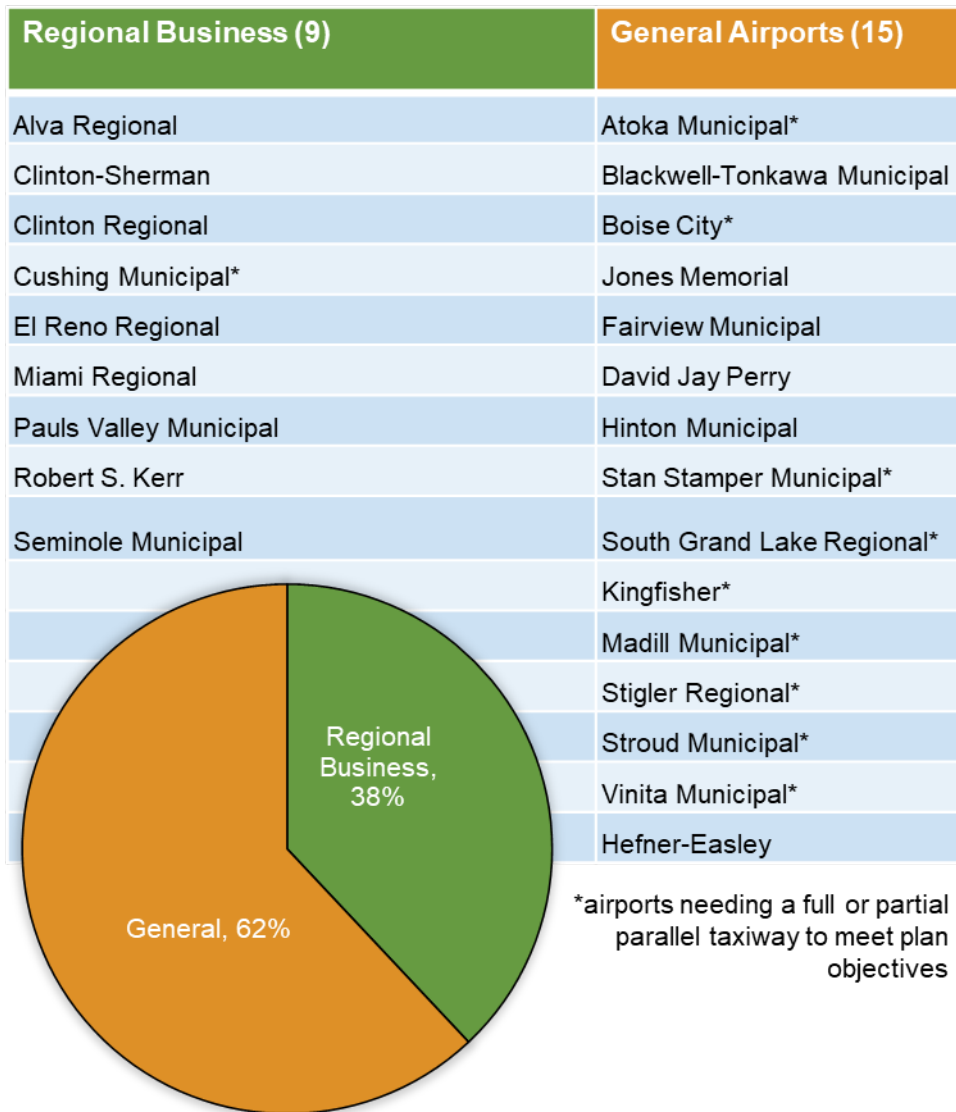


### 7.3.2 Airports Needing Improved Taxiway Lighting

System plan objectives call for all airports with either a full or a partial parallel taxiway serving the airport’s primary runway to have medium intensity taxiway lighting (MITL). This objective applies to both airports that currently have a full or partial parallel taxiway system and those airports that have a system plan objective to provide a new partial or full parallel taxiway system (see **Chapter 6** or **Appendix C**).

**Figure 7-12** reports those airports where MITL is recommended. In some cases, recommended improvements for taxiway lighting shown in **Figure 7-12** are for airports that currently have a full or partial parallel taxiway that to do meet the system plan’s objective for MITL; and in other instances, the airports shown are those where a new full or partial parallel taxiway is recommended to meet objectives set by the system plan. Therefore, it is worth noting that some of these recommendations are applicable only if new full or partial parallel taxiway systems are successfully implemented to meet system plan objectives. If lack of demand or other airport specific constraints result in an airport not being able to meet its objective for a new full or partial parallel taxiway, then the taxiway lighting objective is no longer applicable to that particular airport.

Figure 7-12: Airports Needing Medium Intensity Taxiway Lighting (MITL)



### 7.3.3 Airports Needing Improved Approach Capabilities to Primary Runway

The Oklahoma system plan established approach objectives for airports in each of the four role categories. Improved approaches will expand accessibility and augment the system’s economic support capabilities. System plan objectives for primary runway approach are listed below:

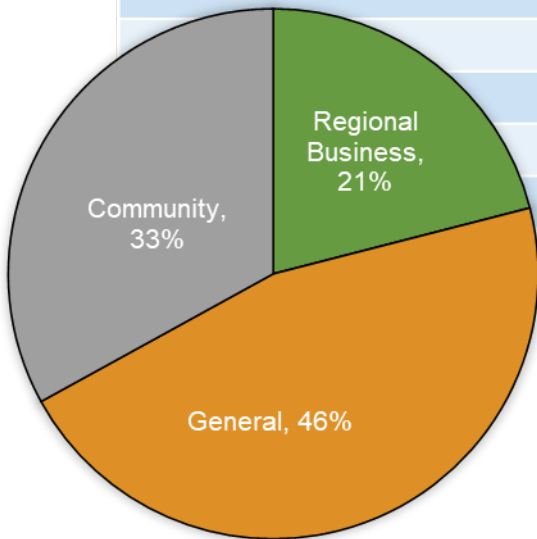
- National Business Airports – Precision Like Approach (ILS or LPV)
- Regional Business Airports – LPV
- General Airports – Published/Non-Precision Approach
- Community Airports (high activity) – Published/Non-Precision Approach



All airports assigned to the National Business role already meet their primary runway approach objective; however, there are 24 airports in the other three role categories that should ideally have upgraded or new approaches to their primary runway (reported in **Figure 7-13.**)

**Figure 7-13: Airports Needing Primary Runway Approach Improvements**

Regional Business (5)	General Airports (11)	Community Airports (8)
Ardmore Downtown Executive	Atoka Municipal	Broken Bow
McCurtain County Regional	Cleveland Municipal	Carlton Landing Field
Miami Regional	Gage	Chattanooga Sky Harbor
Sallisaw Municipal	Hooker Municipal	Cherokee Municipal
Seminole Municipal	Kingfisher	Mignon Laird Municipal
	Purcell Municipal	Tenkiller Lake Airpark
	Sayre Municipal	Eufaula Municipal
	Skiatook Municipal	Texhoma Municipal
	Stroud Municipal	
	Sulphur Municipal	
	Vinita Municipal	



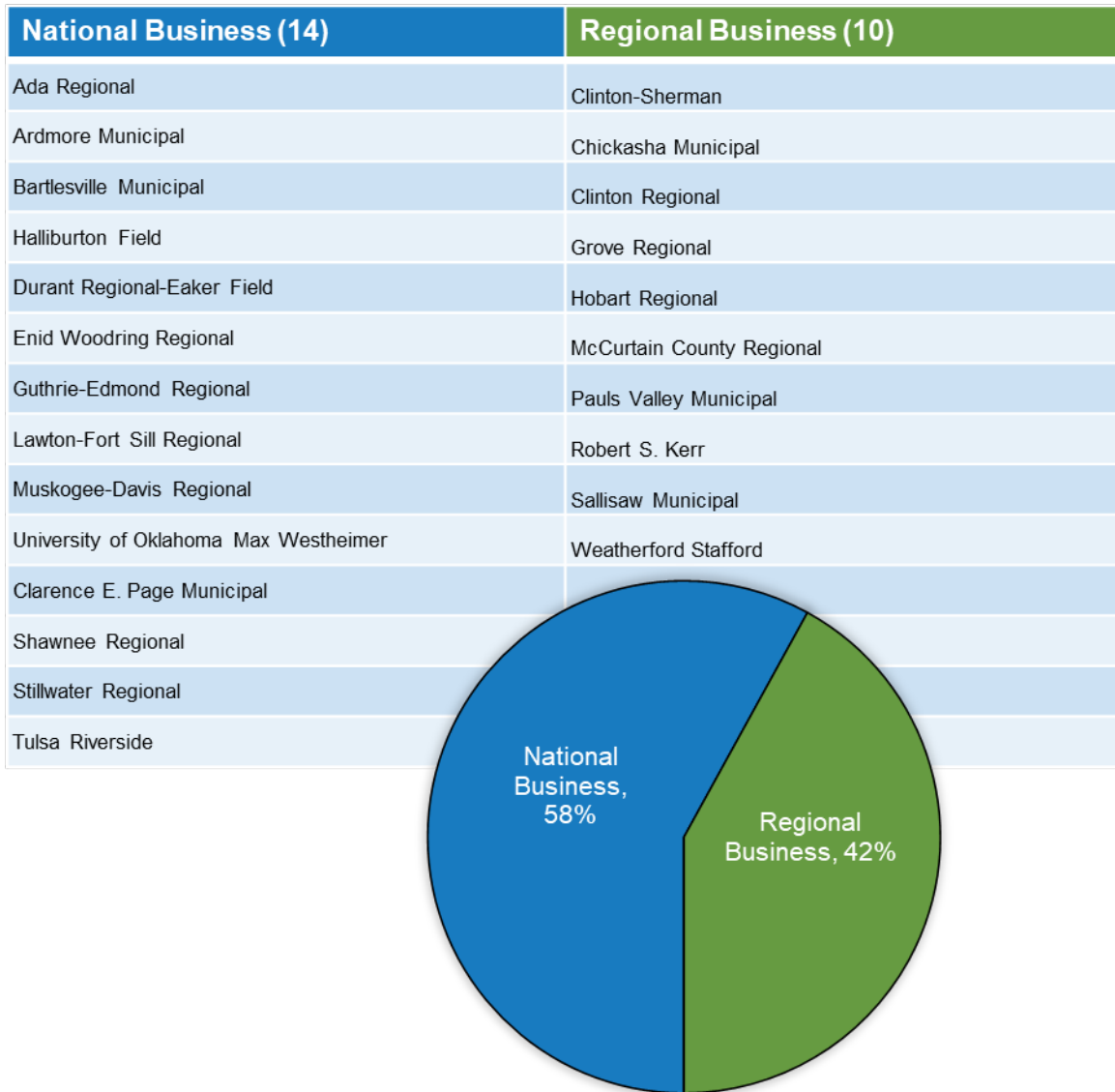
### 7.3.4 Airports Needing Approach Lighting Systems

The system plan established objectives for airports in the National Business and the Regional Business roles to have an approach lighting system for their primary runway. Objectives call for airports in the National Business role to have an approach lighting system serving both ends of their primary runway airports in the Regional Business role should have an approach lighting system to at least one end of their primary runway. The FAA installs and maintains these systems and has established a demand threshold airports must meet to be eligible for approach lighting systems.

**Figure 7-14** shows which airports in both the National Business and Regional Business role categories needing approach lighting system capabilities to meet the system plan objectives. A total of 24 system

airports require improvements to meet approach lighting system objectives established in the system plan.

**Figure 7-14: Airports Needing Approach Lighting Systems to Primary Runways**



### 7.3.5 Airports Needing VGSI Improvements

A Visual Glide Slope Indicator (VGSI) is a ground-based lighting device that assists a pilot landing at an airport and improves airport operational efficiency and safety. The system plan established VGSI objectives for airports in each role category:

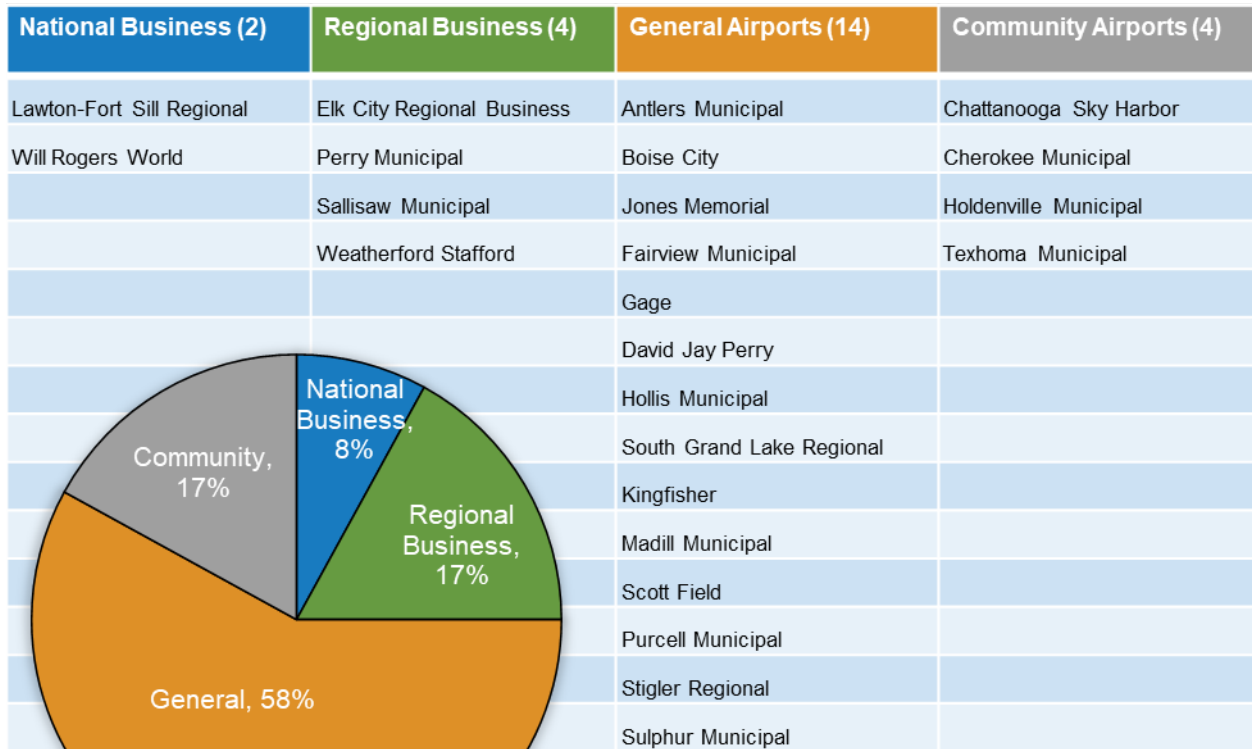
- National Business Airports – four-box PAPI both ends of primary runway
- Regional Business Airports – four- or two-box PAPI both ends of the primary runway
- General Airports – two- box PAPI on non-precision end of the primary runway



- Community Airports (high activity) – two-box PAPI on non-precision approach end of primary runway

It is worth noting that for airports in the General and the Community airport roles, improved VGSI capabilities are tied to the availability of a non-precision approach/published approach. Meeting this objective is not applicable to airports that are not able to meet their objective for a published/non-precision approach. As **Figure 7-15** shows, the system plan identified 24 airports that have could have the need for VGSI improvements. Airport report cards presented in **Appendix C** provide more information on specific actions on a per airport basis that need VGSI improvements.

**Figure 7-15: Airports Needing VGSI Improvements**



### 7.3.6 Airports Needing Runway End Identify Light (REIL) Improvements

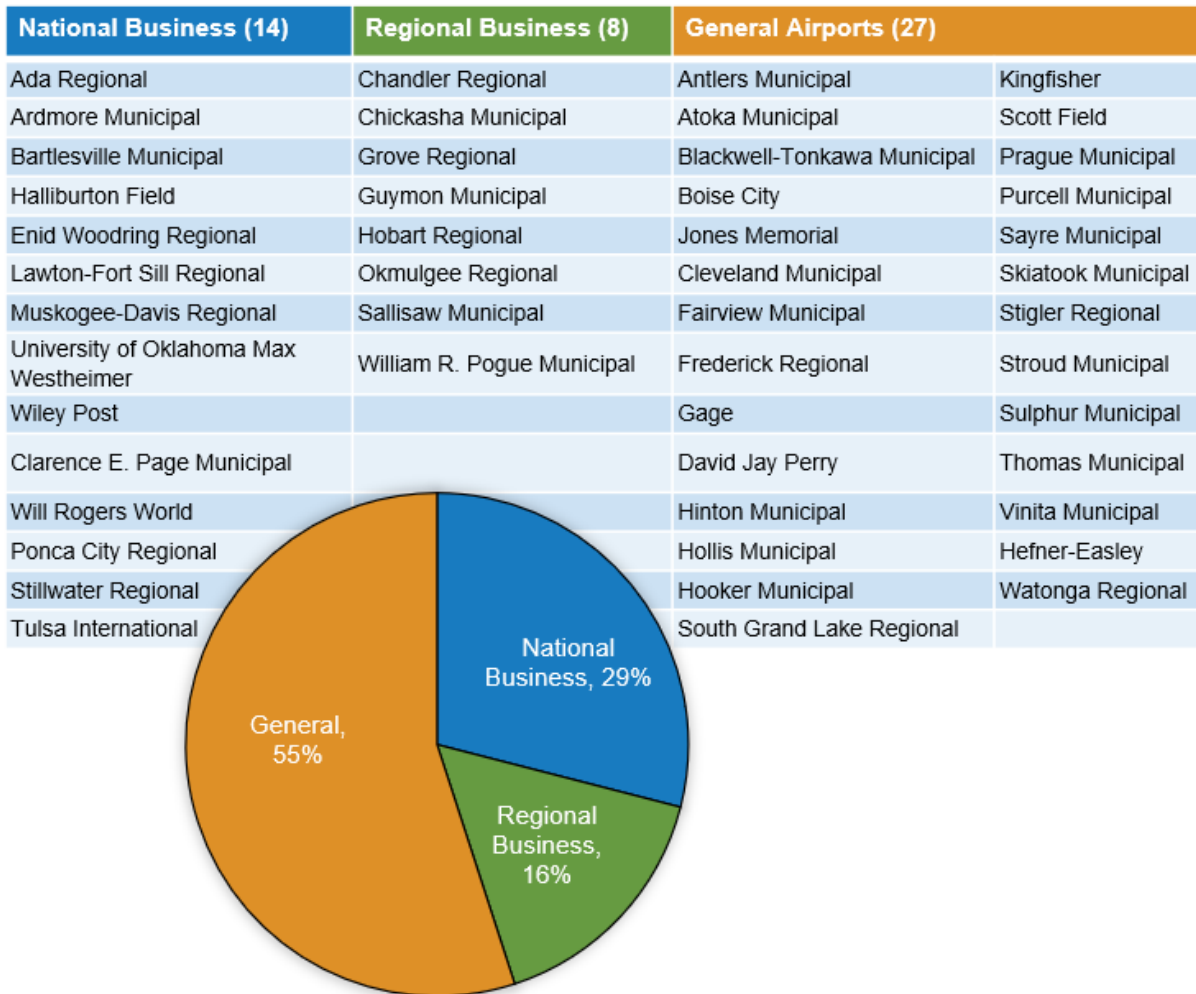
Runway end identifier lights (REILs) help improve operational safety and efficiency, especially at night and during periods of reduced visibility. The system plan established objectives, by role, for providing additional REILs at Oklahoma airports:

- National Business Airports – REILs on both ends of the primary runway
- Regional Business Airports – REILs one end of the primary runway
- General Airports – REILs one end of the primary runway

- Community Airports – not an objective for airports in this role category

As shown in **Figure 7-16**, there are 49 total airports that would require the installation of REILs on one or both ends of their primary runway to meet system plan objectives. It is worth noting that some of recommendations shown in **Figure 7-16** are predicated upon airports in the General and Community role categories having a new published/non-precision approach. REILs can be installed to serve runways with only a visual approach, but the system plan identified the need for REILs only on runways with a non-precision approach.

**Figure 7-16: Airports Needing REILs**



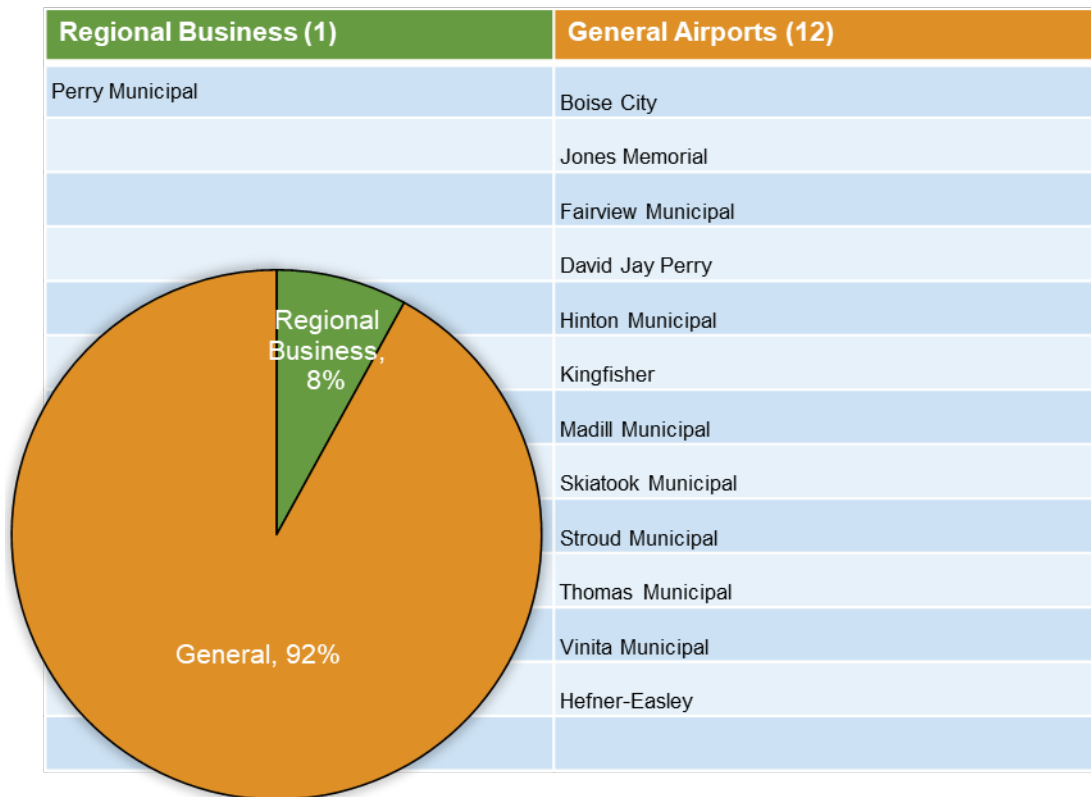
**7.3.7 Airports Needing On-Site Weather Reporting Equipment**

ASOS and AWOS systems provide real-time weather reporting information. The availability of such systems helps to improve accessibility, efficiency, and safety. Analysis completed in the system plan shows that almost all airports included in either the National Business or the Regional Business role currently have on-site weather reporting systems. Objectives set in the system plan call for all airports in the National Business, Regional Business, and General role categories to have on-site weather



reporting equipment. As shown in **Figure 7-17**, an additional 13 airports need on-site weather reporting equipment for the system to be fully compliant with this objective.

**Figure 7-17: Airports Needing On-Site Weather Reporting Equipment**



## 7.4 Airports Needing Landside Facility and Customer Service Improvements

This plan’s analysis also considered the services offered by and at Oklahoma system airports. Of the many landside facilities and associated services that support airport users, most are demand driven. Without sufficient demand, these facilities and services are not typically supported. That being said, the system plan set objectives for a variety of landside facilities and supporting services. This section discusses the system plan objectives set for each airport role and identifies the airports that should be improved to meet those objectives. Objectives set, by airport role, are discussed in this section. In addition, airports that should be improved to meet the various objectives are also identified in this section.

### 7.4.1 Airports Needing Expanded Aircraft Parking Ramps

Most airports have paved ramps for aircraft parking. Larger airports may have a variety of ramp areas, some designated to serve general aviation aircraft, commercial airline planes, and/or air cargo aircraft. For the system plan, an objective was set for airports in the four role categories to have ramps capable of serving a mix of general aviation aircraft (both visiting and based). In some instances, airports need to expand their existing ramps; in other instances, airports require new ramps to meet the objectives.

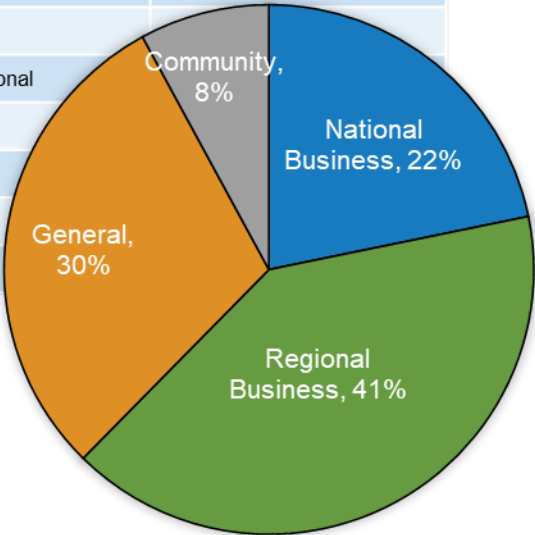
Specific recommendations for ramp improvements are shown in **Chapter 6** and in the airport report cards contained in **Appendix C**. General aviation ramp objectives established by the system plan follow:

- National Business Airports – 25,000 square yards
- Regional Business Airports – 16,000 square yards
- General Airports (high activity) – 6,000 square yards
- General Airports (low activity) – 3,500 square yards
- Community Airports (high activity) – 3,500 square yards
- Community Airports (low activity) – 2,000 square yards

System plan analysis shows that there are a total of 37 airports needing aircraft parking ramp improvements to meet system objectives. **Figure 7-18** shows those airports in each of the four role categories that need aircraft parking ramp improvements.

**Figure 7-18: Airports Needing Aircraft Parking Ramp Improvements**

National Business (8)	Regional Business (15)	General Airports (11)	Community Airports (3)
Ada Regional	Alva Regional	Boise City	Cherokee Municipal
Bartlesville Municipal	Chandler Regional	David Jay Perry	Tenkiller Lake Airpark
Halliburton Field	Clinton Regional	South Grand Lake Regional	Texhoma Municipal
Durant Regional-Eaker Field	Cushing Municipal	Kingfisher	
Enid Woodring Regional	El Reno Regional	Madill Municipal	
Guthrie-Edmond Regional	Elk City Regional Business	Skiatook Municipal	
Clarence E. Page Municipal	Grove Regional	Stroud Municipal	
Shawnee Regional	McCurtain County Regional	Thomas Municipal	
	Pauls Valley Municipal	Vinita Municipal	
	Perry Municipal	Hefner-Easley	
	Robert S. Kerr	Watonga Regional	
	Mid-America Industrial		
	Sallisaw Municipal		
	Seminole Municipal		
	Tahlequah Municipal		







### 7.4.2 Airports Needing Additional Hangar Storage

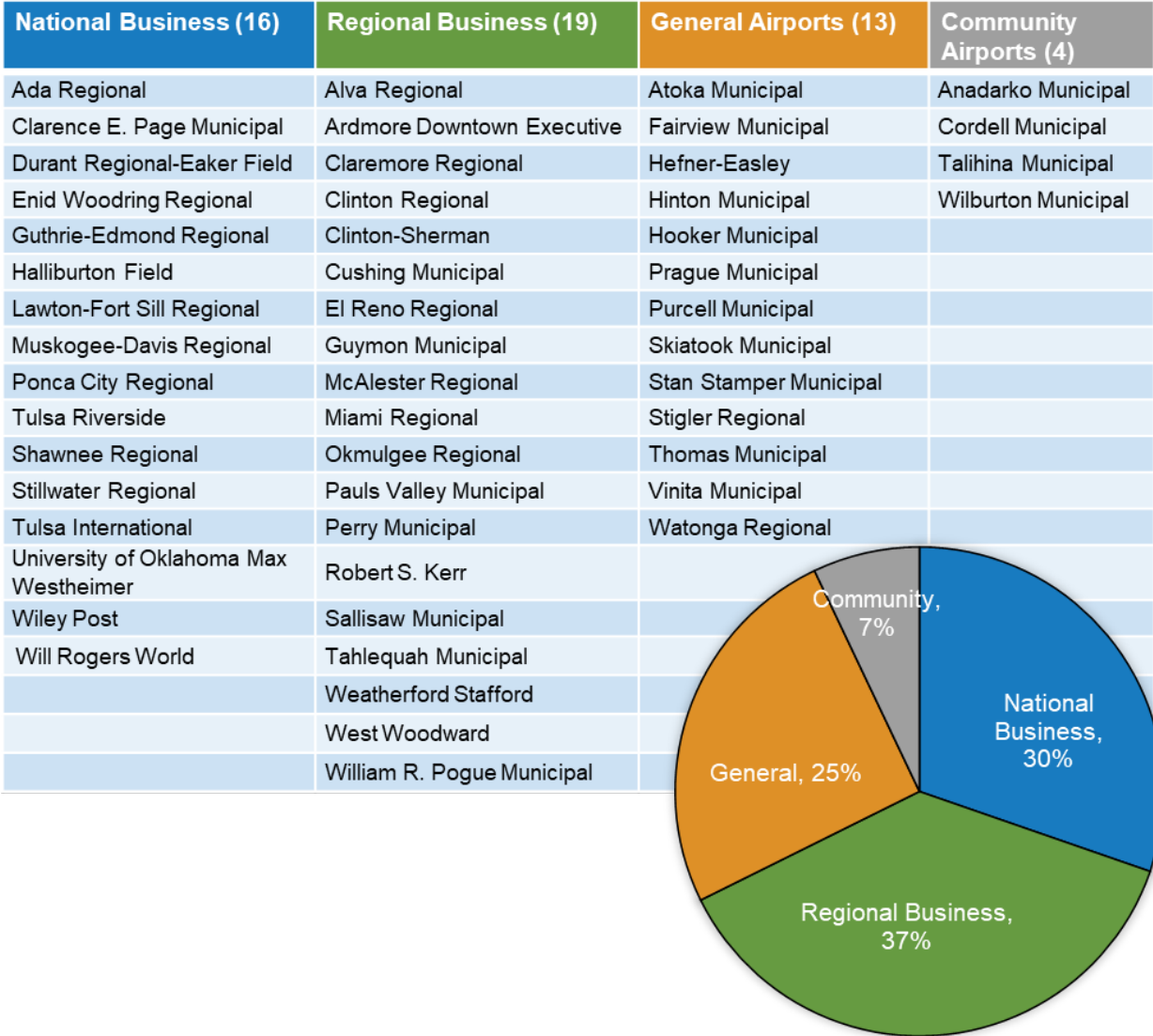
Hangar development is typically not funded with state or federal funds, so these projects are typically funded by local or third-party entities. Unlike those projects initiated in anticipation of future growth, hangar development relies on documented and committed demand from those willing to pay the set rate to use airport hangar space. The system plan provided an opportunity for aviation stakeholders throughout the state to provide input on system adequacy. Several stakeholders who responded to the survey noted that the lack of hangar storage spaces at a number of airports around the state. Furthermore, the system plan inventory effort identified airports with a hangar waiting list; the results showed a total of 42 airports report a waiting list for hangar storage.

The system plan set the following objectives for hangar storage:

- National Business Airports – hangar spaces to accommodate 100% of based aircraft
- Regional Business Airports – hangar spaces to accommodate 100% of based aircraft
- General Airports – hangar spaces to accommodate 100% of based aircraft
- Community Airports – hangar spaces to accommodate 95% of based aircraft

**Figure 7-19** reflects the 52 airports that could need additional hangar storage to meet system plan objectives.

Figure 7-19: Airports Needing Additional Hangar Storage



Chapter 6 of the system plan identified those airports in each role that currently meet the objectives stated above. System plan analysis used an estimated number of hangar storage spaces, and the going rate for those spaces to establish an understanding of the system’s existing hangar capacity. With the current situation established, each airport’s forecast of based aircraft was compared to current storage capabilities and the number of additional hangar storage spaces identified on an airport-by-airport basis. The system plan did not specify the specific type of hangar storage that should be provided. Airport report cards in Appendix C show the number of additional hangar spaces that each airport needs to meet its hangar storage objective. Actual demand will determine each airport’s need to meet this particular objective. More information on hangars is available in the GIS tool developed for the system plan: <https://oac.ok.gov/>.



### 7.4.3 Airports Needing Terminal Improvements

According to system plan objectives, it is desirable for most system airports to have a general aviation terminal building to accommodate user needs. It is important to note that this terminal is separate from and in addition to the terminal at commercial airports that serve airlines and passenger needs.

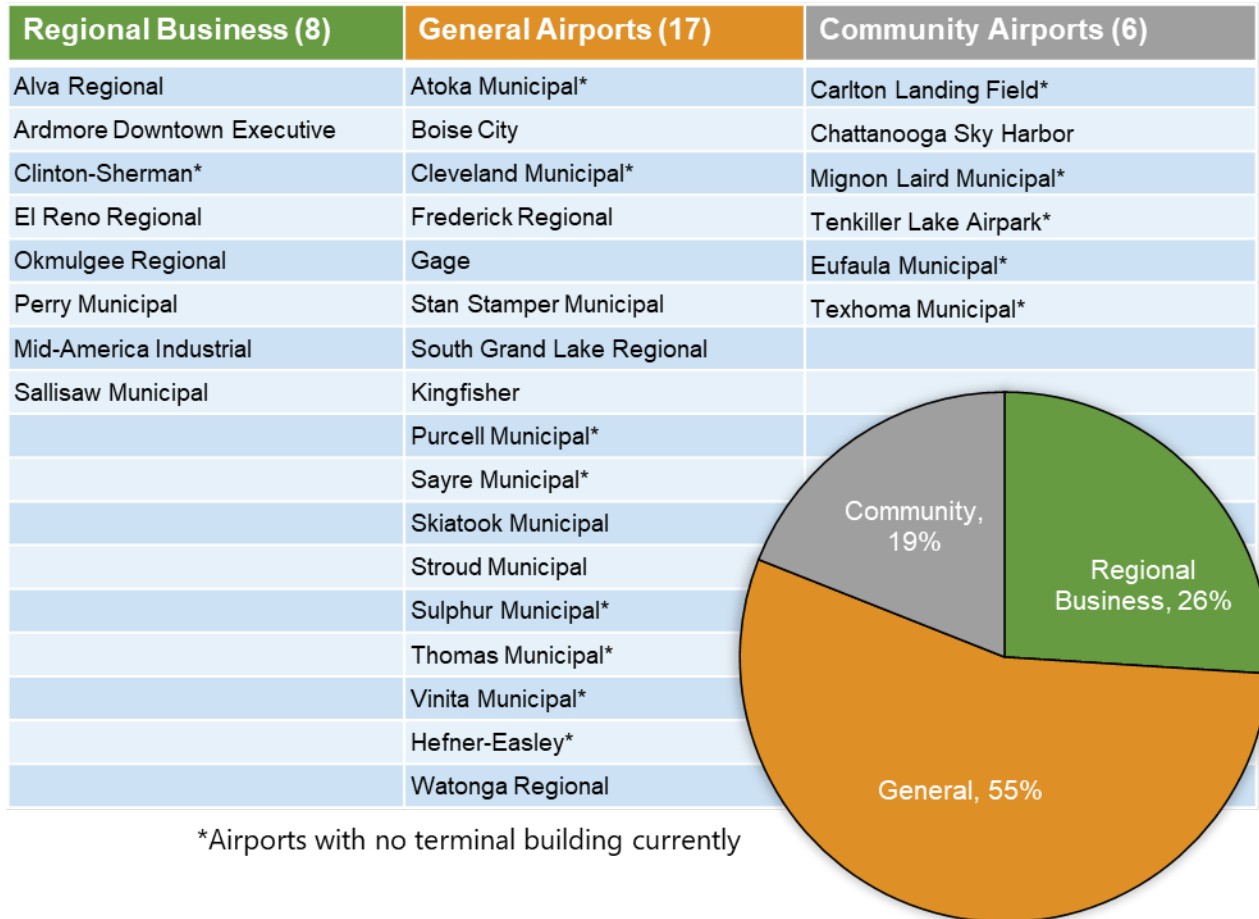
To meet this particular landside facility objective, some airports need a new general aviation terminal building and others need to expand an existing terminal. In addition to space requirements for the general aviation terminal building, the plan sets other objectives for functional terminal areas, facilities, and services. These are outlined, as applicable, in the report card for each airport (see **Appendix C**). This plan's GIS tool serves as a repository for current terminal sizes and characteristics at each study airport.

The system plan established the following objectives for the size of general aviation terminal:

- National Business Airports – 2,500 square feet
- Regional Business Airports – 2,500 square feet
- General Airports (high activity) – 1,500 square feet
- General Airports (low activity) – 750 square feet
- Community Airports (high activity) – 500 square feet
- Community Airports (low activity) – not an objective for airports in this role

**Figure 7-20** identifies those airports that need a project to help them meet study objectives for a general aviation terminal building. As this figure shows, there 31 airports that require either a new or an expanded general aviation terminal to meet space objectives for this facility established by the system plan.

Figure 7-20: Airports Needing New or Expanded General Aviation Terminal Buildings



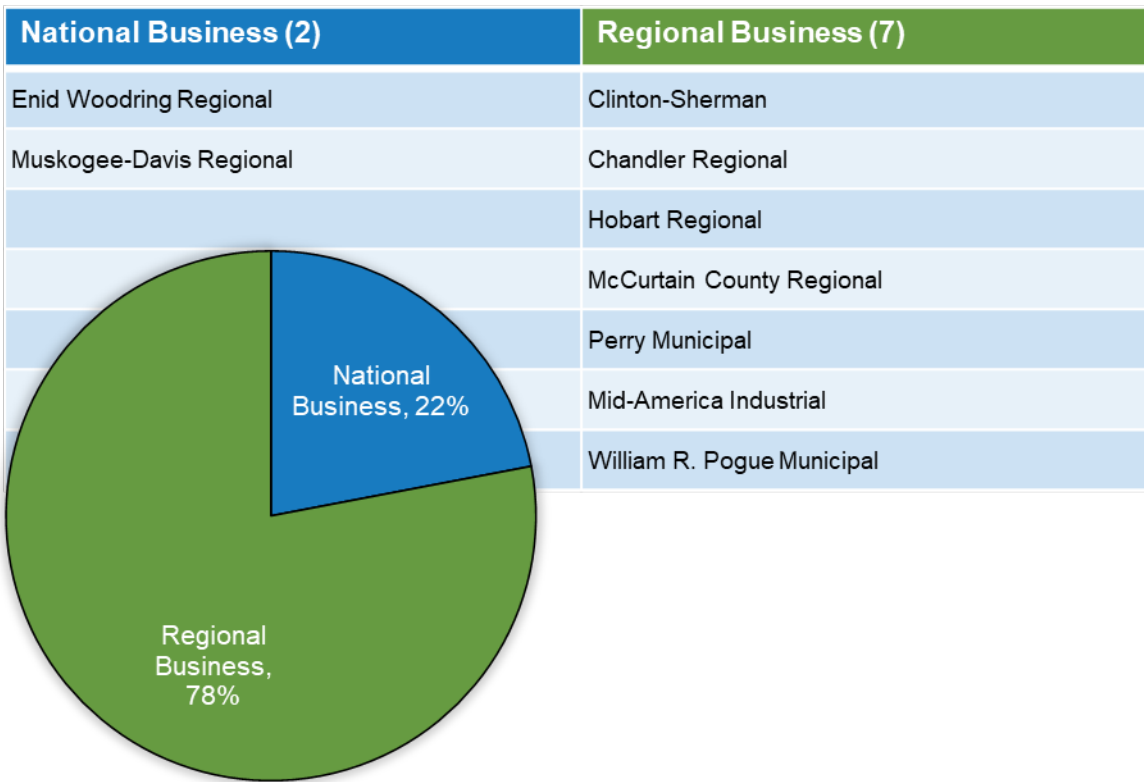
\*Airports with no terminal building currently

#### 7.4.4 Airports Needing Aircraft Maintenance Service

The various types of aircraft maintenance services provided at airports can only be present when there is sufficient demand to support such service. Ideally, airports in the National Business and Regional Business role categories should have aircraft maintenance service. Aircraft maintenance is almost always provided by a third-party provider, so meeting this objective is outside the control of either the individual airport or OAC. A cost estimate for providing aircraft maintenance was not developed. The presence of aircraft maintenance services is one characteristic of a business ready airport. Expanding the number of airports in the system that have aircraft maintenance services has the potential to increase the system’s ability to support business aviation and economic growth. **Figure 7-21** shows those airports in the National Business and Regional Business airport role categories that should ideally have aircraft maintenance. System plan objectives do not call for aircraft maintenance at airports in the General or Community roles; however, there is nothing that precludes an operator from responding to need/demand for services and providing aircraft maintenance at airports in these two role categories.



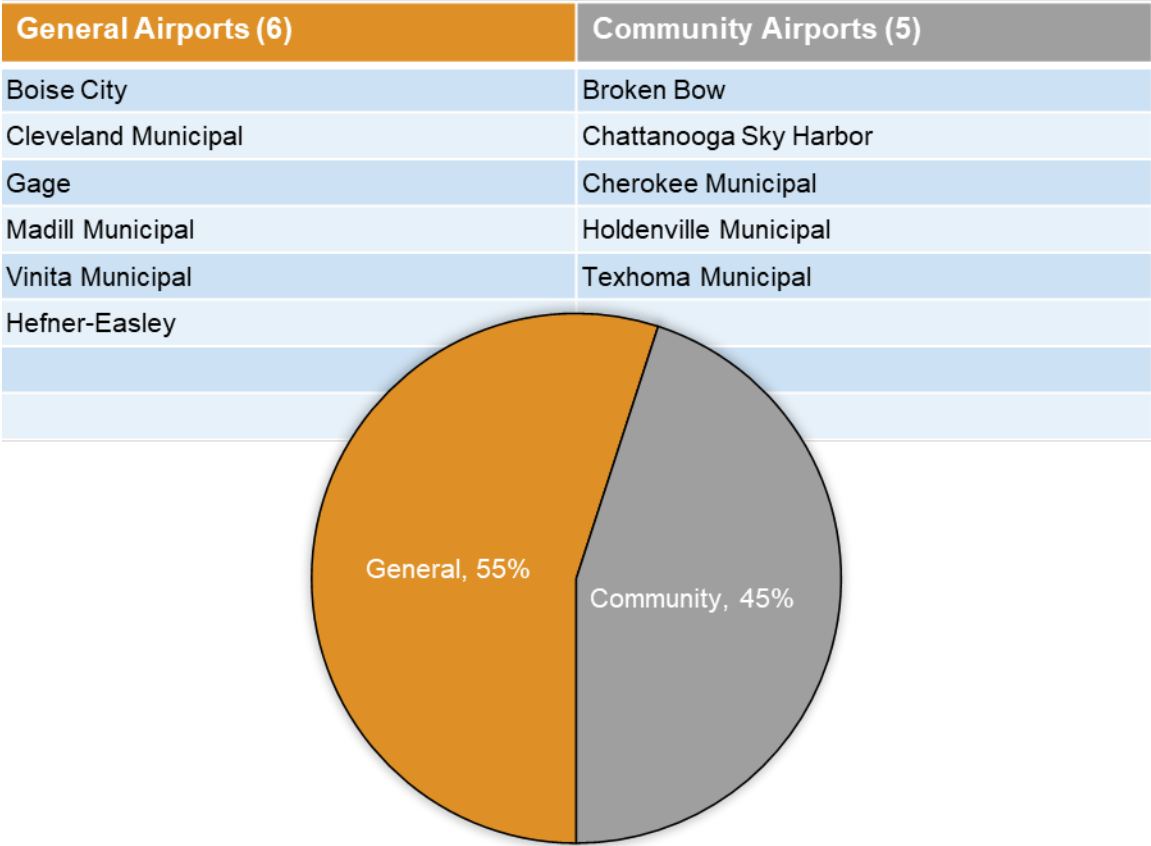
**Figure 7-21: Airport Needing Aircraft Maintenance Service**



#### 7.4.5 Airports Needing 100LL Fuel

Fuel availability for both based and visiting aircraft is an important objective for most system airports. The system plan set an objective for all airports in the National Business, Regional Business, and General airport roles to have 100LL fuel. In addition, the high activity Community airports should ideally also have 100LL fuel. Though fuel can be provided by a third-party operator, it is more common for the airport sponsor to sell fuel. This service is demand driven—without sufficient demand airports are not able to support fuel services. The system plan identified 11 airports in the General or Community role category that ideally should have 100LL fuel to meet the system plan’s objectives (shown in **Figure 7-22**).

Figure 7-22: Airports Needing 100LL Fuel

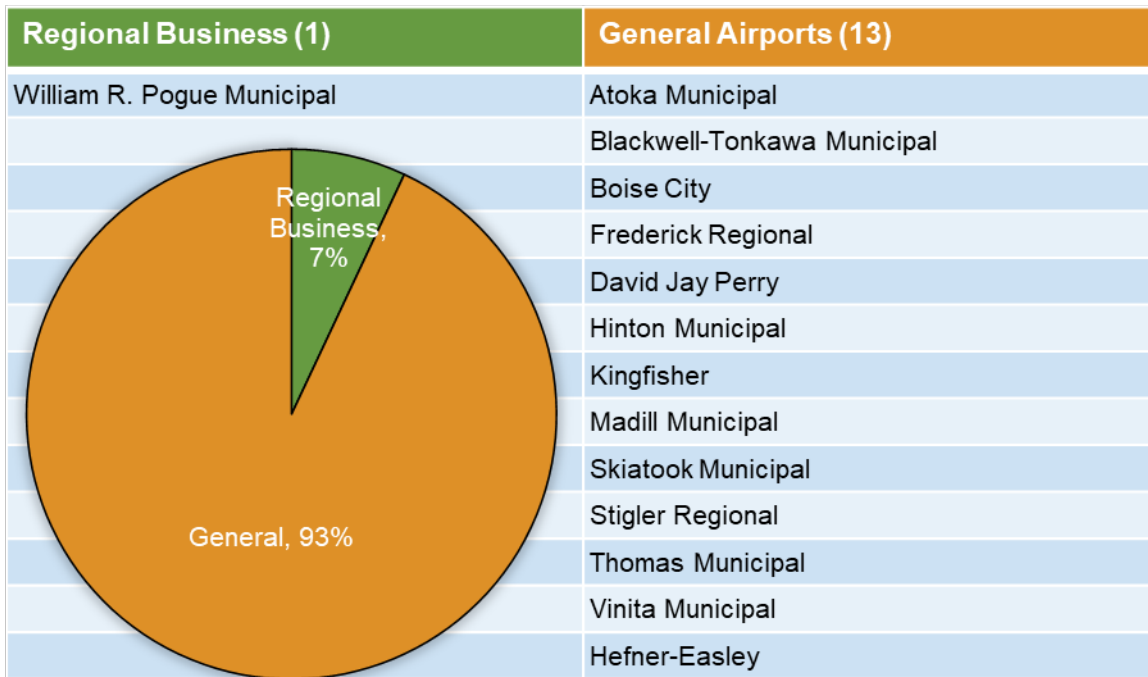


**7.4.6 Airports Needing Jet A Fuel**

Jet A fuel is required by larger category, business-oriented general aviation aircraft. Similar to 100LL fuel, unless there is sufficient demand, an airport is not able to provide Jet A fuel. To broaden the state’s number of business ready airports, the system plan set an objective for all airports in the National Business and Regional Business categories to have Jet A fuel. As **Figure 7-23** shows, most all airports in these two categories already have Jet A fuel. To elevate the system’s performance and ability to support business and economic growth, the system plan also set an objective for high activity airports in the General role category to have Jet A fuel. Since this is a demand-driven service, only those airports with sufficient activity by based and/or visiting aircraft are likely to provide et A fuel. **Figure 7-23** presents the additional system airports that need Jet A fuel for study objectives to be met.



**Figure 7-23: Airports Needing Jet A Fuel**



The preceding sections provide a summary of actions by airport and by airport role considered desirable to elevate the performance of the Oklahoma airport system. It is recognized that some of the identified improvements may not be feasible and that many would need to be justified and analyzed in an airport master plan prior to actual implementation. That said, the projects identified in this section set a course for Oklahoma’s future airport system by identifying potential improvements for study airports. As Oklahoma airports update their individual airport master plans or airport layout plans (ALP), projects noted in this report (this chapter, **Chapter 6**, and the individual airport report cards in **Appendix C**) should be considered as they reflect actions which will elevate system performance.

### 7.5 Facility and Service Objectives Needs

**Table 6-1** in the previous chapter provides information on facility and service objectives adopted for use in the system plan. The facility and service objectives are organized by airport role and reflect development and services deemed desirable for the airports in each role category. Many of the facility and service objectives are reviewed in the preceding sections. **Chapter 6** and the individual airport report cards (**Appendix C**) provide more detail on specific projects considered desirable at the individual airport level; identified projects enable each airport to better fulfill its designated role in the state airport system. While it is desirable for airports to address any deficiencies as they relate to established facility and service objectives, it is not a requirement. An airport’s inability to meet any of the established objectives does not necessarily preclude an airport from fulfilling its assigned role in the state airport system, as role assignments are based on many factors in addition to facilities and services.

**Figures 7-24, 7-25, 7-26, 7-27, 7-28, and 7-29** help to summarize, by role, how well the Oklahoma airports are doing as it relates to meeting established facility and service objectives. **Figure 7-30** helps to summarize

how well the Oklahoma airports are doing as it relates to meeting these objectives as a whole. Not all facility and service objectives apply to each role, so non-applicable objectives are noted in each figure. If an airport happens to currently have a facility or service that is not applicable for its role, it is reported as currently exhibiting the objective in the following figures. This is true even if a particular objective is not applicable to the airport given its assigned role in the state airport system. As part of one of the next steps in the system plan, costs are identified to enable all system airports to be compliant with their established objectives. As these subsequent figures reflect, generally speaking, the airports in the National Business and Regional Business roles have a higher rate of compliance with their applicable facility and service objectives. Specific projects needed to raise the bar for performance at each airport in each role category are part of the individual airport report cards. Costs for elevating airport/system performance to meet applicable facility and service objectives for each individual airport are also documented in the report cards.





**Figure 7-24: Summary of Facility and Service Objective Compliance for National Business Airports**

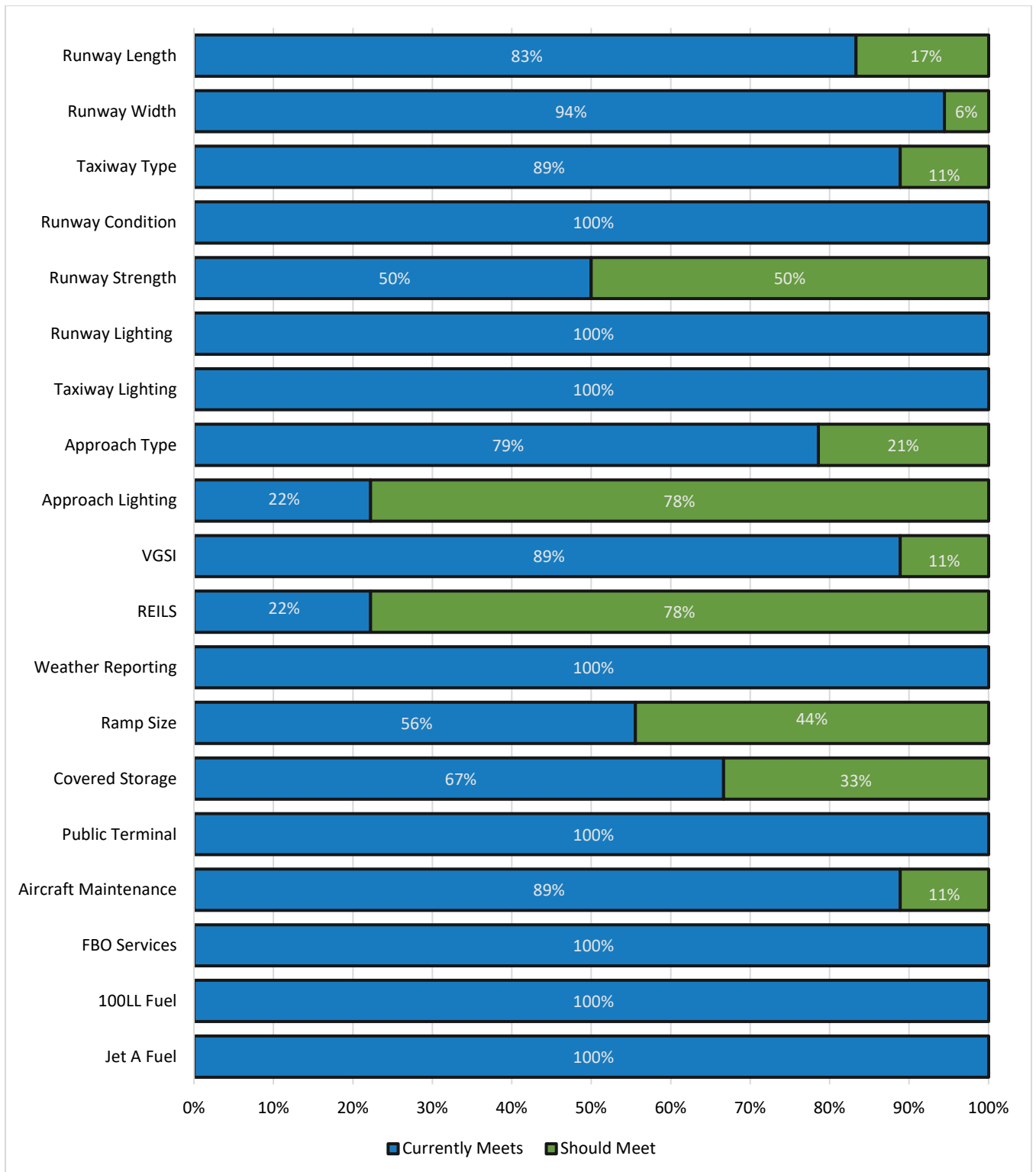
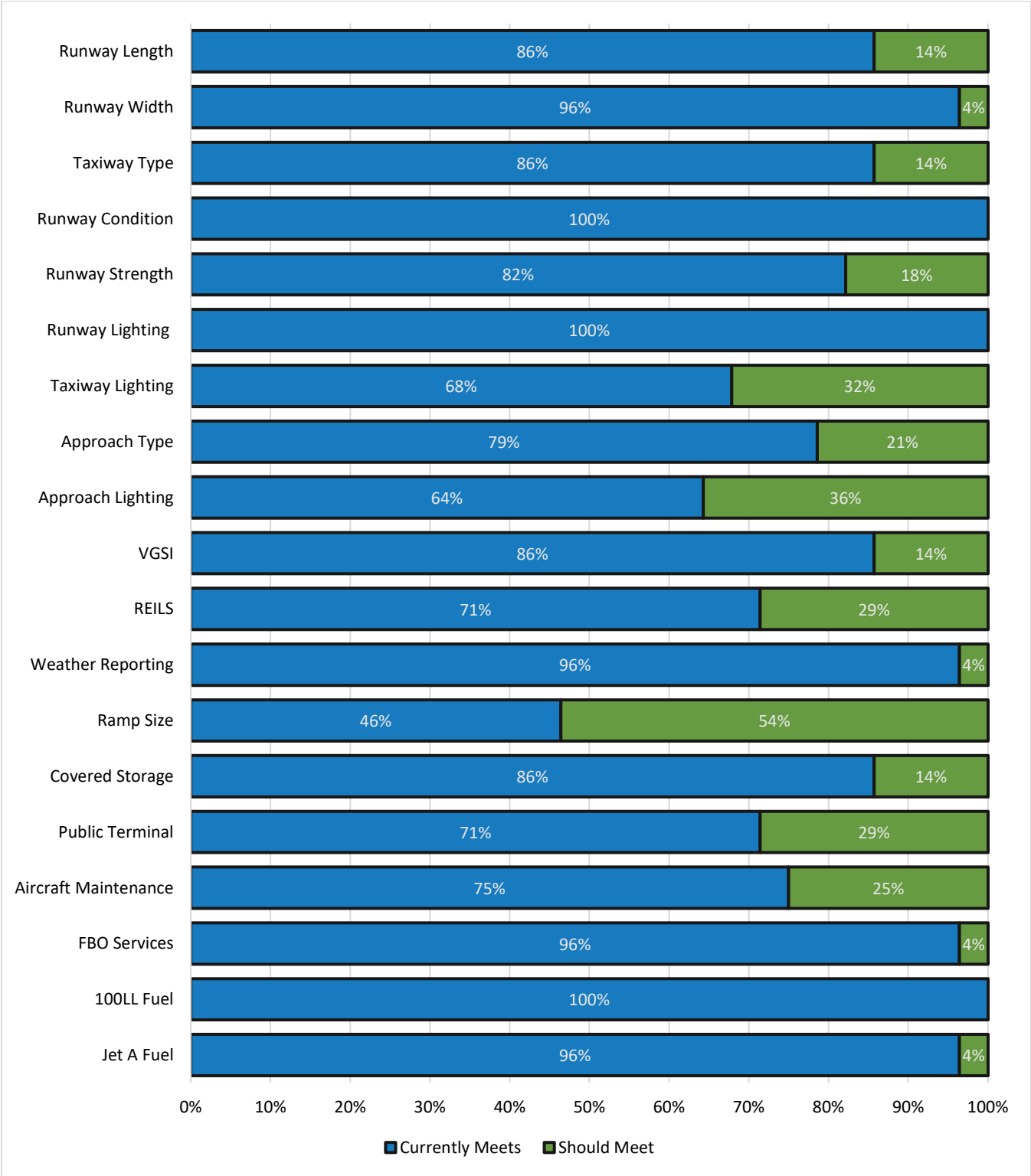


Figure 7-25: Summary of Facility and Service Objective Compliance for Regional Business Airports





**Figure 7-26: Summary of Facility and Service Objective Compliance for General (High Activity) Airports**

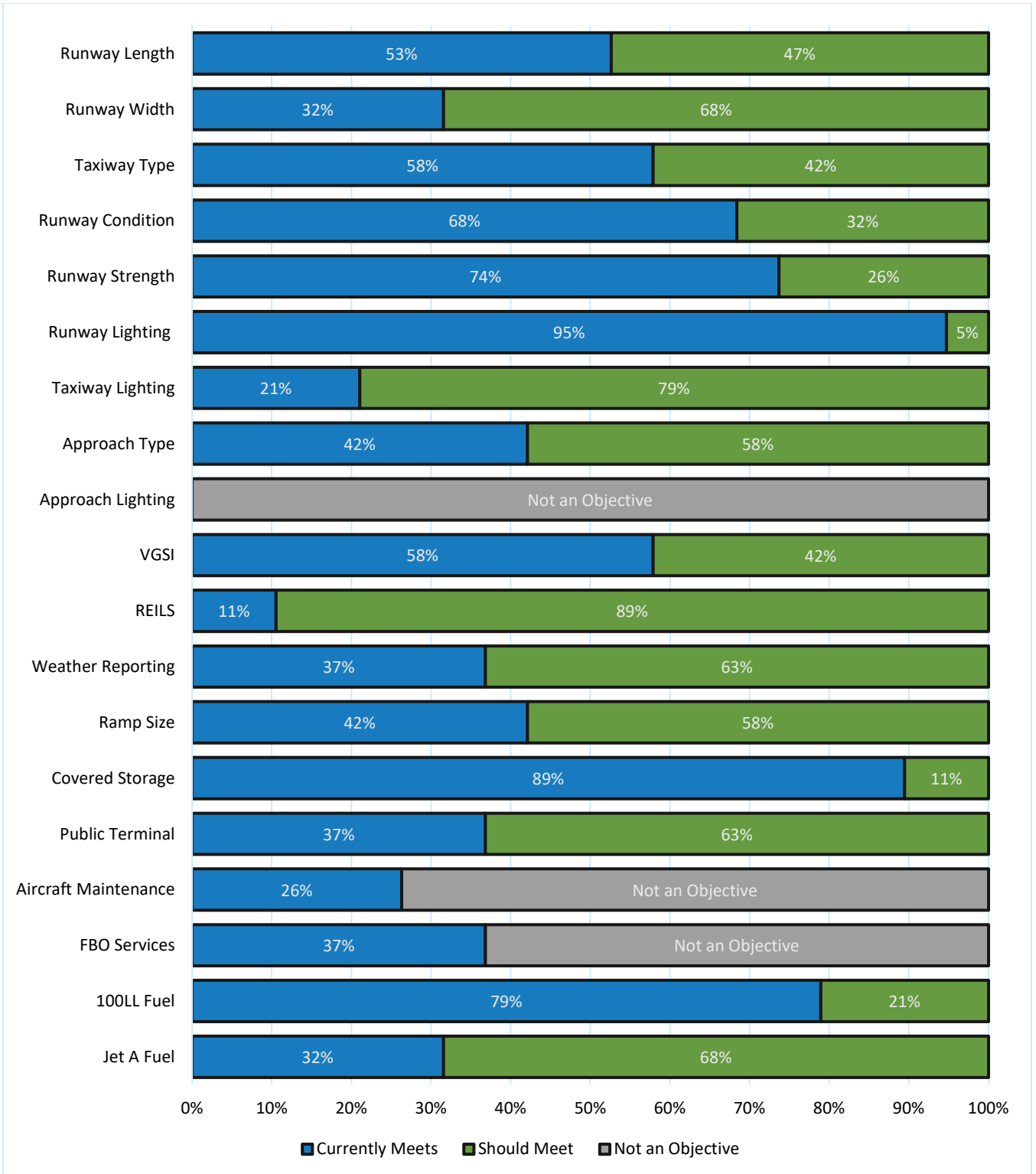
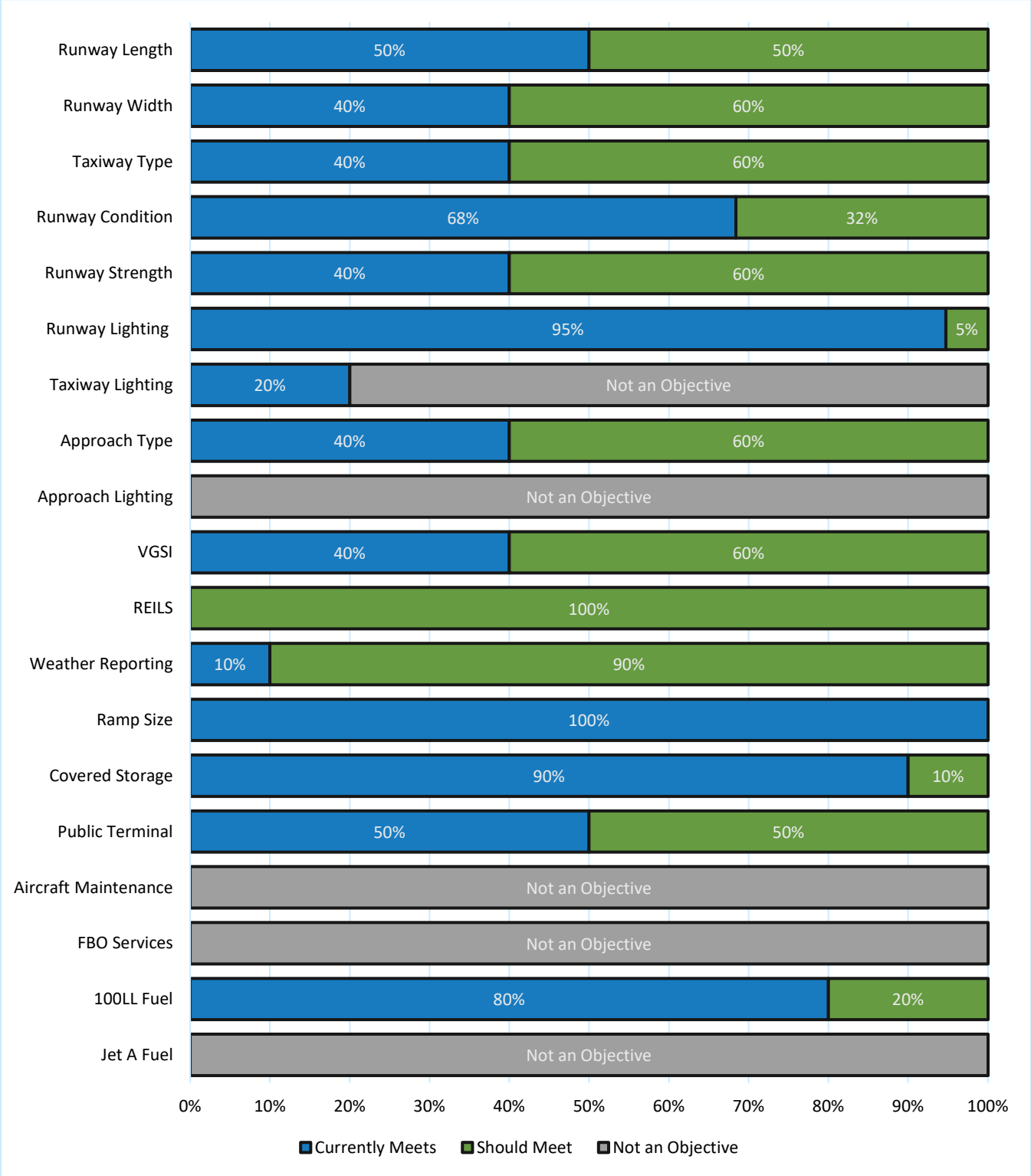


Figure 7-27: Summary of Facility and Service Objective Compliance for General (Low Activity) Airports





**Figure 7-28: Summary of Facility and Service Objective Compliance for Community (High Activity) Airports**

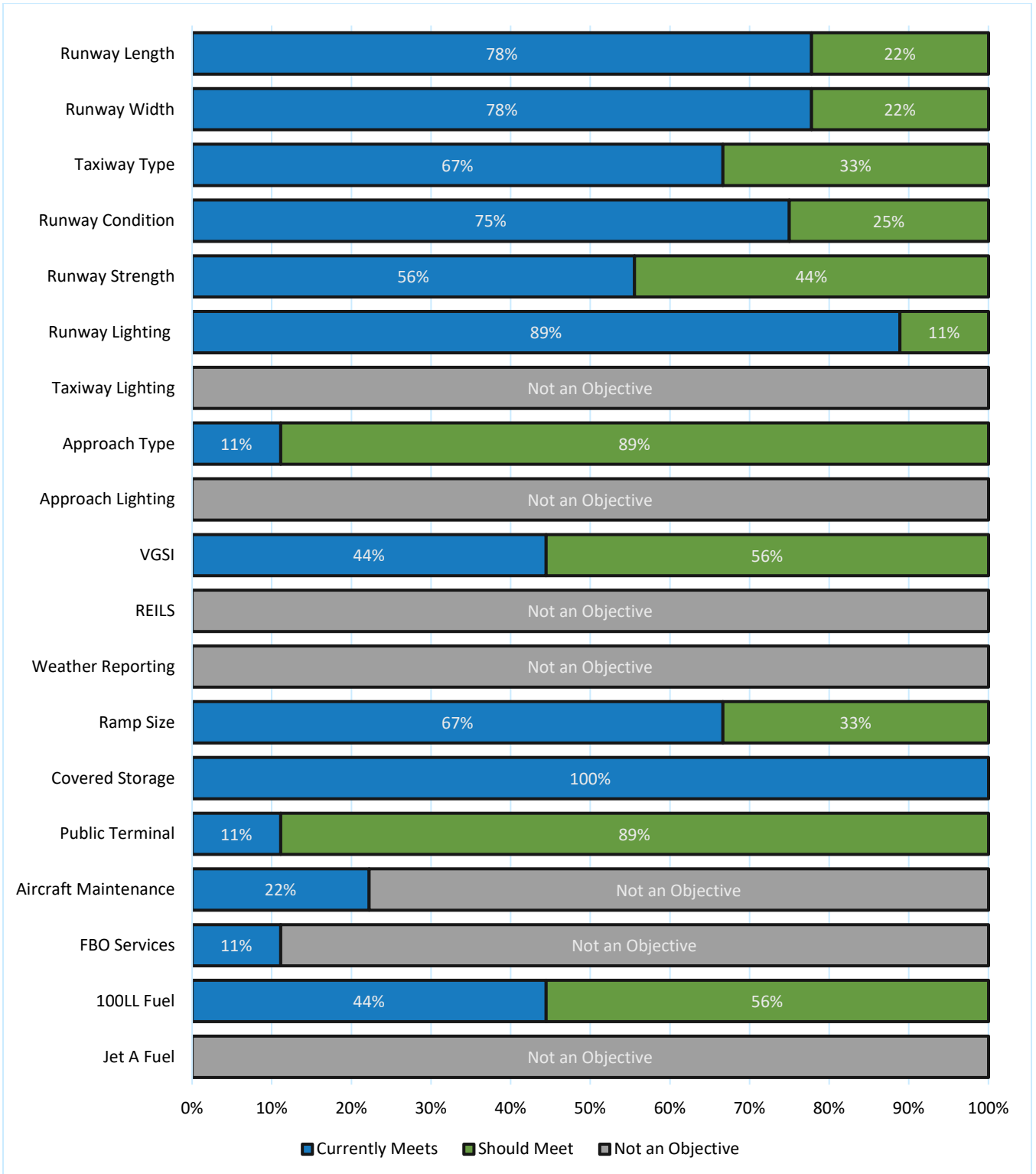
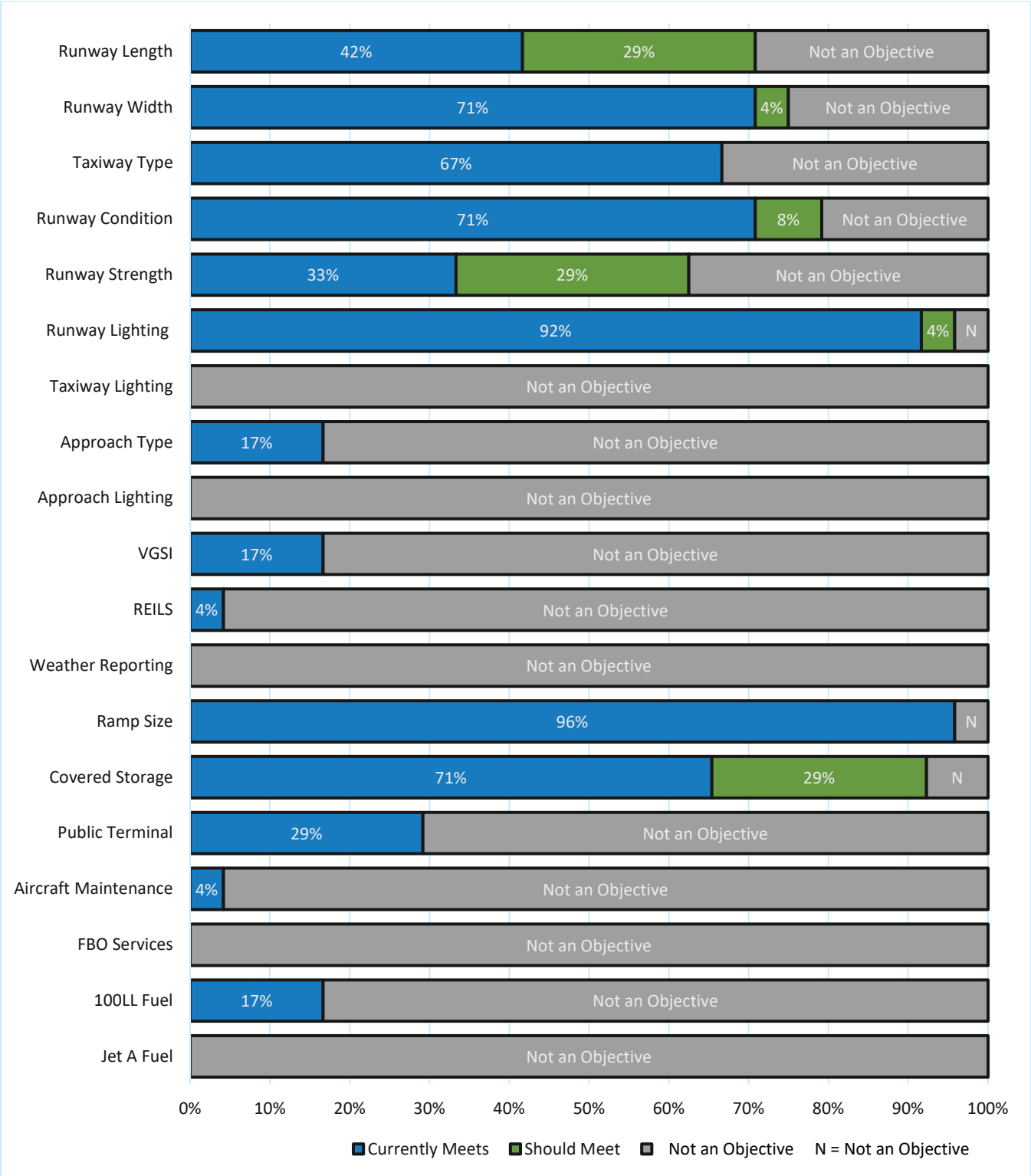


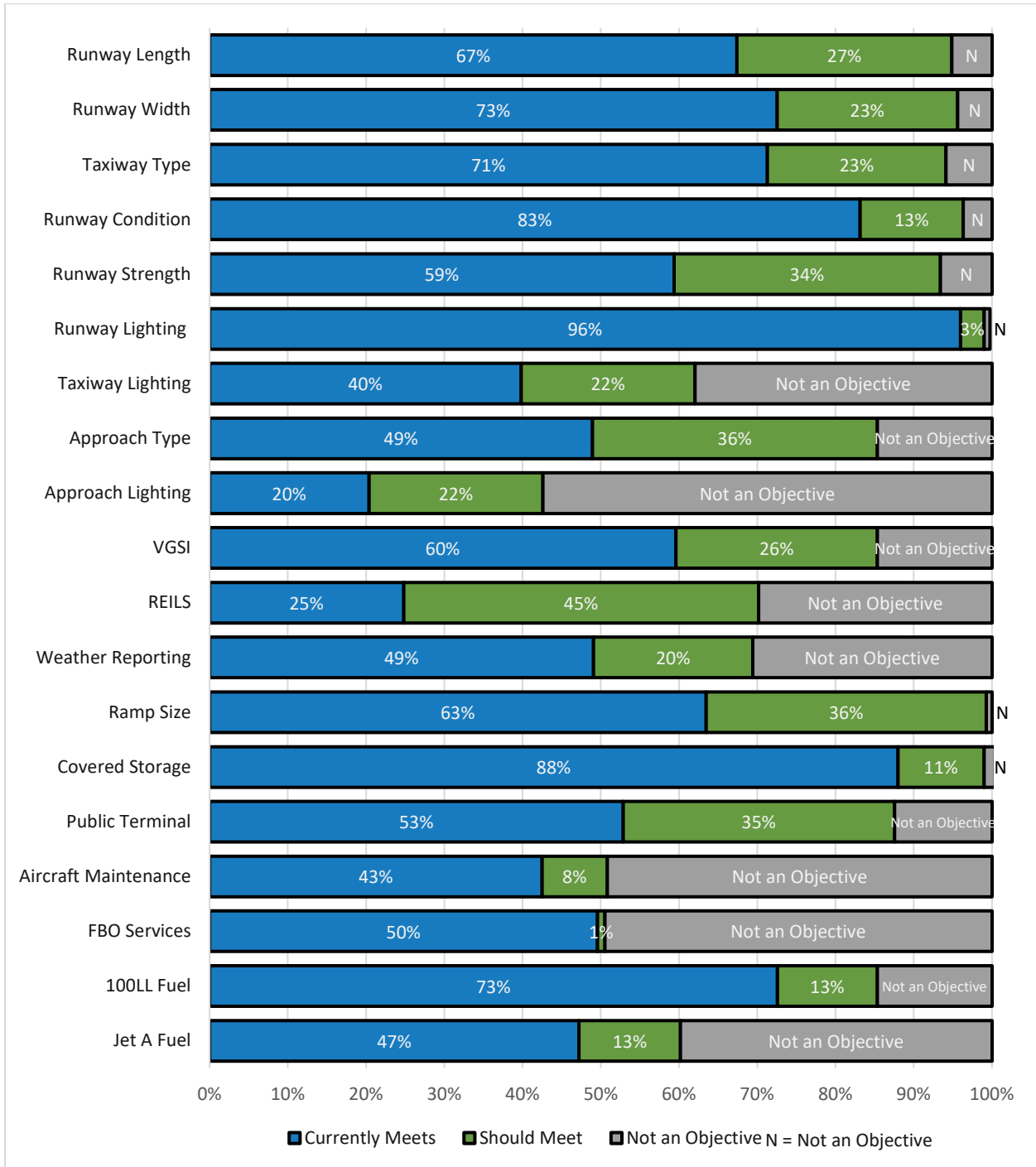
Figure 7-29: Summary of Facility and Service Objective Compliance for Community (Low Activity) Airports



Airports designated as “maintain only” have no objective for improvement for this analysis. Maintain only airports are reported as currently meeting their objective or not an objective in the following graphs.



**Figure 7-30: Summary of Facility and Service Objective Compliance for all System Airports**



Airports designated as “maintain only” have no objective for improvement for this analysis. Maintain only airports are reported as currently meeting their objective or not an objective in the following graphs.

## 7.6 Findings from NPIAS Analysis

The National Plan for Integrated Airport Systems (NPIAS) report is a document maintained by the FAA. Airports included in the NPIAS are part of the federally-recognized airport system, and are eligible to compete for FAA funding. General aviation airports included in the NPIAS are assigned to one of the following categories: National, Regional, Local, Basic, or Unclassified.

Airports that are Unclassified in the NPIAS and airports not currently included in the NPIAS (non-NPIAS airports) were previously discussed in **Chapter 4** of the system plan, and some were included in additional analysis presented in **Appendix B**. Out of the 108 airports in Oklahoma’s state airport system, 22 of the NPIAS airports are assigned to the Unclassified category (as of May 2022). This classification indicates these airports no longer meet the threshold of 10 based aircraft—the minimum for NPIAS inclusion. Two of those 22 Unclassified airports (Carlton Landing Field and Clinton-Sherman Airport) recently reached the threshold of 10 based aircraft. These two airports should be reevaluated and moved to the Basic role category in the NPIAS. The other 20 Unclassified airports, at the time of this plan, still report less than 10 based aircraft.

Out of the 108 airports in the Oklahoma system, nine airports are currently not included in the NPIAS. Several of these non-NPIAS airports have levels of based aircraft which indicate they could be candidates for NPIAS inclusion.

Based on analysis contained in **Appendix B**, it appears that some of the Unclassified NPIAS airports may no longer warrant NPIAS inclusion. Conversely, some of the higher activity non-NPIAS airports warrant consideration for inclusion in the NPIAS. Considering the results of analysis in **Appendix B**, the Unclassified airports listed below could be candidates for NPIAS removal:

- Grandfield – Grandfield Municipal
- Walters – Walters Municipal
- Kingston – Lake Texoma State Park
- Eufaula – Fountainhead Lodge Airpark
- Tishomingo – Tishomingo Airpark
- Henryetta – Henryetta Municipal
- Mooreland – Mooreland Municipal

None of these airports currently meet the based aircraft threshold of 10, and most of these airports do not appear to have the near-term potential for attracting 10 based aircraft.

A review of the non-NPIAS airports, conducted in conjunction with OAC staff, identified three of the nine non-NPIAS airports as candidates to consider for NPIAS inclusion. **Appendix B** provides information for the airports identified below that may warrant NPIAS inclusion:

- Kingfisher Airport (F92)
- Anadarko Municipal (F68)
- Chattanooga Sky Harbor (92F)





The FAA makes final decisions on which airports are included in the NPIAS. Depending on FAA review and input, the NPIAS for Oklahoma will be updated as appropriate. Any changes in classifications or inclusions or exclusions will be reflected in future NPIAS publications.

## 7.7 Cost Estimates to Meet System Plan Facility/Service Objectives

An important step in the system planning process is developing cost estimates for projects that are needed for airports to meet their respective facility and service objectives. Information in **Chapter 6** and in the individual airport report cards (**Appendix C**) is used to support cost estimating. **Chapter 6** and **Appendix C** identify projects by airport that are needed to elevate both airport and system performance, as it relates to the system plan's facility/service objectives for each airport role.

This chapter discusses not only the costs associated with the projects identified in the system plan, but also reflects costs for the projects identified by individual airports. Every other year, OAC requests that system airports submit an outlook for anticipated projects—and the estimated costs—over the next twenty years. Throughout the remainder of this chapter, projects and costs are assigned and discussed in two categories: “system plan identified projects” and “airport identified projects”.

Study analysis produced cost estimates for most system plan identified projects to address the facility or service deficiencies related to system plan objectives. Each list of airport identified projects was reviewed to identify any project also highlighted by the system plan. The cost of these duplicative projects represents the airport identified information provided to OAC. All costs from the airport identified project lists submitted to OAC are summarized later in this chapter and included in **Appendix C**. This section focuses primarily on investment needed to address the deficiencies identified in the preceding sections.

Costs estimates are developed for most, but not all system plan identified projects. As described in the requisite sections above, these estimates are beyond the scope of the system plan and should be addressed as part of an airport master plan. For example, the system plan reviewed each airport's RPZ to identify areas controlled and uncontrolled by the airport sponsor/owner. The investigation required to estimate the costs for bringing each RPZ under full airport control is not within the scope of the system plan. The level of detail required to provide reasonable cost estimates for land acquisition and removal of incompatible development within each RPZ is best accomplished at the individual airport level as part of an airport master plan.

A list of those projects/actions for which a cost estimate was not developed to address the deficiencies identified in the system plan follows:

- Costs to change an airport's geometry or other characteristics required to upgrade the Airport Reference Code (ARC)
- Costs to improve pavement conditions on the primary runway to achieve a PCI rating of 70
- Costs to provide a truck for 24/7 jet fuel
- Costs for attracting/supporting a fixed base operator (FBO), aircraft maintenance service, and/or access to ground transportation services

- Costs to address deficiencies in standards as they related to RSA dimensions, control over the airport’s RPZs, runway to parallel taxiway separations, and/or remove obstructions from 20:1 approach surfaces to the primary runway
- Costs for jurisdictions to provide height zoning

In some instances, an airport identified project fell into one of the categories for which project costs were not developed. In these cases, the cost associated with the airport identified project was adopted to provide a cost estimate.

For each airport requiring a project or action to fully comply with its facility/service objectives, needed “quantities” are first identified. Once project quantities are identified, unit construction costs are assembled for each project type. Unit costs used in this analysis were obtained from actual/recent construction costs for similar projects. It is important to clarify that costs identified in the system plan are high-level planning estimates; costs are not reflective of those that would result from a detailed engineering study. Cost estimates in the system plan are based on 2021 constant dollars; costs estimates are not increased to account for future inflation.

It is likely that actual implementation costs will vary from those estimated in the system plan. Inclusion of a project in the system plan does not constitute either OAC or FAA approval/acceptance of the project or a commitment of funding. More detailed planning, feasibility, and environmental studies would be required prior to implementing many of the system plan’s recommendations.

Costs identified and estimated at the individual project level are presented in the individual airport report cards (**Appendix C**). It is important to note that the cost summaries presented in this section focus only the cost estimates associated with system plan identified projects. Cost summaries in this section do not, for the most part, include additional costs submitted to OAC to implement airport identified projects.

When all cost estimates for system plan identified projects are summed, a total investment need of \$639.9 million (\$639,857,000) is identified. This total reflects system planning projects at the four commercial airports and the 104 general aviation airports. The following summary graphs illustrate the distribution of these costs:

- **Figure 7-31** – as noted, investment needs to address system plan related deficiencies for all 108 study airports is \$639.9 million. This represents investment to support projects that will enable all airports to be fully compliant with their facility and service objectives. **Figure 7-31** shows the distribution of total system plan investment needs for each of the airports in the National Business, Regional Business, General, and Community role categories. The four commercial airports are included in reporting for the National Business role.
- **Figure 7-32**– for the state airport system plan, all four of the commercial airports are included in the National Business role. Given existing development at the commercial airports, these airports collectively meet most of the facility and service objectives for an airport in the National Business role. Consequently, costs for improving the commercial airports to meet National Business objectives are more limited. Total costs to improve the commercial airports to enable them to be fully compliant with all system plan objectives are estimated at \$8.7 million (\$8,695,000). It is important to note that these are system planning costs only and do not

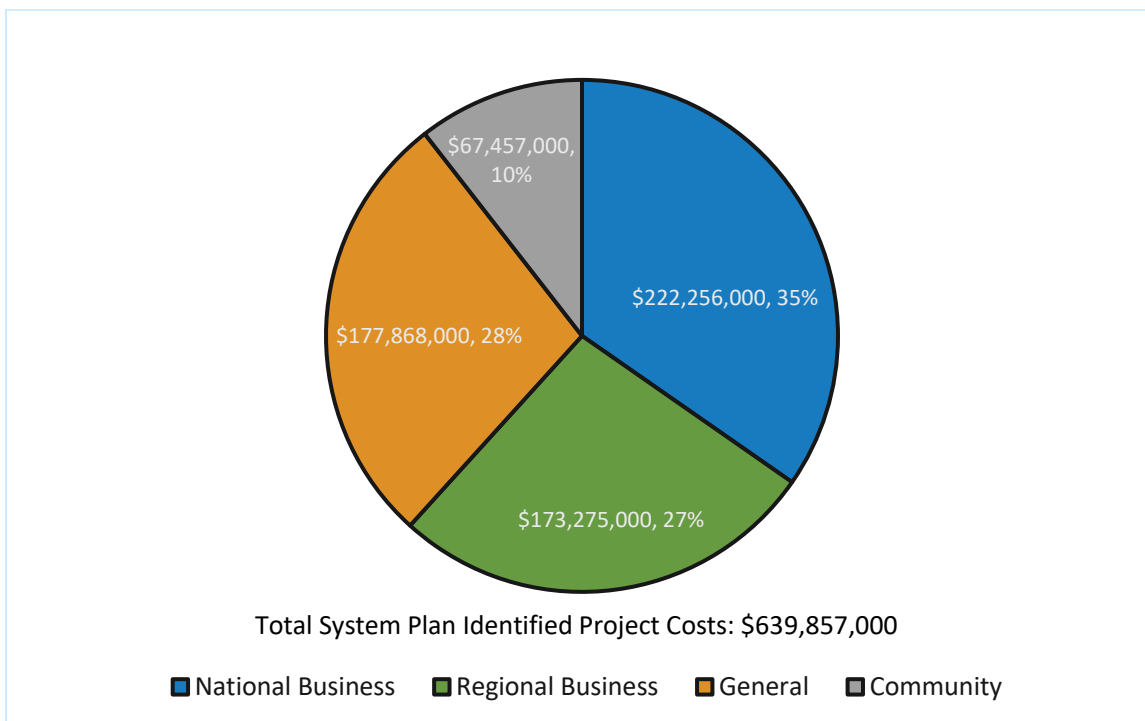


reflect additional projects/cost identified in each airport identified project list. Those costs are identified in a subsequent section. **Figure 7-32** shows costs for the commercial airports estimated to meet their system plan objectives.

- **Figure 7-33** – given the level of development at the commercial airports, projects needed to meet facility/service objectives for these airports are more limited. The majority of the investment identified by the system plan is for improvements at the 104 general aviation airports. **Figure 7-33** reflects the distribution of estimated investment needs between the commercial and the general aviation airports in the Oklahoma system, as it relates addressing any deficiencies for this plan’s facility/service objectives.
- **Figure 7-34** – the system plan identified facilities and service in several dozen categories. As applicable, cost estimates are developed to resolve deficiencies for most of the study’s objectives. Cost estimates at the individual airport level are summarized here by project type. As shown in **Figure 7-34**, the highest percentage of investment needs are anticipated in the runway/taxiway and the pavement strength categories.

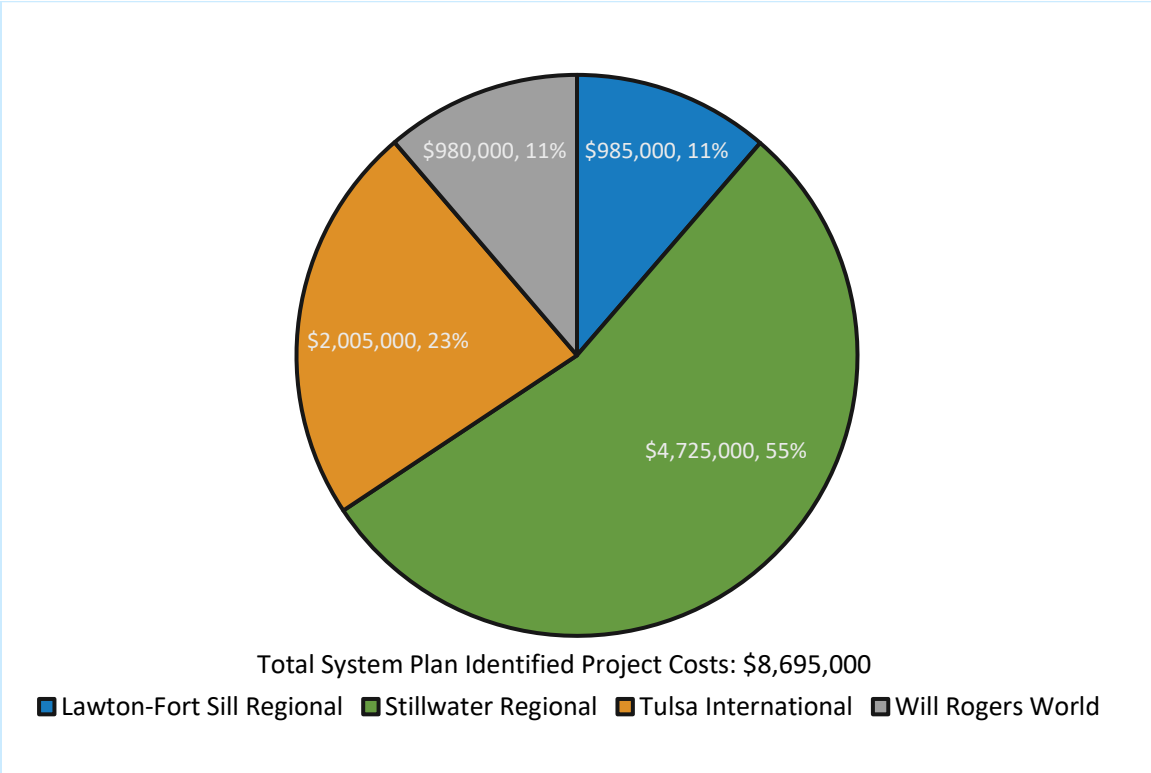
These summaries contextualize the investment needs identified as part of the system planning process. Costs identified in the system are those needed to elevate the performance of both individual airports and the system as a whole. Additional information on investment needs for the Oklahoma airport system is presented in the following sections of this chapter.

**Figure 7-31: System Plan Identified Cost Estimates by Airport Role**



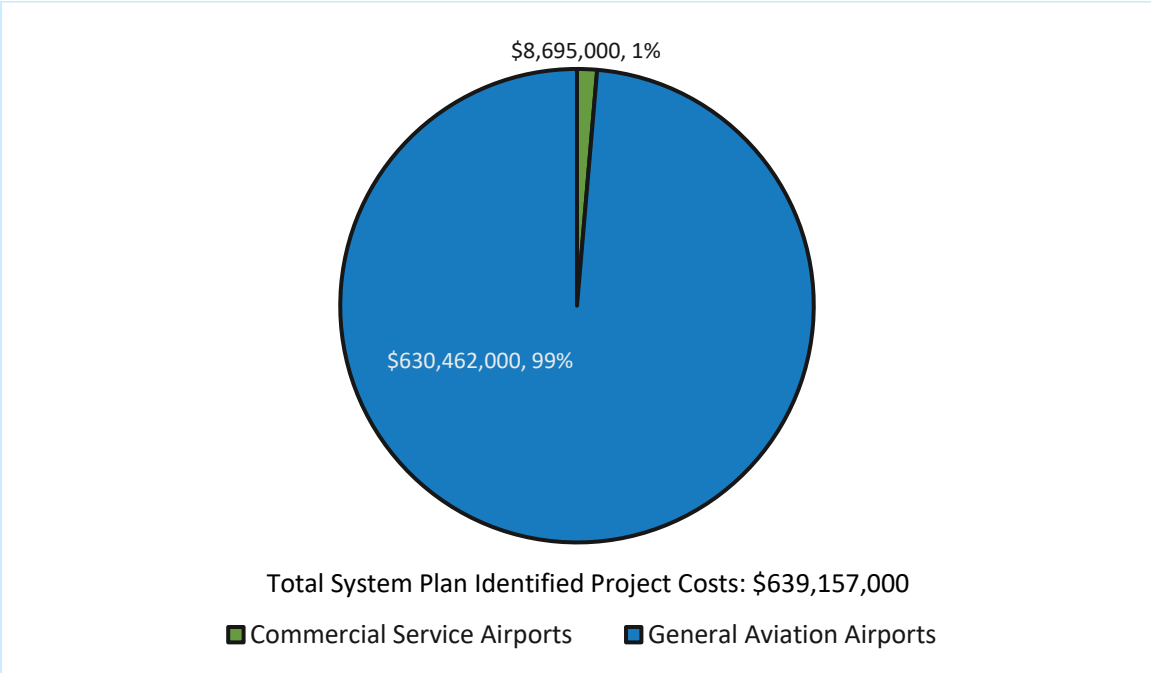
Source: Aviation Cost Estimates

Figure 7-32: System Plan Identified Cost Estimates for Commercial Airports



Source: Jviation Cost Estimates

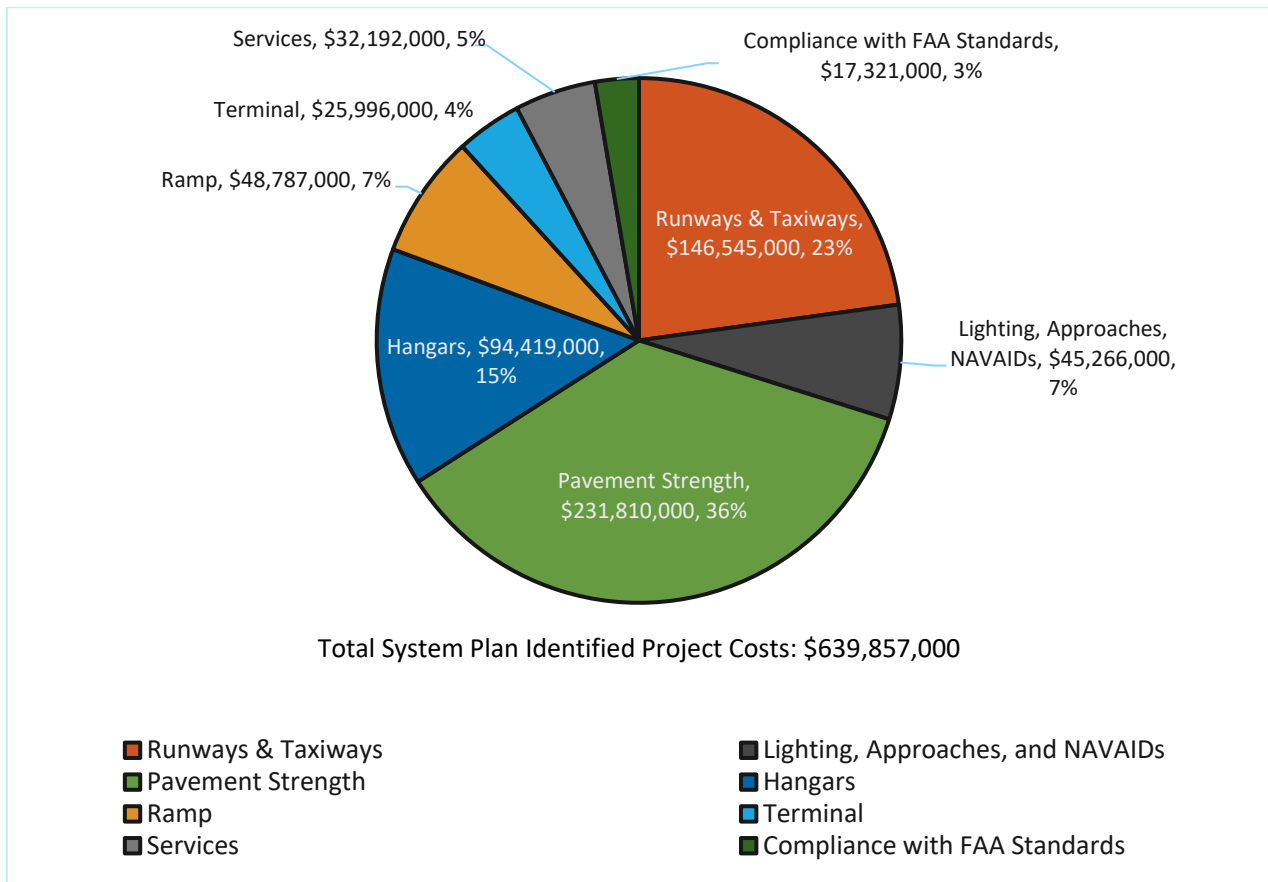
Figure 7-33: System Plan identified Cost Estimates for Commercial vs General Aviation Airports



Source: Jviation Cost Estimates



**Figure 7-34: System Plan Identified Cost Estimates by Project by Investment Category**



Source: Aviation Cost Estimates

### 7.8 Commercial Airport Needs

Based on the role they fill in the state airport system, all four commercial airports in Oklahoma are included in the National Business category. Given the existing level of development at the commercial airports, these airports exhibit few deficiencies that pertain specifically to the facility/service objectives for National Business airports. Therefore, The list of projects needed to elevate performance for these airports to meet system plan facility and service objectives is not particularly lengthy. Nevertheless, the system plan did identify some projects considered desirable for the commercial airports as noted in each airport’s report card and are summarized below. Individual airport report cards are included in **Appendix C**.

Planning and identification of specific project needs for Oklahoma’s commercial airports is best accomplished at the individual airport level, as opposed to the higher-level analysis that characterizes a state airport system plan. As part of the state airport system planning process, OAC requested that each of the four commercial airports supply a list of projects that had been identified through recognized airport planning initiatives (i.e., capital improvement plans, airport master plans, or other airport-specific studies). Additional 20-year development needs supplied by each airport are included the

airport identified projects. Airport identified projects are in addition to any system plan identified projects. The commercial airports also provided costs estimates for their additional airport identified projects. Airport identified projects are reported in each airport's individual report card.

The following sections provide an overview of some of the more notable projects identified for and by the commercial airports, along with costs to address these projects as they are currently envisioned.

***Lawton-Fort Sill Regional Airport (LAW)***

Lawton-Fort Sill Regional is one of four commercial airports in Oklahoma. The airport is presently served by one regional carrier affiliated with American Airlines; the carrier provides daily nonstop flights to and from Dallas Fort Worth International (DFW)—one of American's primary connecting hubs. Lawton-Fort Sill Regional currently has most facilities and services that are associated with an airport in Oklahoma's National Business role. Deficiencies, as they relate to system plan objectives, are primarily for approach lighting and NAVAID improvements. System plan-related improvements for the airport include an additional approach lighting system for the primary runway and additional PAPIs and REILs. The system plan's cost estimate for improving this airport to meet all appropriate facility and service objectives is \$985,000.

As part of the system planning process, commercial airports provided OAC with additional airport identified projects; this list identifies projects and associated costs that each airport envisions over the next 20 years. A review of the airport identified projects for Lawton-Fort Sill Regional shows the following anticipated projects; all cost shown are approximate and were provided as part of the airport identified project list that was submitted to OAC:

- Runway lighting – \$1.4 million
- Pavement maintenance/rehabilitation taxiways and apron – \$43.3 million
- Studies – \$400,000
- Taxiway additions – \$6.4 million
- Equipment storage buildings – \$5.0 million
- Commercial terminal expansion – \$3.5 million

Combined, all projects on the airport identified project list total an estimated \$59.9 million. When added to costs from the system plan, for all projects, total estimated improvement and maintenance costs for the airport total approximately \$60.9 million.

***Stillwater Regional Airport (SWO)***

Stillwater Regional is the newest commercial airport in Oklahoma, having secured scheduled commercial airline service in August 2016. Service is provided by American Eagle to the American Airlines connecting hub in Dallas Fort Worth. The airport's demand for commercial airline flights is fueled by the presence of Oklahoma State University in Stillwater.

This airport currently has most facilities and services that are associated with an airport in Oklahoma's National Business role. Deficiencies, as they relate to system plan objectives, are identified for approach lighting and NAVAID improvements. System plan improvements include an additional approach lighting system for one primary runway end and additional REILs for one end of the primary runway. The system



identified improvements also include an estimated \$4.2 million for expanded aircraft storage facilities at the airport. Minor improvements to the airport's general aviation terminal building were also identified through the system plan's analysis. The system plan's cost estimate for improving this airport to meet all appropriate facility and service objectives identified in the state plan is approximately \$4.7 million.

As part of the system planning process, commercial airports provided OAC with airport identified projects. A review of those projects for Stillwater Regional shows the following anticipated projects; all cost shown are approximate and were provided by the airport as part of its submission to OAC:

- Land acquisition to protect approaches – \$1.4 million
- Parking lot and access road improvements – \$2.5 million
- Snow removal equipment – \$1.0 million
- Hangar expansion and rehabilitation – \$3.0 million
- Improve airfield lighting, NAVAIDS, and RSAs – \$2.7 million
- Pavement rehabilitation and maintenance (runways, taxiways & aprons) – \$4.1 million
- Taxiway additions – \$797,000
- Equipment storage buildings – \$2.5 million
- Commercial and general aviation terminal expansions – \$14.5 million
- New air traffic control tower – \$10.0 million
- Drainage improvements – \$683,000

Combined, all airport identified projects total an estimated \$42.5 million. When added to costs from the system plan identified projects, for all projects, total estimated improvement and maintenance costs for Stillwater Regional Airport total approximately \$47.2 million.

### ***Tulsa International Airport (TUL)***

With non-stop flights to approximately 25 U.S. destinations, Tulsa International Airport is one of the two busiest commercial airports in Oklahoma. Scheduled flights are available on American, United, Delta, Allegiant, Southwest, and Breeze, a new discount airline.

This airport fills a National Business role within the state airport system. The airport meets almost all objectives for an airport in the National Business role. System plan identified projects include about \$2 million in investment for the airport to be fully compliant with system plan objectives; the majority of this investment is for additional hangar storage.

The airport identified projects, both maintenance and expansion, submitted to OAC, follow:

- Access roadway improvements – \$16.8 million
- Equipment purchases – \$17.4 million
- Electrical upgrades – \$4.1 million
- Pavement rehabilitation (runways/taxiways/aprons) – \$104.8 million
- Runway construction/RSA improvement – \$311.0 million
- Taxiways (relocation/extension/development) – \$35.8 million
- Construct maintenance buildings – \$8.4 million
- Develop new air traffic control tower – \$43.0 million

- Rehabilitate air cargo building – \$1.0 million
- Rehabilitate passenger terminal – \$46.0 million
- Drainage improvements – \$750,000

Combined, the airport identified projects total an estimated \$589.2 million in investment needs. When added to costs for system plan identified projects, all improvement and maintenance costs for Tulsa International Airport total approximately \$591.2 million.

### ***Will Rogers World Airport (OKC)***

With non-stop flights to approximately 26 U.S. destinations, this airport is the busiest commercial airport in Oklahoma. Scheduled flights are available on American, Frontier, Alaska, United, Delta, Allegiant, Southwest, and Breeze a new discount airline. Demand for scheduled commercial airline service to and from Oklahoma City is influenced by state government functions and by the proximity to the University of Oklahoma.

This airport fills a National Business role within the state airport system. The airport meets almost all objectives for an airport in the National Business role. The system plan identified projects include about \$980,000 in investment needs for the airport to be fully compliant with established objectives; the majority of this investment is for additional hangar storage.

In addition, airport identified projects submitted to OAC include approximately \$266.4 million in costs over a 20-year period. As summary of airport identified projects and their costs follows:

- Maintenance equipment purchases – \$10 million
- Realignment of terminal roadways – \$27 million
- Pavement rehabilitation (runways/taxiways/aprons) – \$101.4 million
- Rehabilitation and expansion of terminal – \$78 million
- Construction of parking garage – \$50 million

Combined, the airport identified project and the system plan identified projects for Will Roger World Airport total \$267.4 million.

**Table 7-1** summarizes anticipated improvement and maintenance costs for the four commercial airports. This table shows total system plan identified costs for the commercial airports to address any facility/service objectives that are part of the system plan, along with costs provided by each airport that were submitted to OAC as part an airport identified project list. As shown, total estimated investment for projects identified to resolve deficiencies as they relate to system plan facility and service objectives is \$8.7 million. Total investment for the airport identified projects for the four commercial airports is estimated at \$957.9 million. Total investment from the two categories for the four commercial airports is estimated at \$966.6 million. These costs, along with those associated with the general aviation airports, are discussed in the next section.





**Table 7-1: Summary of System Plan and Airport Identified Project Investments for Commercial Airports**

Associated City	Commercial Airports	LOCID	System Plan Identified Costs	Airport Identified Costs	All Costs
Lawton	Lawton-Fort Sill Regional	LAW	\$985,000	\$59,866,000	\$60,851,000
Stillwater	Stillwater Regional	SWO	\$4,725,000	\$42,451,000	\$47,176,000
Tulsa	Tulsa International	TUL	\$2,005,000	\$551,405,000	\$553,410,000
Oklahoma City	Will Rogers World	OKC	\$980,000	\$266,400,000	\$267,380,000
<b>All Commercial Service Airports</b>			<b>\$8,695,000</b>	<b>\$920,122,000</b>	<b>\$928,817,000</b>

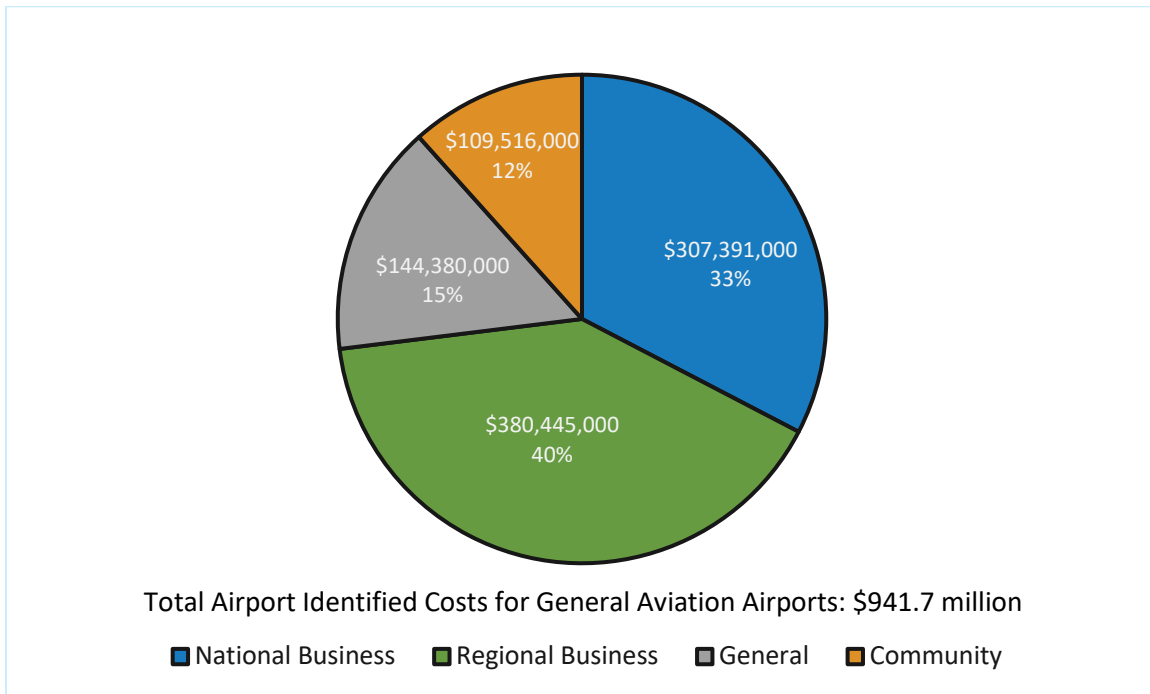
### 7.9 Airport Identified Project Investments for General Aviation Airports

Estimated costs to implement projects identified by the system plan for general aviation airports were previously summarized in **Figure 7-33**. This section provides a summary of additional investment needs for general aviation airports as per airport identified projects submitted to OAC.

As part of its programming efforts, OAC requests that airports submit lists every other year to identify their anticipated projects and associated investment needs. Beginning in late 2021 and extending into the spring of 2022, OAC completed an update of its 20-year airport identified project list. As part of this process, 65 of the general aviation airports in Oklahoma submitted a list of their anticipated projects and their associated costs. The airport report cards (**Appendix C**) provide more detail on airport identified projects and their anticipated costs.

Because of the wide variation in project types and the limitations of the information provided, it is not possible to accurately summarize airport identified projects by project type. However, it is possible to summarize anticipated airport identified project costs for the general aviation airports by airport role. This information is provided on **Figure 7-35**. According to the airport identified projects list, total investment needs for all general aviation airports is estimated at \$941.7 million (\$941,733,000). **Figure 7-35** shows the distribution of this investment for the general aviation airports by airport role. It is important to note that the costs for the airport identified projects for commercial airports are not reflected in this figure as they were summarized above in Section 7.8.

Figure 7-35: Estimated Airport Identified Project Costs for General Aviation Airports by Airport Role



Source: OAC Airport Identified Projects 2021/2022

### 7.10 Total Investment Needs

To provide a more holistic view of investment that may be needed to maintain and improve Oklahoma's system of 108 airports, the system plan considers both system plan identified costs and costs related to airport identified projects. As previously noted, total costs identified for both commercial and general aviation airports to address deficiencies related to all system plan identified costs is \$639.2 million. Review of all airport identified projects for general aviation airports shows a total investment of \$941.7 million (\$941,733,000) planned over the next 20 years.

Total costs to address all system plan identified projects for the commercial airports is estimated at \$8.7 million. Total investment for the commercial airports for airport identified projects is estimated at \$920.1 million (\$920,122,000). Combined investment for all system airports to address both system plan identified and airport identified projects is estimated at \$2.5 billion (\$2,501,012,000). **Table 7-2** provides a summary of these anticipated costs. **Figure 7-34** previously categorized and summarized system plan identified investment by project category. **Figure 7-36** provides a similar summary but considers not only system plan identified projects but also airport identified projects.

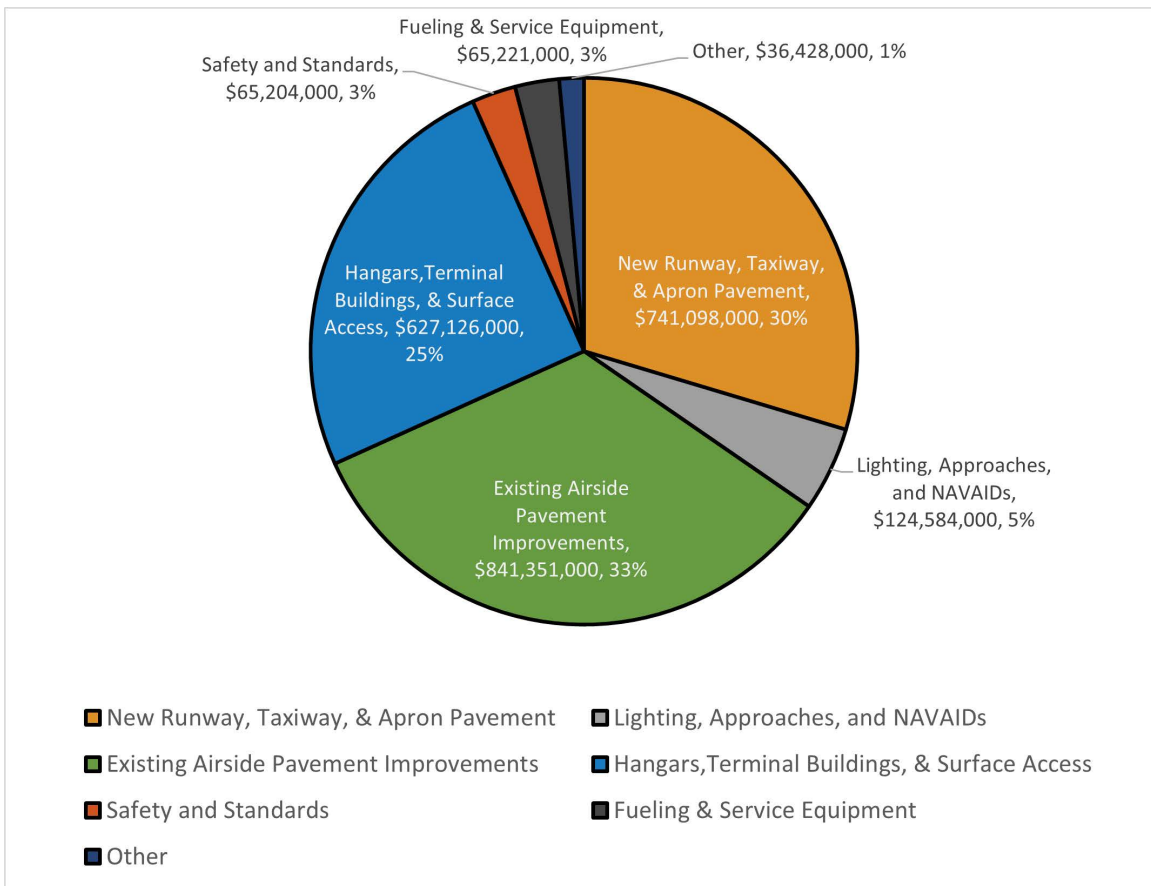


**Table 7-2: Summary of System Plan Identified and Airport Identified Project Cost Estimates**

System Plan & Airport Identified Costs by Airport Type	System Plan Identified Costs	Airport Identified Costs	Total Costs
Commercial Service Airports	\$8,695,000	\$920,122,000	\$928,817,000
General Aviation Airports	\$630,462,000	\$941,733,000	\$1,572,195,000
<b>All Airports</b>	<b>\$639,157,000</b>	<b>\$1,861,855,000</b>	<b>\$2,501,012,000</b>

Source: Aviation Cost Estimates for System Plan Identified Projects and Costs Included in Airport Identified Projects

**Figure 7-36: System Plan and Airport Identified Cost Estimates by Project by Investment Category**



Source: Aviation Cost Estimates for System Plan Identified Projects and Costs Included in Airport Identified Projects

### 7.11 Comparison of Anticipated Needs, Funding Availability, and Potential Funding Gaps

Each year, local, state, and/or federal funding partners invest to maintain and improve Oklahoma airports. As part of this statewide planning process, it is important to have a general understanding of annual investment needs versus the funds that might be available to meet those needs.

A review of available local, state, and federal (FAA) funding from 2011 through 2020 identified average annual funds typically available for investment needs. The review also showed that, on an average annual basis, funding from these three sources averaged \$53.4 million (\$53,367,000) each year from 2011-2020. This amount reflects funds allocated to the 108 commercial and general aviation airports in the Oklahoma airport system. Over the timeframe reviewed, annual funding for commercial airports in Oklahoma averaged \$22.3 million (\$22,339,000), and average annual funding for general aviation airports averaged \$31.0 million (\$31,028,000).

In addition to the historic funding identified above, Oklahoma received additional funding from the Infrastructure Investment & Jobs Act (IIJA) of 2021. Funding from Airport Improvement Grants in the law is expected to provide an additional \$27.4 million in funding annually for Oklahoma airports through 2026. Oklahoma airports can also expect approximately \$5 million in discretionary funds from the Airport Terminal Program which is part of IIJA. Combined with historic funding, these additional funds yield approximately \$85.8 million in annual funds available for Oklahoma airports. This level of annual funding assumes FAA funding will remain the same over the 20-year planning period.

Average annual investment for system plan identified projects and airport identified projects were established to determine any funding gaps. For general aviation airports, average annual system plan identified investment over the next 20 years is \$31.6 million (\$31,523,000) and average annual investment as per the airport identified projects is \$47 million (\$47,087,000). This results in an estimated average annual funding need for Oklahoma's general aviation airports of \$78.6 million (\$78,610,000) over the next 20 years.

For the four commercial airports, average annual system plan identified investment is \$434,750, and average annual investment for commercial airports, as per the airport identified project lists \$46 million (\$46,006,000) over the next 20 years. This results in an estimated average annual funding need for Oklahoma's commercial airports of \$46.4 million (\$46,440,000).

On an average annual basis, the 108 Oklahoma airports have a combined average annual investment need of \$125.1 million (\$125,050,600) in the next 20 years. Review of historic and anticipated local, state, and federal funding levels indicates a total of \$85.8 million (\$85,815,000) will most likely be available to apply to the annual investment need. This leaves an annual funding gap estimated at \$39.2 million (\$39,236,000) per year over the next 20 years.

It is important to note that while average annual investment needs are significant, the annual economic contribution of the Oklahoma airports is far greater. When direct and indirect/induced economic impacts are considered, the 108 system airports contribute an estimated \$10.6 billion to Oklahoma's economy each year. This \$10.6 billion in annual economic return is significantly higher than the average annual investment need of \$125.1 million. This finding supports the continued funding of projects needed to enhance the Oklahoma airport system.

### **7.11.1 Continuous Planning**

A statewide airport system plan includes a continuous planning component. This continuous planning element typically identifies key elements of the plan that warrant re-evaluation. In addition, the continuous planning elements also identify any special or follow-on studies that should be considered.



### ***GIS Tool***

A GIS database was created to house airport information that was collected and documented as part of the system planning process. This GIS tool provides OAC with an interactive interface to review state airport system data points. Another underlying objective for the GIS tool was to provide a means for OAC to more effectively store and update system information. As OAC collects data in the future, or airports provide information on changing conditions, OAC will be able to update the baseline data in the GIS tool. The ability to update information on system characteristics is important to an effective continuous system planning process.

### ***Changes in Airport Characteristics***

The system plan documented various airport attributes that are indicators of airport activity. These indicators also exhibit, to some extent, the role that airports fill in the state airport system. Any changes in these indicators could signal a change in the role the airport fills in the state airport system. Tracking role indicators in the intervening years until the next major update to the Oklahoma system plan occurs will help OAC monitor and identify airports that should be considered for a role change. The factors listed below should be monitored for change (increases or decreases):

- Based aircraft
- On-site airport manager
- Regularly attended hours
- Availability of aircraft maintenance
- Presence of FBO services

### ***Special Studies/Follow-On Studies***

**Pavement** – Pavement maintenance (for runways, taxiways, and aprons/ramps) requires a considerable amount of investment each year. OAC undertook a statewide pavement management/maintenance study to develop an understanding of pavement conditions at system airports. Results from that study are linked to the system plan’s GIS tool. In subsequent years, OAC may choose to conduct other statewide pavement analysis that will add to the base of information they have already started to establish.

**Economic Impact** – Starting in 2016, OAC started the process to complete a comprehensive statewide economic impact study. Both OAC and individual study airports have benefited from the findings of this report. Aviation is always changing; therefore, it may be appropriate for OAC to update its economic impact study. Typically, an update would take place within in 10 years of the original analysis.

**System Plan** – Prior to this project, the Oklahoma Airport System Plan was last updated in 1999. The FAA typically recommends that state airport system plans be updated at least every 10 years. Generally, this plan should be updated when OAC has indication there has been significant change or development within the system. In future planning cycles, OAC may consider updating the economic impact study and the system plan at the same time to realize economy of scale in conducting statewide studies.



## A. Appendix A UAS in Oklahoma

### A.1 Overview

As aviation undergoes changes as new technology develops, Unmanned Aerial Vehicles (UAVs), have become more common. Unmanned Aerial Systems (UAS) are often synonymous with UAVs but are the formal terminology for all the pieces and systems that make up UAVs, including cameras, sensors, computer software, as well as the person controlling the UAV. For the sake of consistency in this report, UAS is used as a catch-all term for unmanned aerial activity.

UAS has grown substantially in the last decade, especially once FAA Part 107 regulations were established in 2016. These regulations allow for the commercial use of UAS by individuals as remote pilots under certain circumstances, which has opened opportunities for the use of UAS in various economic activities, including:

- Powerline & Pipeline Inspection/Observation
- Energy/Mining/Oil & Gas Site Inspection/Observation
- Aerial Photography/Video - Real Estate & Professional Production
- UAS Education/Research
- Firefighting/Search & Rescue/Law Enforcement
- Forestry/Land Management
- Engineering/Surveying
- Agricultural Observation/Aerial Application
- Airport Obstruction Analysis
- Water/Natural Resource Management
- Military
- Counter-UAS Technology
- Wildlife Observation

### A.2 National and State-level UAS Trends

In some cases, the use of UAS enables activities that would otherwise be too expensive, and in other cases UAS dramatically reduces the cost or increases the efficiency or effectiveness of already occurring activities. Growth in UAS has been seen across the United States. As of 2022, there over 850,000 registered UAS in the United States, and over 320,000 are registered for commercial or government purposes.<sup>1</sup> The U.S. Civil Airmen Statistics show significant growth in the number of remote pilots since 2016, increasing by more than 1,100 percent from 20,057 in 2016 to 250,717 in 2021. <sup>2</sup>

Substantial growth in UAS is occurring in Oklahoma as well. Since 2016, remote pilots in Oklahoma have increased from 282 to just over 3,000 in 2021, an average annual growth rate (AAGR) of 60 percent. This is shown in **Table A-1**. Remote pilots are based all across the state, with a concentration in urban

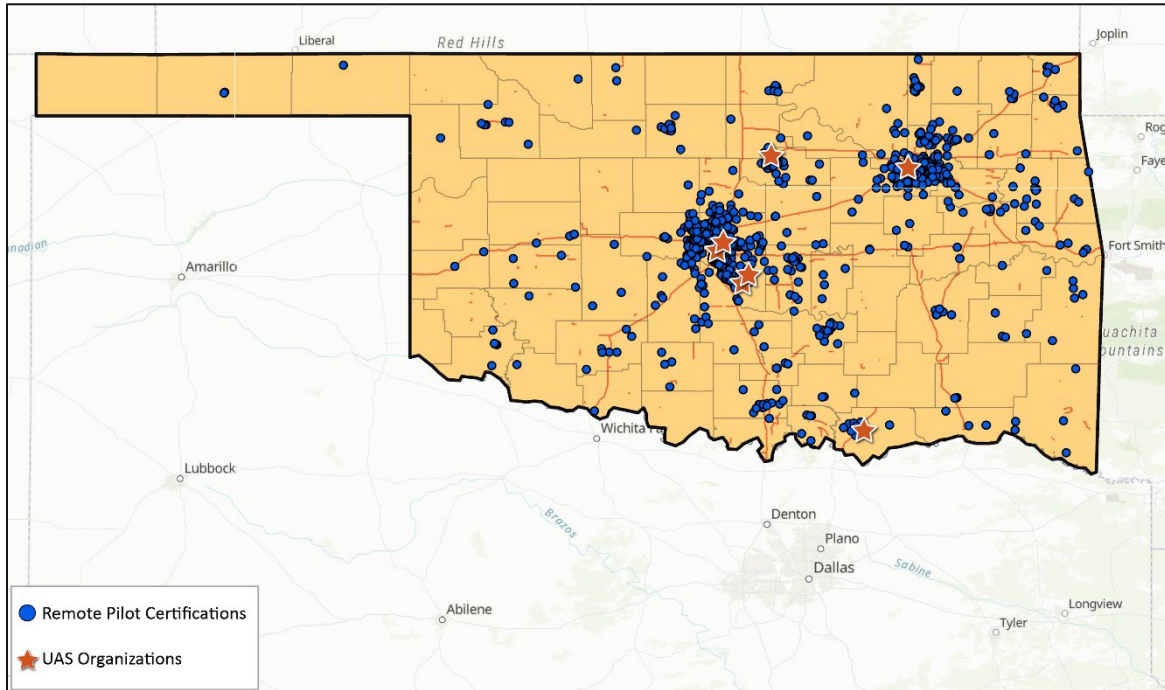
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<sup>1</sup> [Drones by the Numbers \(faa.gov\)](https://www.faa.gov/airports/airport-systems/technology/uaas/uaas-by-the-numbers)

<sup>2</sup> [U.S. Civil Airmen Statistics \(faa.gov\)](https://www.faa.gov/airports/airport-systems/technology/uaas/uaas-statistics)

centers like Oklahoma City and Tulsa. A map demonstrating the location of remote pilots in Oklahoma is found in **Figure A-1**. For this report, the Oklahoma Aeronautics Commission provided a list of prominent organizations in the state that conduct or support UAS operations. The locations of these organizations are also found in **Figure A-1**.

**Figure A-1: Remote Pilots Across Oklahoma**



Source: U.S. Civil Airmen Statistics 2021

**Table A-1: Growth of Remote Pilots in Oklahoma (2016-2021)**

Oklahoma	2016	2017	2018	2019	2020	2021	AAGR
Remote Pilots	282	861	1,359	2,055	2,534	3,002	60%

Source: U.S. Civil Airmen Statistics (2016-2021)

With approximately 3,000 remote pilots, Oklahoma ranks 27<sup>th</sup> nationally, and 29<sup>th</sup> for remote pilots per capita. Oklahoma is home to a variety of UAS users, some performing commercial UAS operations and others conducting research, as well as recreationally focused groups. The organizations identified by OAC were contacted and interviewed to learn more about their contributions to UAS in Oklahoma.

### A.3 Case Studies

#### Choctaw Nation of Oklahoma – Advanced Technology Initiatives (Durant, OK)

The Choctaw Nation of Oklahoma’s Advanced Technology Initiatives group is partnered with the FAA in the BEYOND program, a continuation and expansion of the UAS Integration Pilot Program (IPP) established in 2017 with the goal of tackling the remaining challenges of UAS



integration. There are eight lead participants in the program, and the Choctaw Nation is the only tribal organization in the program. As a member of the UAS Integration Pilot Program, their mission involved researching agriculture, remote infrastructure inspections, public safety, and other areas. Now, in the BEYOND program, the Choctaw Nation is focused on the tribal community and nearby region in the areas of public safety, linear infrastructure inspection, package delivery, and agricultural and weather operations.

The organization has three employees dedicated to the UAS BEYOND program but collaborates with numerous others to achieve its work. The Daisy Ranch, where their work is conducted has over 44,000 acres of land, and the organization owns several dozen UAS, ranging from large, 600lb+ UAS, to very small, handheld UAS. Among them, they have rotor-wing, fixed-wing, and hybrid UAS.

The Advanced Technology Initiatives group sees UAS package delivery and infrastructure impacting key industries. In relation to airports, the Advanced Technology Initiatives group believes that UAS adds another capability in terms of multimodal transportation, and that airports that are proactive in integrating UAS will have an advantage in their region. Overall, the goal of the organization is to create significant jobs in manufacturing and related industries within the Choctaw Nation's boundaries.

#### **Oklahoma State University – Unmanned Systems Research Institute (Stillwater, OK)**

In 2015, Oklahoma State University (OSU) launched an institute for research into unmanned systems, the Unmanned System Research Institute (USRI). It was the first university to offer a concentration in UAS at the graduate level. These graduate students learn material that includes design, construction, and tests flights for UAS, which are performed at a dedicated UAS facility with an airport hangar, control room, two runways, and a one-mile flight area of open land. Students can also work with the University Multispectral Laboratories at Ft. Sill, which provides a unique opportunity to work within restricted airspace.

OSU's USRI is also involved in counter-UAS, which has become increasingly more important as UAS technology develops, given the need to respond to potential UAS threats. OSU recently finalized a partnership between the College of Engineering, Architecture and Technology and Baker Hughes, a leading technology company, to create a national counter-Unmanned Aircraft System Center of Excellence. This center will work directly with the Army, especially at Ft. Sill on counter-UAS technology and strategy. Some counter-UAS situations are common, like an individual who wants to fly their UAS over an NCAA football game. While situations like that could be innocent, they could be nefarious and so OSU is working on solutions to mitigate the threat that bad actors may play in UAS.

Partnerships with companies like Baker Hughes and the military have kept OSU at the forefront of UAS technology. The USRI is a large organization with the goal of being able to work with numerous departments across campus, agencies across the state, and national agencies and companies.

#### **University of Oklahoma – Vice President for Research and Partnerships & Radar Innovations Lab (Norman, OK)**



As a leading public research university, the University of Oklahoma's (OU) Office of Vice President Research & Partnerships oversees all faculty utilizing UAS operations. Additional specialized training and oversight is coordinated with the University's School of Aviation. The University of Oklahoma received one of the first Certificates of Waiver or Authorization (COA) for unmanned aerial activity because of their thorough risk management protocols.

Currently, most of the UAS research being done at OU involve meteorology or radar research in collaboration with the National Weather Center and various agencies including the National Oceanic and Atmospheric Administration, the Department of Commerce, NASA, and the Oklahoma Mesonet. The research is conducted by flying UAS platforms to test and calibrate various radar systems. Future gathering of weather information goes into weather forecasts for all sorts of industry uses, especially to improve "now-casts" and short-term forecasts. Additionally, flights have been conducted to support new concepts in land-based FAA instrument landing systems using unmanned aircraft instead of traditional, manned aircraft. The development of specialized radar systems for UAS also impacts numerous industries, including for security, weather, and Air Traffic Control purposes.

The University owns approximately twenty-five UAS, owned and operated by various departments. There are five full-time research professors involved, with additional graduate and undergraduate students participating in research activities. The University believes that Air Traffic Control Towers, airports managers, and operators of UAS will need to cooperate to develop localized procedures for operating UAS on an airfield to mitigate risk. With smart, proactive planning, UAS operations can be established and optimized.

### **Osage Nation – Skyway 36 (Tulsa, OK)**

Skyway 36 is a Drone Port located at the former North Tulsa Airpark. It operates as a flight corridor with numerous partners dedicated to research and development as well as business enterprise in the UAS sphere. Rather than owning UAS themselves, Skyway 36 supports the industry with facilities and infrastructure. Skyway 36 is in the process of modernizing their facilities, and when complete will be able to offer clients testing and development services as well as maintenance, repair, and overhaul of various aerospace vehicles.

Osage LLC, which operates the Drone Port, is staffed with one individual and two additional employees coming on in the near future: one serving as a flight director and one as a technician. They are a tribally owned company with the ability to enter into contracts with many government agencies.

Osage LLC is focused on electric vertical takeoff and landing aircraft, as well as hydrogen vertical takeoff and landing aircraft. They are focused on hydrogen fuel aircraft given that many companies see hydrogen as a source for extended range for their aerospace vehicles, and they are also focused on battery charging/maintenance facilities. Skyway 36 operates under the establishment of a UAS test corridor with Oklahoma State University. This corridor provides Skyway 36 with the ability to operate UAS with a wider range of leeway than traditional airspace and avoids conflict with manned vehicles at airport facilities.



### **Central Oklahoma Radio Control Society (Norman, OK)**

The Central Oklahoma Radio Control Society (CORCS) is a club in central Oklahoma with a mission of promoting the building and flying of model aircraft in a safe and responsible manner as well as supporting the goals and mission of the Academy of Model Aeronautics (AMA). While not directly related to UAS, the club provides resources for members who want to fly UAS. Those seeking to be a member of ORCS must be a member of the Academy of Model Aeronautics, have their aircraft marked appropriately with the FAA provided serial number, and deliver the CORCS application and fees to the club.

### **OKC Drones (Oklahoma City, OK)**

OKC Drones is a Facebook group for Oklahoma UAS pilots to get together, fly, share technical tips, and have fun, all while promoting the safe use of UAS. The group hosts fly-ins, UAS races, projects, and builds. As a member of the group, individuals can post their own pictures, videos, and share stories with other members.

### **OKLAHOMA Drone Club (Oklahoma City, OK)**

The OKLAHOMA Drone Club is a Facebook group sponsored by Drone Pro Academy, a company which creates webinars and other courses for UAS users, including an FAA Part 107 Bootcamp, cinematic and photographic UAS tips, amongst other materials. On the Facebook group, members can organize local group meet-ups, learn about FAA safety guidelines, sell/purchase gear, and communicate with other users of UAS.

## **A.4 Summary**

Unmanned Aerial Systems represent a diverse and growing industry with functions for commercial, governmental, and military use. Oklahoma has numerous research-focused organizations in the state, leading the way for continued advancement in UAS. Research organizations at Oklahoma's universities provide substantial leadership in moving UAS technology forward. The Choctaw Nation's Daisy Ranch is a federally sponsored test site which develops solutions for its tribal community and the nation as a whole. Osage Nation at Skyway 36 operates in partnership with Oklahoma State University as a test corridor for UAS activity. And lastly, there are numerous recreationally focused groups which work to keep UAS users informed, safe, and having fun. As UAS continues to grow in Oklahoma and across the country, new research and commercial opportunities are sure to arise.

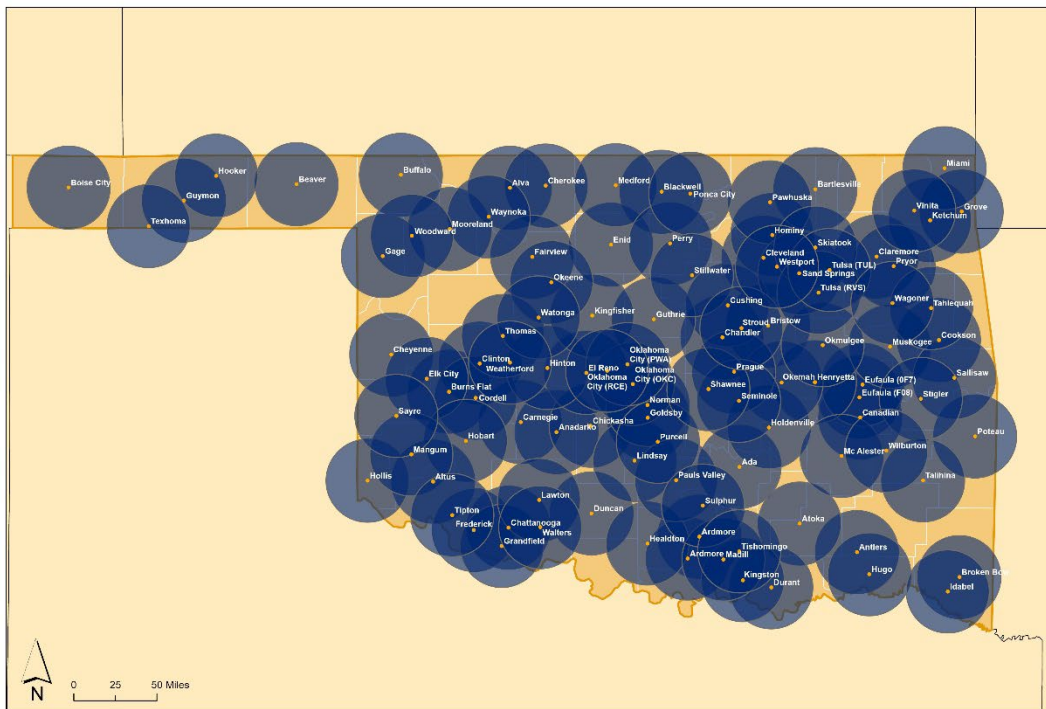


## Appendix B Overlapping and NPIAS Airport Analysis

### B.1 Background on the Formulation of Oklahoma's State Airport System

Figure B-1 reflects Oklahoma's current state airport system and a 25-mile radius around each airport.

Figure B-1 Current Oklahoma Airport System with 25 Mile Radius



As a precursor to this analysis, it is useful to understand how Oklahoma's current state airport system has been established and has evolved over time. The original system plan was established in 1999 and included 121 airports divided into three different roles: Regional Business, District, and Community.

Early in the initial planning process, a decision was made to include all publicly owned general aviation airports in the system regardless of their level of aviation activity, physical condition, or financial ability or interest of the sponsor. The plan primarily focused on the principle that airports should be safe and efficient, located at optimum sites, maintain standards, contribute to economic competitiveness, and be affordable to federal, state, and local governments. Standard metrics were also established for consideration of new airports to enter the system. In addition to meeting current airport role requirements, any potential new entrants to the system would be considered based on the 25 statute mile service area for existing system airports.

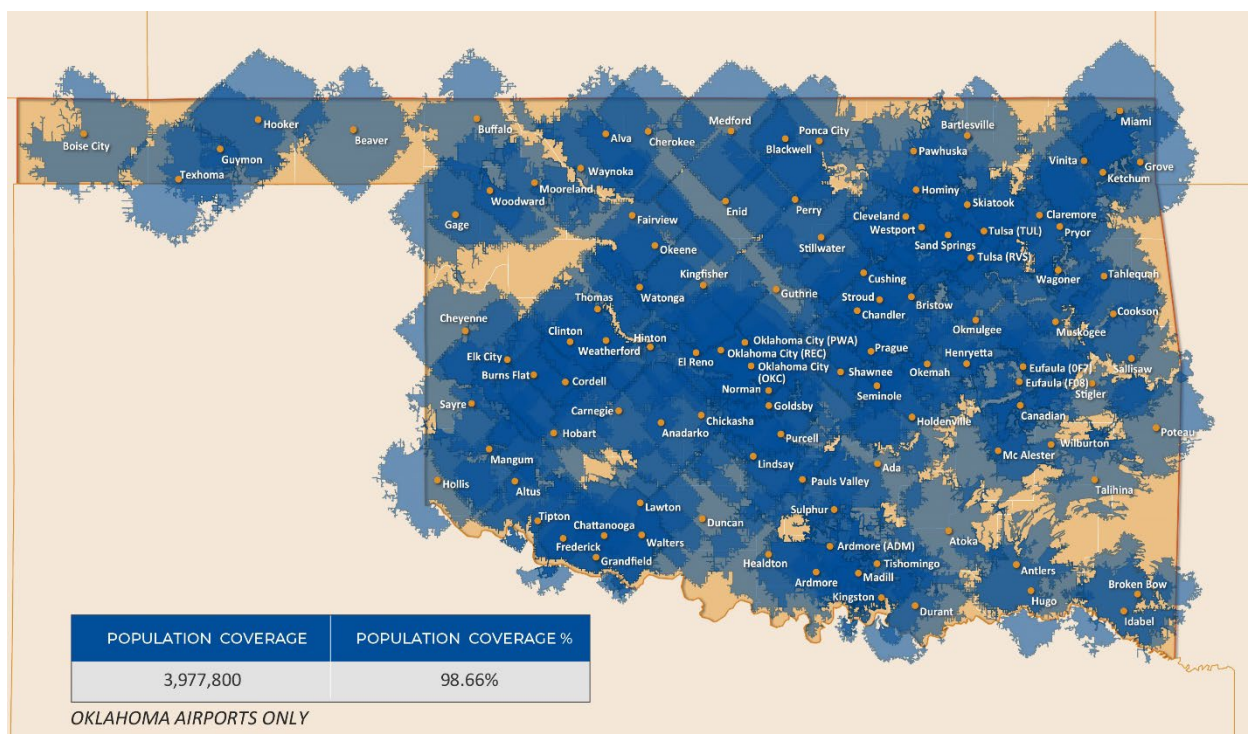
Detailed review of the functional classification of the system airports has taken place on several occasions since the system plan was established. In 2004, staff made an initial recommendation to remove seven (7) airports from the Oklahoma Airport System Plan. On February 10, 2005, the Commission voted to remove Crazy Horse Municipal (Davis), Haddock Field (Erick), Freedom Municipal, Nowata Municipal, Seiling, Stilwell/Cherokee

Nation, and the Vici Municipal airports from the system. Additional reviews of the system were conducted in subsequent years, leading to the removal of Grand Lake Regional (Afton) in 2007, Olustee Municipal and Pond Creek Municipal in 2011, Pawnee Municipal in 2012, and Laverne Municipal in 2017. Lake Murray State Park airport was also removed from the system due to its closure in 2015. There are currently 108 airports in the Oklahoma Airport System Plan.

## B.2 Analysis Overview

As the system plan determined, most of Oklahoma's residents are within 30-road miles or less of one or more system airports. With 108 system airports, there is overlap for some of the 30-mile airport service areas. These overlaps were first reflected in **Chapter 5, System Evaluation**, in **Figure 5-21** which depicts 30-mile road mile service areas for all system airports. (For ease of reference, this figure is repeated here as **Figure B-2**.) In some instances, there is sufficient demand to support multiple airports in a given geographical area, but in other instances there is not. Analysis presented in this Appendix helps OAC to better understand which system airports have overlapping service areas that may result in duplicative facilities and/or services.

**Figure B-2: Accessibility to Any System Airport**



Source: Jviation Mapping Analysis. Results include OKC and TUL.

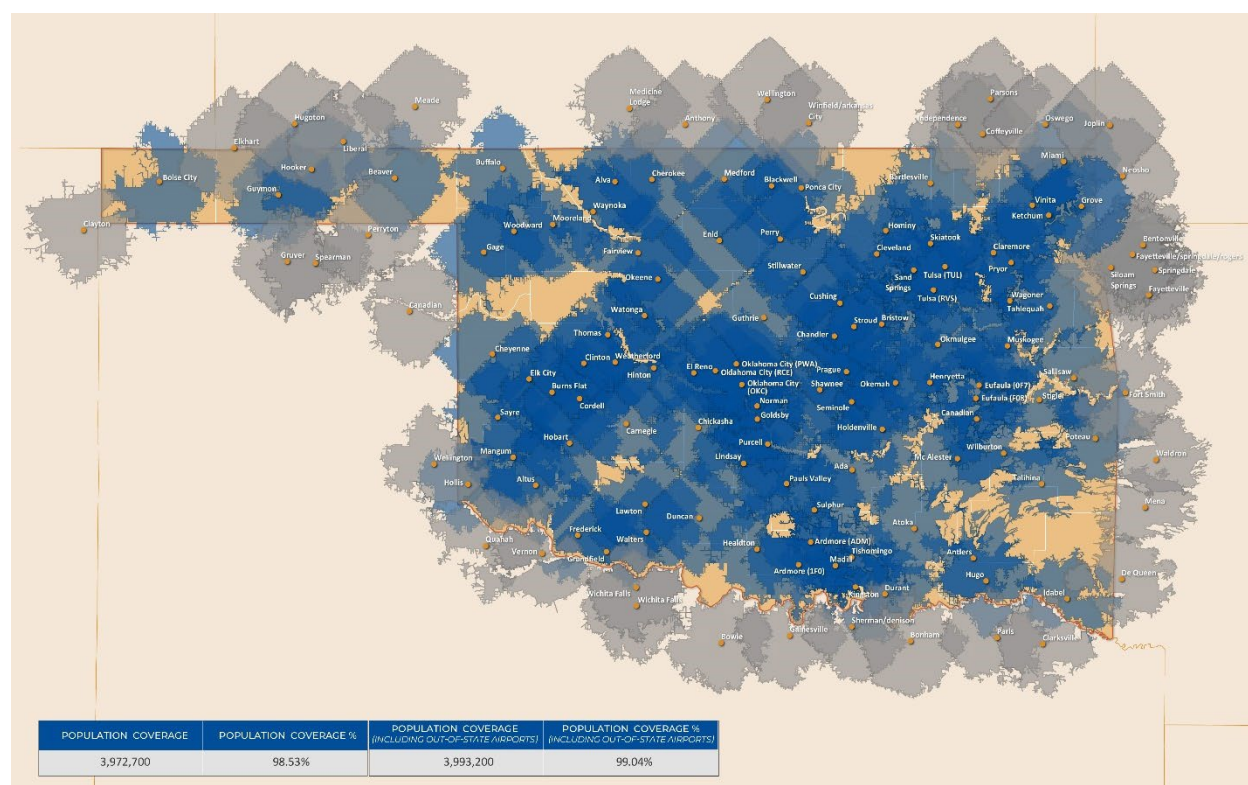
**Figure 5-22 (Chapter 5)** presented 30-mile service areas for airports included in the National Plan of Integrated Airport Systems (NPIAS). (For ease of reference, this figure is repeated here as **Figure B-3**.) Airports must be included in the NPIAS in order for them to be eligible to be considered for grants from FAA's Airport Improvement Program (AIP). Of the 108 airports in the Oklahoma state airport system, 9 are currently not included in the NPIAS; all remaining airports have a current role assignment in the



NPIAS. That being said, of the remaining 99 airports that are included in the NPIAS, 22 of the airports are currently included in the Unclassified role category. This signifies that each of these 22 airports has fewer than 10 based aircraft, the minimum level of demand that is required for NPIAS inclusion. Typically, airports in the Unclassified category do not receive AIP funding nor do they receive annual non-primary entitlement funds. Airports in other NPIAS categories receive non-primary entitlement funding.

Other parts of this Appendix examine the Non-NPIAS airports to determine if any should be considered for NPIAS inclusion. In addition, some of the 22 Unclassified airports are reviewed to determine if any of these airports might be considered as candidates for NPIAS removal.

**Figure B-3: Accessibility to a NPIAS Airport**



Source: Jviation Mapping Analysis. Results include OKC and TUL.

### B.3 Overlapping Airports

With competing needs for development and maintenance funding, OAC is often faced with hard decisions on which projects to fund. The system plan is an important tool for helping identify airport projects that should have the highest investment priority, and conversely the plan provides an opportunity to identify which airports may be providing overlapping or duplicative facilities and services within the system. The system plan helps to support sound investment decisions. When multiple airports in a given geographic area have overlapping service areas, it is possible that demand may not be

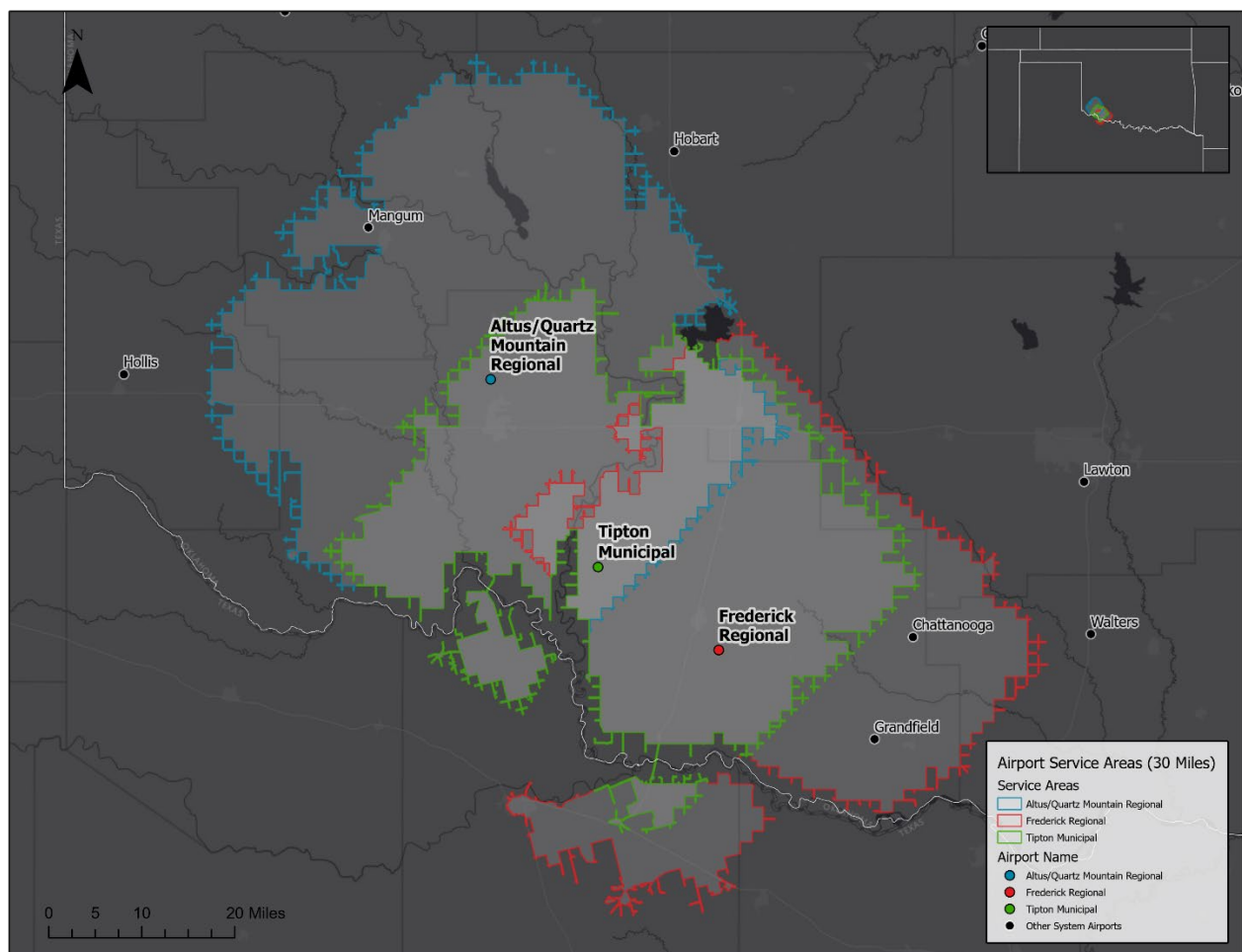
sufficient to support airports that are economically viable. According to FAA, primary objectives of an airport system plan is to identify a balanced and viable airport system.

This analysis identifies airports that have overlapping 30-mile service areas in various parts of the state. In this analysis, groupings of airports are referred to as “airport clusters”. The following sections identify each of the airport clusters subjected to further analysis to determine if the airports have overlaps that result in the duplication of facilities and/or services. For the cluster analysis, all airport service areas are based 30-road miles.

### B.3.1 Airport Cluster 1: Altus, Tipton, & Frederick and Chattanooga, Grandfield, & Walters

Figure B-4 presents airports examined as part of Cluster 1.

Figure B-4 Airport Cluster 1



Source: Jviation Mapping Analysis



When examining the airports identified for this cluster, the 30-mile areas for the airports serving Altus (AXS) and Frederick (FDR) completely overlap with and duplicate the entire 30-mile area for Tipton Municipal (108). Tipton is a non-NPIAS airport, indicating that is not eligible for funding from the FAA.

In the ranking for the airport roles (**Chapter 4**), the airport serving Tipton accumulated a point value that placed it near the bottom for its total scoring among all airports included in the Community airport role. Tipton Municipal has 5 based aircraft. It has no reported jet operations, and its total annual operations are estimated at 1,500 (750 annual landings). This airport has a runway length just over 3,000 feet, below the runway length objective established in the system plan for a Community airport. The runway length objective for a Community airport is 3,200 feet; investment would be needed at Tipton Municipal to meet this objective. Based on proximity to other nearby airports, the 30-mile service area for Tipton Municipal is considered overlapping.

Within the state airport system, the airport serving Altus is classified as a Regional Business airport, and the airport serving Frederick is slotted in the roles analysis as a General airport (see **Chapter 4**). The 30-mile service area for the airport serving Frederick (General) overlaps with the Altus (Regional Business) service area and also with the service area for the airport serving Lawton (National Business). The differences in airport roles, however, indicates that the role for Frederick as a General airport is appropriate, as the area is served by a mix of airports with National Business, Regional Business, and General airport characteristics.

There are three (3) other smaller system airports just to the east of the airport serving Frederick; these include airports serving Grandfield (101), Chattanooga (92F), and Walters (305). All three of these airports have a Community role in the state airport system, and all three of these Community airports have overlapping 30-mile service areas with the airports serving Frederick (General) and Lawton (National Business). Additional information on these three Community airports follows:

- Chattanooga Sky Harbor: 16 based aircraft, Non-NPIAS, jet operations accounting for 14 percent of total annual operations, and 3,500 total annual operations.
- Grandfield Municipal: 4 based aircraft, Unclassified NPIAS, 0 annual jet operations, and 1,800 total annual operations.
- Walters Municipal: 1 based aircraft, Unclassified NPIAS, 0 annual jet operations, and 800 total annual operations.

When airports are Unclassified, it signals that they no longer meet the basic NPIAS entry criteria. Both Grandfield Municipal and Walters Municipal have fewer than 10 based aircraft, the threshold for NPIAS inclusion. Chattanooga Sky Harbor is currently not included in the NPIAS, but with 16 based aircraft, this airport meets the basic NPIAS entry criteria.

From the standpoint of duplication, the three Community airports serving Grandfield, Chattanooga, and Walters all have overlapping service areas with each other. In addition to having overlapping service areas with each other, the three airports also have overlapping service areas with the airports serving Altus (Regional Business) and Lawton (National Business).

Following facility objectives, established in the system plan, a Community airport should have a runway that is 3,200 feet long. Only Chattanooga at 3,400 feet meets this runway length objective. The runway

length at Walters (2,900 feet) and at Grandfield (3,100 feet) both fall short of the objective for a Community airport.

Chattanooga, geographically, is located between Grandfield and Walters. The duplicative and overlapping service areas in this part of the state point to the airports serving Walters and Grandfield as providing overlapping facilities and services. The long-term viability of airports in this part of the state could potentially be strengthened by focusing regional airport development at Chattanooga Sky Harbor.

Findings from analysis of airport Cluster 1:

- The Community airport at Tipton (108) has an overlapping service area.
- The Community airport at Walters (305) has an overlapping service area.
- The Community airport at Grandfield (101) has an overlapping service area.

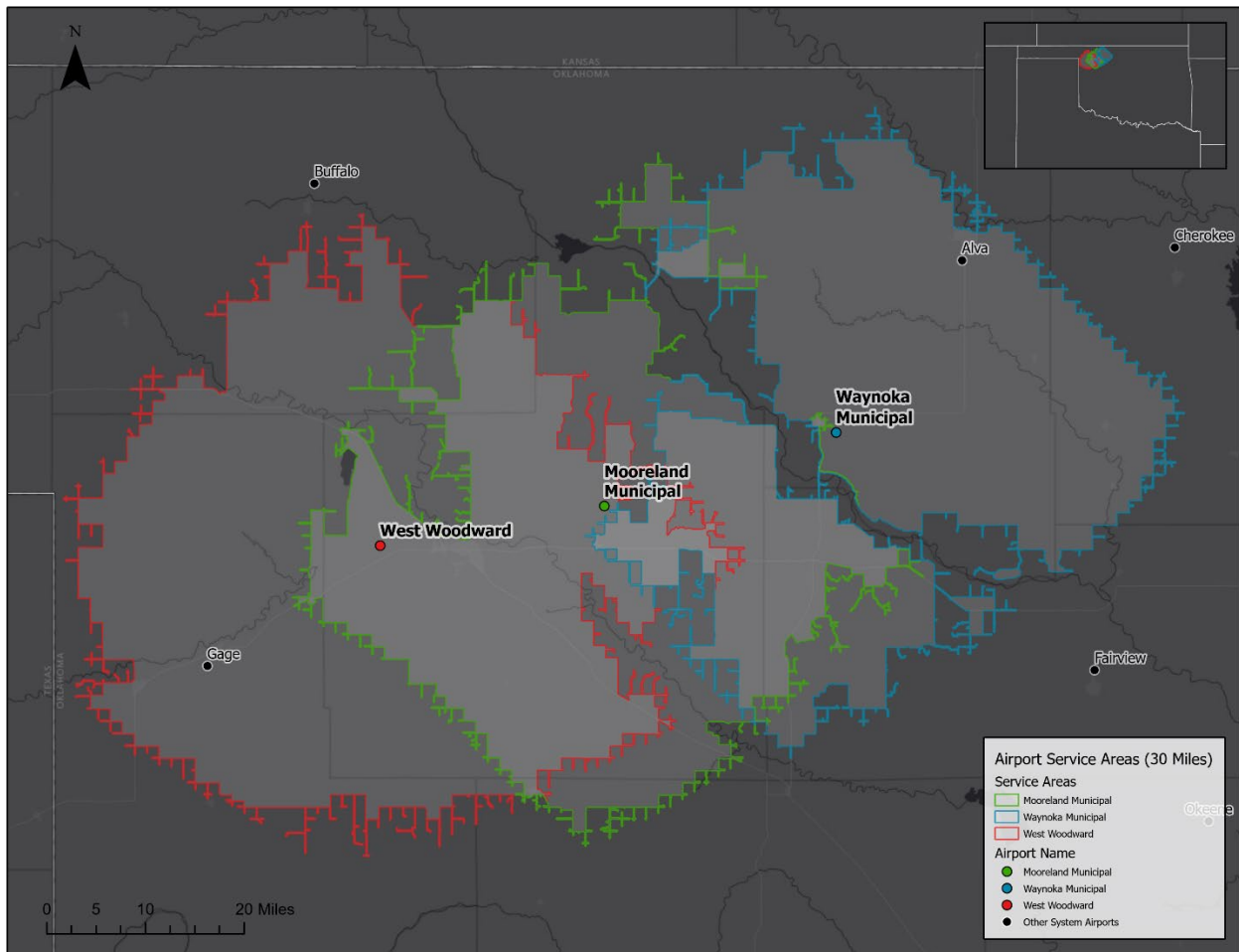
### **B.3.2 Airport Cluster 2: West Woodward, Mooreland, Waynoka, and Gage**

Figure B-5 shows airports considered in airport Cluster 2.





Figure B-5 Airport Cluster 2



Source: Aviation Mapping Analysis

According to the airport roles analysis (see **Chapter 4**), the airport serving West Woodward (WWR) ranks as a Regional Business airport, as does the airport serving nearby Alva (AVK). The airports closest to WWR are those serving Gage (GAG) and Mooreland (MDF). In the roles analysis, Gage is slotted as a General airport, which indicates that there is an independent market area that the airport is serving. Gage is not duplicating the West Woodward (Regional Business) service area.

On the other hand, Mooreland Municipal (MDF) is slotted as a Community airport. The service area for Mooreland Municipal overlaps with the West Woodward (Regional Business) service area.

Not far from Mooreland is the airport serving Waynoka (1K5). The airport at Waynoka (runway length 3,532 feet) is also slotted as a Community airport. The 30-mile service areas for Mooreland Municipal (Community) and Waynoka Municipal (Community) overlap with each other. The service area for Mooreland Municipal (Community) also overlaps with West Woodward (Regional Business), and the service area for Waynoka Municipal (Community) also overlaps with the airport serving Alva (Regional Business).

Other information on the airports serving Mooreland and Waynoka follows:

- Mooreland (MDF): Unclassified NPIAS, 3 based aircraft, no jet operations, and 1,300 total annual operations.
- Waynoka (1K5): Unclassified NPIAS, 2 based aircraft, no jet operations, and 1,900 total annual operations.

Neither airport (noted above) has significant activity as measured by based aircraft, jet operations, and/or total annual operations. Both airports have facilities and services which overlap with other system airports.

Findings from the Cluster 2 analysis:

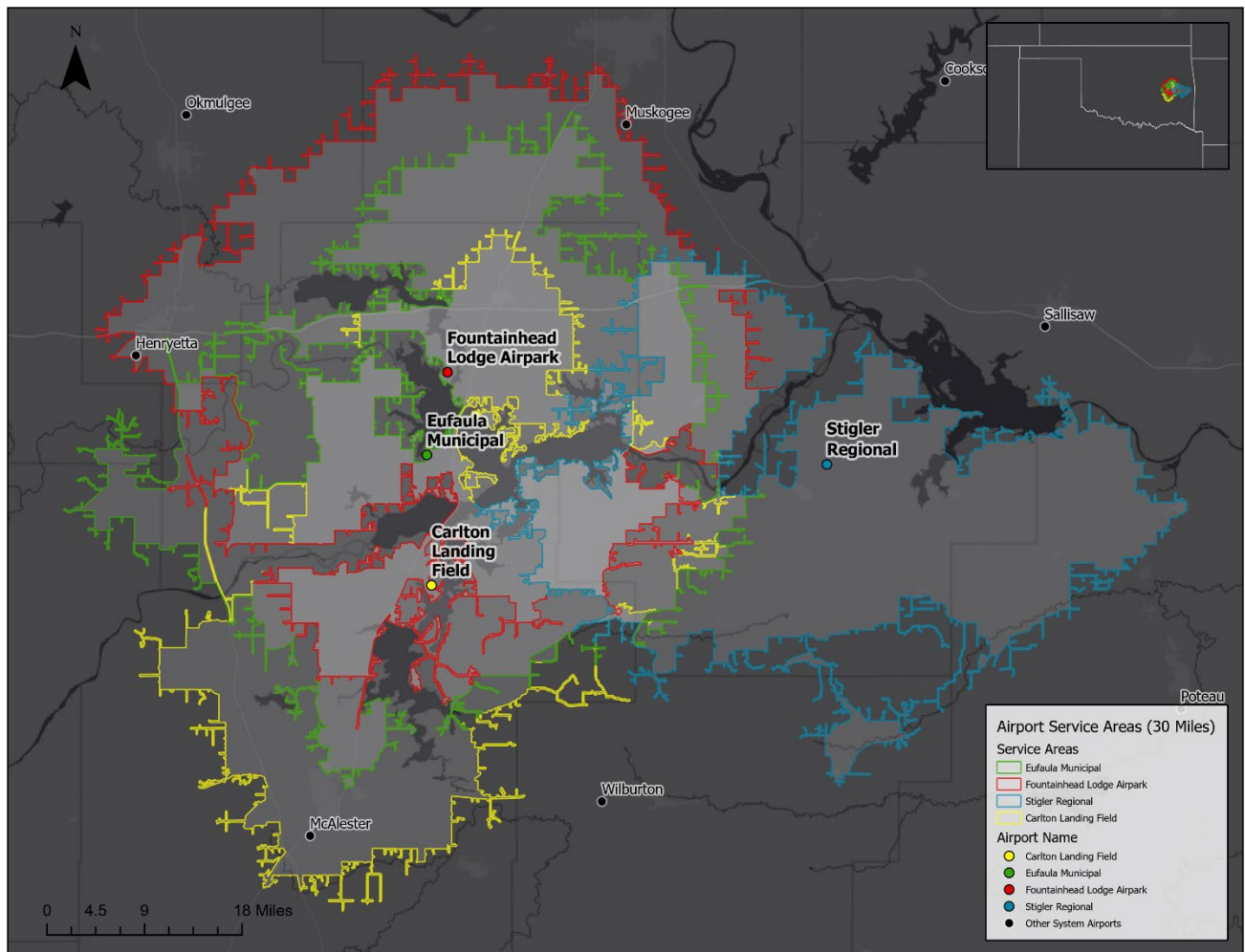
- The Community airport located at Mooreland has an overlapping service area.
- The Community airport located at Waynoka has an overlapping service area.



### B.3.3 Airport Cluster 3: Fountainhead Lodge Airpark, Eufaula Municipal, Carlton Landing Field, and Stigler Regional

Figure B-6 depicts the airports included in airport Cluster 3.

Figure B-6 Airport Cluster 3



Source: Aviation Mapping Analysis

The airport at Stigler (GZL) serves its own distinct market area, and this airport is classified as a General airport in the state system. Stigler Regional Airport does not appear to be providing duplicative services. The airport's existing runway length is 4,296 feet, and this meets the objective for the runway length at an NBAA Light Jet business ready airport and for a General airport in the state airport system.

The airports at Fountainhead Lodge Airpark (0F7), Eufaula Municipal (F08), and Carlton Landing Field (91F) have significant overlaps in the areas they serve, and all three rank as a Community airport in their scoring from the airport roles analysis. Among all 108 airports, Fountainhead Lodge Airpark has the lowest cumulative rank among all airports, according to the airport role assignment process.

The 30-mile service area for Fountainhead Lodge Airpark overlaps with both Muskogee-Davis Regional Airport (MKO) and Okmulgee Regional Airport (OKM). The airport serving Okmulgee is included in the Regional Business airport role category, and the airport serving Muskogee is included in the National Business role. Given the location of these two larger system airports, the service area for Fountainhead Lodge Airpark provides overlapping facilities and services.

As noted, the service areas for Fountainhead Lodge Airpark, Eufaula Municipal, and Carlton Landing Field (all Community airports) all overlap. Fountainhead Lodge Airpark, with a runway length of 3,000 feet, does not meet the Community airport objective for runway length; the runway length objective for a Community airport is 3,200 feet. Eufaula Municipal (Community airport) also is currently shy of the runway length objective for a Community airport; its runway is 3,000 feet long. The runway length at Carlton Landing is 3,500 feet; this meets the runway length for a Community airport. Other information for these three airports follows:

- Carlton Landing Field (91F): Unclassified NPIAS, 10 based aircraft, 0 jet operations, and 600 annual operations.
- Fountainhead Lodge Airpark (0F7): Unclassified NPIAS, 0 based aircraft, 0 jet operations, and 100 total annual operations.
- Eufaula Municipal (F08): Basic NPIAS, 11 based aircraft, 0 jet operations, and 150 total annual operations.

Based on its NPIAS role, Eufaula Municipal is not considered to provide overlapping facilities and services. Recent/anticipated growth in activity, community support, and recent investment for improvements also indicate that the Carlton Landing Field should not be considered as providing overlapping facilities and service. With based aircraft reported at 10, Carlton Landing Field may be considered to move up from the Unclassified category in NPIAS to the Basic category.

Findings from the Cluster 3 analysis:

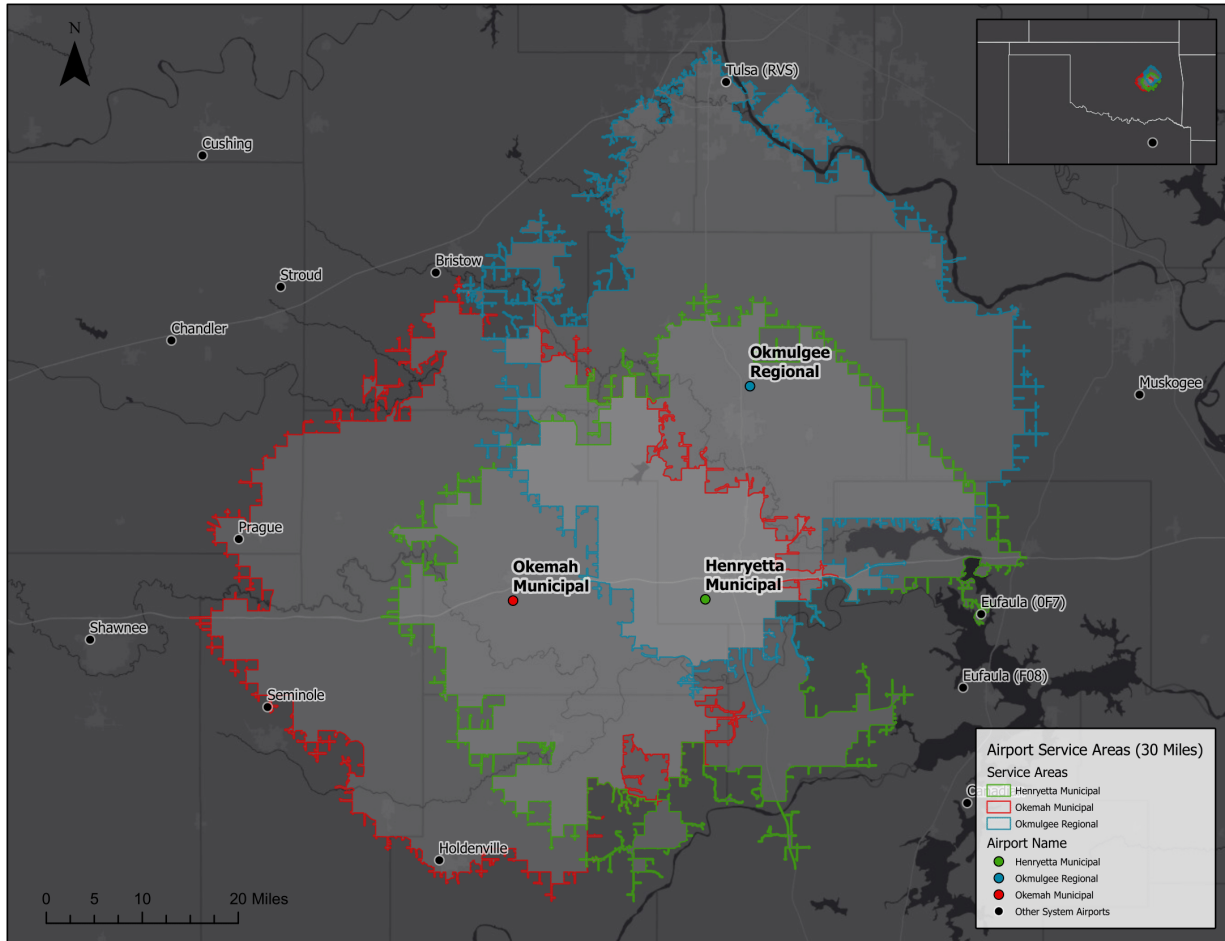
- The Community airport at Fountainhead Lodge Airpark has an overlapping service area.



### B.3.4 Airport Cluster 4: Okmulgee Regional, Henryetta Municipal, and Okemah Municipal

Figure B-7 shows the airports included in Cluster 4.

Figure B-7 Airport Cluster 4



Source: Jviation Mapping Analysis

The airport serving Okmulgee (OKM) is classified in the Regional Business airport role. Both Henryetta Municipal (F10) and Okemah Municipal (F81) are classified as Community airports. Henryetta’s service area is largely duplicated by that of Okmulgee Regional, while the service area for Okemah Municipal is duplicated to some extent by the airport serving Seminole (SRE) a Regional Business airport. Additional information on Okemah Municipal and Henryetta Municipal follows:

- Okemah Municipal (F81): Unclassified NPIAS, 0 based aircraft, 0 jet operations, and 700 total annual operations.
- Henryetta Municipal (F10): Unclassified NPIAS, 4 based aircraft, 3% jet operations, and 4,000 total annual operations.

Both Henryetta Municipal and Okemah Municipal are classified as Community airports; and both currently meet the Community runway length objective of 3,200 feet. The runway at Okemah is 3,400 feet long, and the runway at Henryetta is just over 3,500 feet long. Given the role assignments and the proximity of other system airports, the service area for Henryetta is considered overlapping. Anticipated growth and recent investment at Okemah Municipal indicate this airport should not be considered overlapping in terms of the facilities and services it provides.

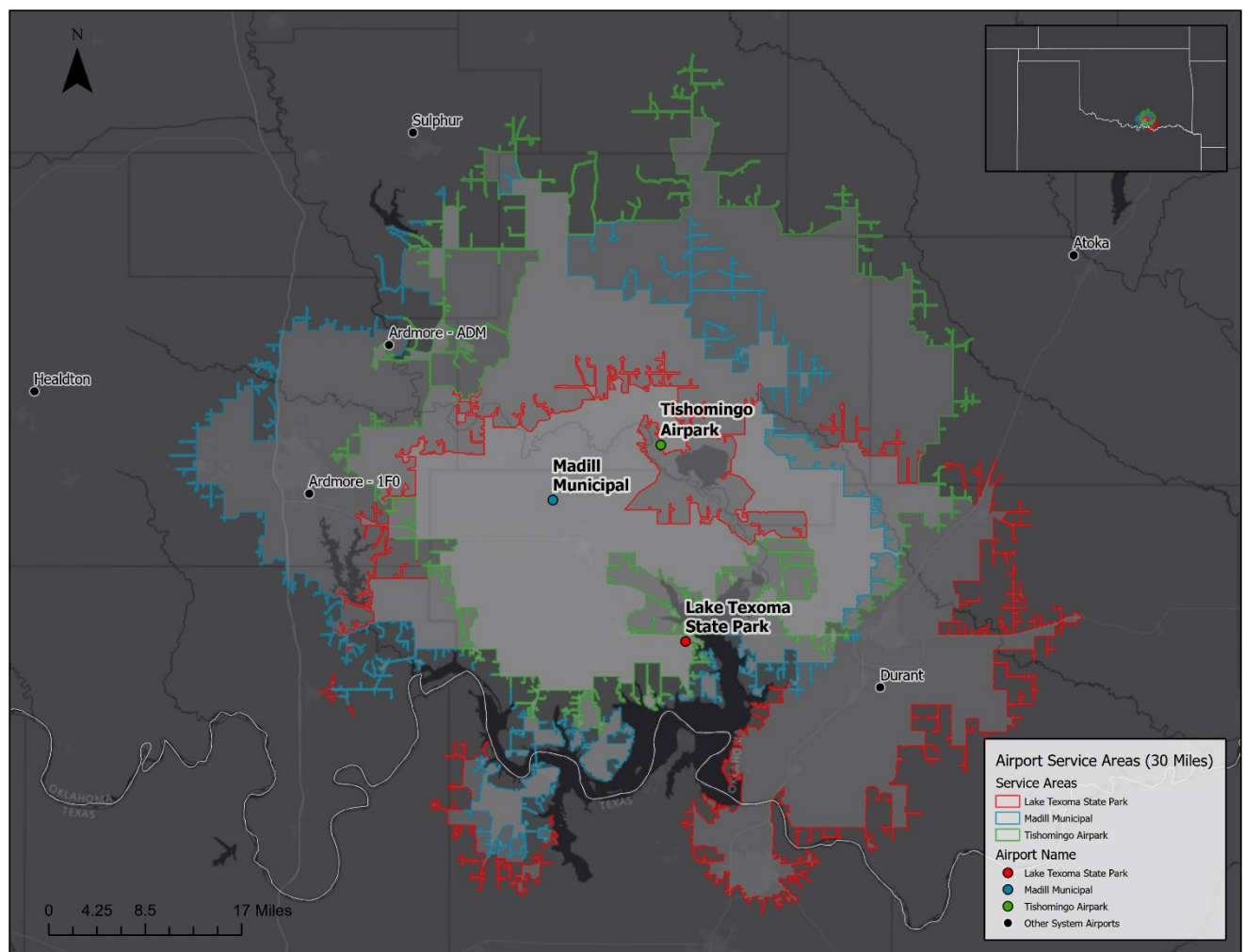
Findings from the Cluster 4 analysis:

- The service area for the Community airport serving Henryetta is considered overlapping.

### B.3.5 Airport Cluster 5: Lake Texoma, Madill, and Tishomingo

Figure B-8 depicts airports included in Cluster 5.

Figure B-8 Airport Cluster 5



Source: Jviation Mapping Analysis



The service areas for the three airports in this cluster all overlap. The study's analysis shows the roles for these three airports as follows:

- Kingston-Lake Texoma State Park (Community)
- Madill Municipal (General)
- Tishomingo Airpark (Community)

In addition, the service areas for these three airports are overlapped by the service areas of two airports in the National Business airport role, Ardmore Municipal (ADM) and Durant (DUA). The service area for Ardmore Executive (1F0), which is classified as a Regional Business airport, also overlaps all or portions of the service areas for Lake Texoma State Park, Madill Municipal, and Tishomingo Airpark.

Additional information on the three airports included in this cluster follows:

- Lake Texoma State Park (F31): Unclassified NPIAS, 0 based aircraft, 0 jet operations, and total annual operations 300.
- Tishomingo Airpark (0F9): Unclassified NPIAS, 0 based aircraft, 0 jet operations, and 1,200 total annual operations.
- Madill Municipal(1F4): Local NPIAS, 20 based aircraft, 1% jet operations, and 4,000 annual operations.

Study facility objectives for runway length call for airports in the Community role to have a runway that is at least 3,200 feet long, and airports in the General role should have a runway that is at least 4,000 feet long. Current runway lengths for airports in this cluster follow:

- Lake Texoma State Park – 3,000 feet (role objective 3,200 feet)
- Madill Municipal – 3,100 feet (role objective 4,000 feet)
- Tishomingo Airpark – 3,100 feet (role objective 3,200 feet)

Currently none of the airports in this cluster meet their runway length objective for their assigned role, so investment would be needed to help any of these airports meet their runway length objective, as established by the system plan.

Based on analysis, the 30-mile service area for the Tishomingo Airpark appears overlapping. The characteristics of Lake Texoma State Park also indicate that its service area is overlapping. Based on this analysis, both Lake Texoma State Park and Tishomingo Airpark are identified as providing overlapping service areas. The activity levels and the NPIAS role for Madill Municipal indicate that this airport should not be included in the overlapping category.

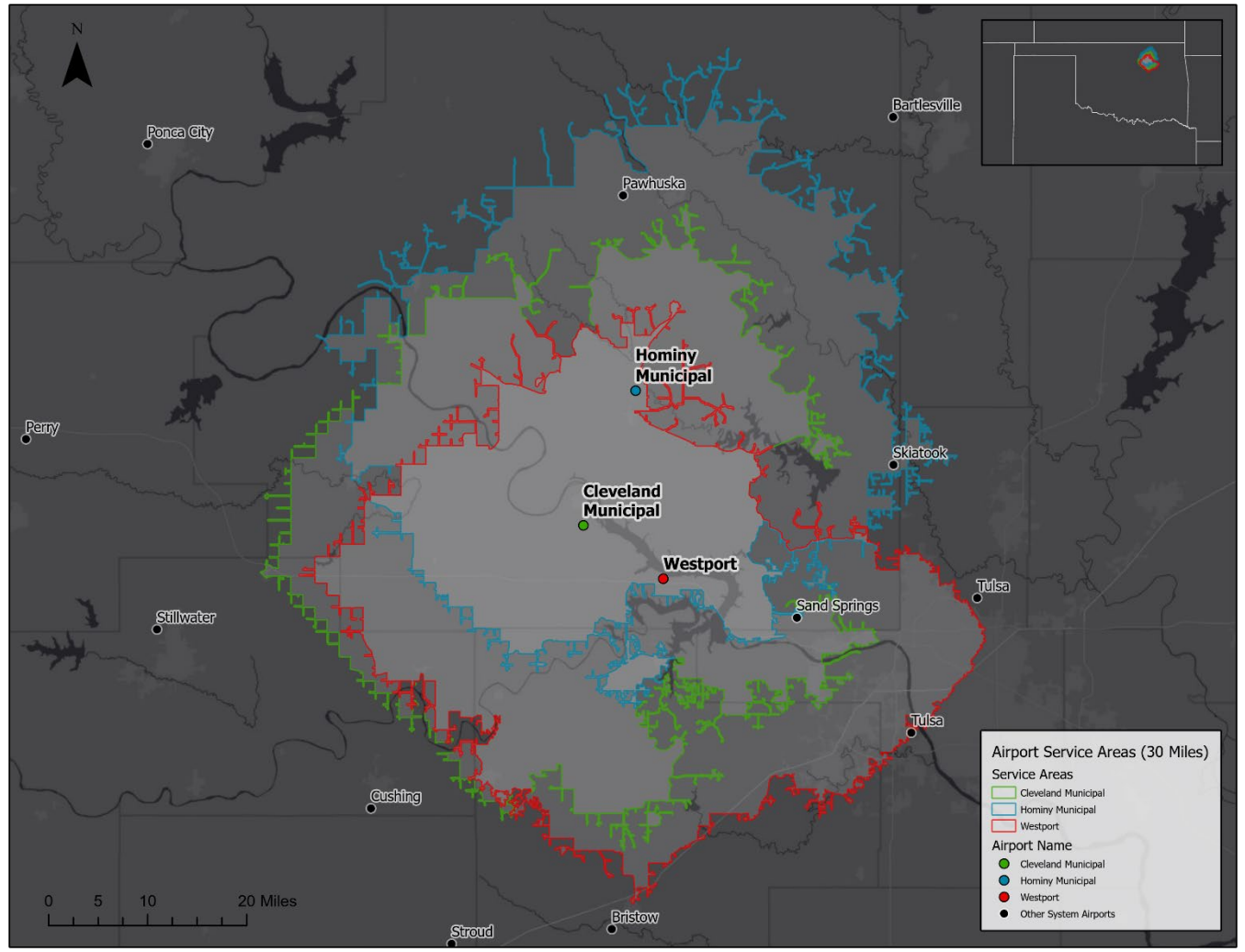
Findings for Cluster 5:

- The Community airport at Lake Texoma State Park has an overlapping service area.
- The Community airport at Tishomingo Airpark has an overlapping service area.

### B.3.6 Airport Cluster 6: Hominy, Cleveland, and Westport

Figure B-9 shows the airports included in Cluster 6.

Figure B-9 Airport Cluster 6



Source: Aviation Mapping Analysis

These three airports have overlapping service areas and are competing for the same customers. The airports in this cluster have role classifications as follows:

- Hominy Municipal – Community
- Cleveland Municipal – General
- Westport – Community

With a 3,200-foot runway, Hominy meets the runway length objective for a Community airport. At 4,000 feet, the runway at Cleveland meets the runway length objective for a General airport. At 2,900 feet, the runway at Westport falls short of the length objective of 3,200 feet for a Community airport;





significant investment would be needed at this airport to extend the runway to meet the system plan runway length objective.

More information on the airports in this cluster follows:

- Hominy (H92): Unclassified NPIAS, 5 based aircraft, 0 jet operations, and 300 total annual operations.
- Cleveland (95F): Unclassified NPIAS, 5 based aircraft, 20% jet operations, and 1,500 total annual operations.
- Westport (4F1): Non-NPIAS, 18 based aircraft, 0 jet operations, and 4,800 total annual operations.

The service areas for Pawhuska (H76) (Community airport); Cushing (CUH) (Regional Business airport); Sand Springs (OWP) (Regional Business airport); and Skiatook (2F76) (General airport) also overlap with large portions of the service areas for the airports serving Hominy, Cleveland, and Westport.

The activity levels at the airport serving Hominy (H92) indicate that its service area is overlapping. While Westport (4F1) has 18 based aircraft, this is a residential airport that has many characteristics that fail to meet FAA design standards as well as OAC objectives for public airports.

Findings from Cluster 6 analysis:

- The Community airport serving Hominy has an overlapping service area.
- The Community airport serving Westport has an overlapping service area.

### **B.3.7 Summary of Overlapping Airports Analysis**

Based on review completed as part of the system plan, the following airports are identified as having a service area that provides overlapping facilities and services:

- The Community airport at Tipton (108) – Non-NPIAS
- The Community airport at Walters (305)
- The Community airport at Grandfield (101)
- The Community airport at Mooreland (MDF)
- The Community airport at Waynoka (1K5)
- The Community airport at Fountainhead Lodge (0F7)
- The Community airport at Henryetta (F10)
- The Community airport at Lake Texoma State Park (F31)
- The Community airport at Tishomingo (0F9)
- The Community airport at Hominy (H92)
- The Community airport at Westport (4F1) – Non-NPIAS

If an airport is identified as having an overlapping service area, from the standpoint of future investment, it is prudent that these airports be maintained rather than expanded. The facility and service objectives analysis included as part of **Chapter 6** includes a “maintain only” development scenario for the overlapping airports noted here. With the exception of Westport and Tipton which are non-NPIAS airports, all of the overlapping airports are currently in the NPIAS Unclassified category.

## B.4 NPIAS Unclassified and Non-NPIAS Airports

Airports that are Unclassified in NPIAS and airports not currently included in the NPIAS (non-NPIAS airports) were previously discussed in **Chapter 4** of the system plan. As noted, out of the 108 airports in Oklahoma's state airport system, 22 of the NPIAS airports are assigned to the Unclassified category. This indicates that these airports no longer meet the threshold of 10 based aircraft, which is the minimum number of based aircraft needed for NPIAS inclusion. One of these 22 Unclassified airports, Carlton Landing Field, has recently reached the 10 based aircraft threshold and should be reevaluated to move to the Basic role category in the NPIAS.

In addition, out of the 108 airports in the Oklahoma system, nine (9) airports are currently not included in the NPIAS. As information in Chapter 4 of the System Plan showed, several of the airports currently not included in the NPIAS (non-NPIAS airports) have levels of activity (based aircraft) which indicate they could be candidates for NPIAS inclusion.

Based on the information included in the overlapping service area assessment, it appears that some of the Unclassified NPIAS airports may no longer warrant NPIAS inclusion. Conversely, some of the higher activity non-NPIAS airports warrant consideration for inclusion in the NPIAS. If airports are removed from the NPIAS, FAA could consider other non-NPIAS airports for NPIAS inclusion.

Several Unclassified NPIAS airports, with low activity levels, have been identified as providing overlapping facilities and services. Some airports identified as overlapping are also candidates for NPIAS removal. Unclassified airports that are overlapping, which could be candidates for NPIAS removal, include:

- Grandfield – Grandfield Municipal
- Walters – Walters Municipal
- Kingston - Lake Texoma State Park
- Eufaula - Fountainhead Lodge Airpark
- Tishomingo – Tishomingo Airpark
- Henryetta – Henryetta Municipal
- Mooreland – Mooreland Municipal

Collectively, none of these airports currently meet the based aircraft threshold of 10, the minimum number of based aircraft needed for NPIAS inclusion. None of these airports appear to have the near-term potential for attracting the 10 based aircraft needed for a Basic role designation within NPIAS.

For the most part, the list of airports identified for potential NPIS removal coincides with the airports identified in the overlapping category. At this point, the two Community airports serving Waynoka and Hominy are not identified as candidates for NPIAS removal. Hominy Municipal airport has experienced recent growth and may soon again approach a level of 10 based aircraft. The airport serving Waynoka has had recent improvements which are expected to increase activity at this facility.

As noted, there are currently nine airports in Oklahoma's are currently not included in NPIAS. As previously noted in **Chapter 4**, some of these airports meet the NPIAS inclusion demand threshold of 10 based aircraft. A review of the non-NPIAS airports, conducted in conjunction with OAC staff, identified



three of the nine non-NPIAS airports as candidates to consider for NPIAS inclusion. These three airports are discussed below.

### **Kingfisher Airport (F92)**

Within the state airport system, the airport serving Kingfisher is identified for a General airport role; in addition, airport characteristics and activity levels indicate that within the General role, the airport is within the “high” category. This signifies that more advanced facilities and services are appropriate for this airport, as opposed to other airports in the General role category. The airport’s role assignment implies that it is serving a distinct market in the state airport system.

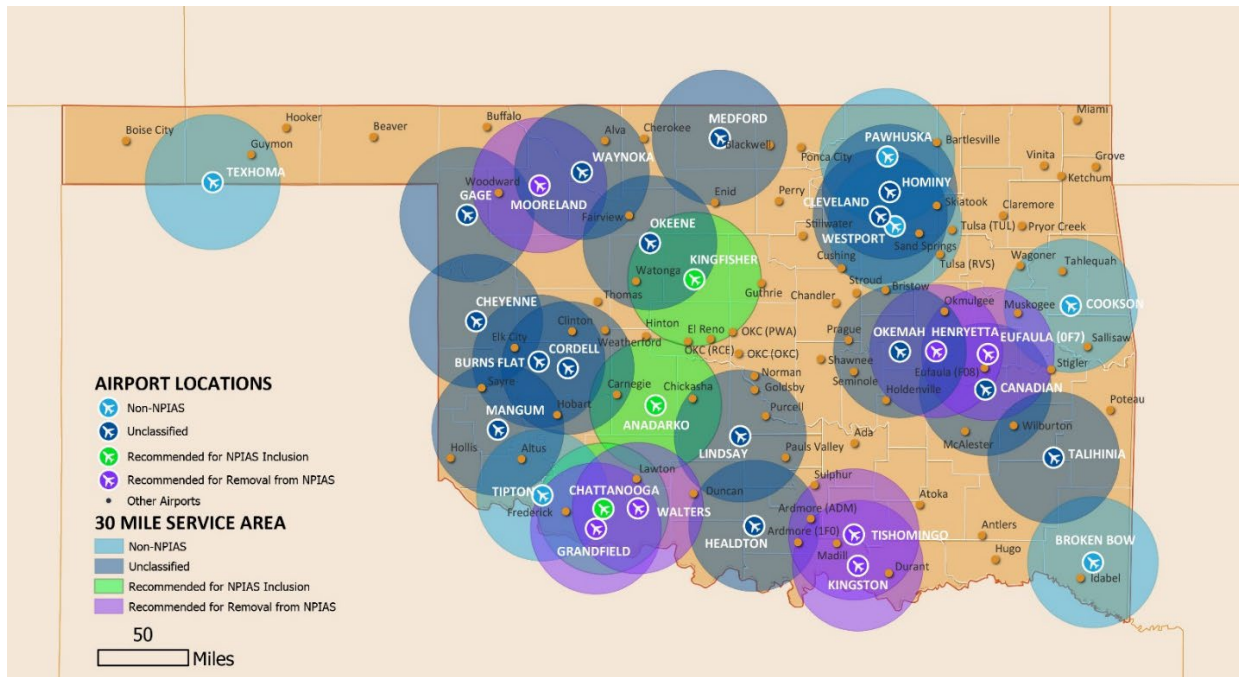
Analysis completed for the system plan shows that both historic and projected population and employment growth for areas in this airport’s environs have had growth above the state average. The airport, as document by the study, also has higher than average community support.

The airport has 13 based aircraft and 3,200 total annual operations. The airport has 100LL fuel which is important for both based and visiting aircraft.

When a 30-mile roadway service area is considered, there are not any other system airports in this airport’s service area. When considering a 30-mile “ring” around the airport, most system airports are on the edge of the ring. Airports within a 30-mile ring include Okeene (Christman Airfield) which is an Unclassified/Community airport and Watonga Municipal which is also an Unclassified/Community airport. Within the system plan’s analysis, the airport serving Watonga was identified as providing overlapping facilities and services.

When a 30-mile roadway service area is considered, Kingfisher fills a coverage/accessibility void in the existing airport system. As **Figure B-10** shows, the airport serving Kingfisher helps to provide additional accessibility by filling a void in the airport system.

Figure B-10 NPIAS Recommendations



### Anadarko Municipal (F68)

Within the state airport system, Anadarko is classified as a Community airport. The airport's service area has had historic and projected employment growth near the state average. The airport has higher than average support from its local community.

The airport has nine based aircraft and 1,000 annual operations; there is no record, according to data in FAA's National Offload Program (NOP), of business jet operations. The airport currently does not have fuel service.

When the 30-mile ring service area for the airport is considered, Chickasha (CHK) (state airport role Regional Business) and Carnegie (86F) (state airport role Community) are both in the ring. Chickasha is classified as a Local airport in NPIAS, and Carnegie is classified in NPIAS as a Basic airport.

As **Figure B-10** shows, the airport serving Anadarko is mid-way between the airports serving Chickasha and Carnegie. It is located in an area not immediately served by another system airport. Anadarko Municipal could be considered for NPIAS inclusion or at least put on a "watch list" for potential inclusion.

### Chattanooga Sky Harbor (92F)

Within the state airport system, the Chattanooga Sky Harbor airport is classified in the Community airport role. The airport's level of activity and its characteristics place it in the "high" Community category for its facility and service objectives.



According to FAA’s NOP data, the airport has measurable activity by general aviation business jets. In fact, 14 percent of the airport’s total annual operations fall into the business jet category. The airport has 16 based aircraft, well above the FAA minimum of 10 based aircraft for NPIAS inclusion, and 3,500 total annual operations.

While the airport has above average support from the local community, the area of Oklahoma where the airport is located has more limited projected growth for both population and employment. The airport’s existing runway is 3,400 feet long; this runway length meets Oklahoma’s runway length objective for a Community airport. The runway length objective for a Community airport is 3,200 feet.

In the 30-mile ring service area for this airport (see **Figure B-10**), are the airports serving both Walters and Grandfield. Both of these airports are identified as potential candidates to consider for NPIAS removal and both of these airports have been identified as having overlapping service areas. Removing these two nearby airports from the NPIAS and focusing activity and investment on the Chattanooga Sky Harbor Airport supports a regional approach to strengthening the longer-term viability of airports in this part of Oklahoma.

Final decisions on which airports are or are not included in the NPIAS rests with FAA. Depending upon FAA review and input, the NPIAS for Oklahoma will be updated as appropriate.

# Appendix C Individual Airport Reports

AIRPORT ROLE: NATIONAL BUSINESS		AIRPORT NAME: ADA REGIONAL		ASSOCIATED COMMUNITY: ADA	LOCID: ADH
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	C or D	C-II	Yes	-	
Primary Runway Length	6,000 ft	6,203 ft	Yes	-	
Primary Runway Width	100 ft	100 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	ILS or LPV	LPV	Yes	-	
Approach Lighting System	Both RWY Ends	One RWY End	No	Install Approach Lighting on RWY End 36	\$325,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	Both RWY Ends	Recip End REILs	No	Install REILs on RWY End 18	\$50,000
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	83	Yes	-	
Weight Capacity	20,000 SW and 75,000 DW	50,000 SW / 140,000 DW	Yes	-	
Covered Storage	100% of Forecasted Based AC	93%	No	3 spaces	\$156,000
Ramp Area	25,000 SY (15 spaces - large aircraft)	18,000 SY	No	Increase Ramp Size by 7,000 SY	\$1,890,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 sqft	4,308 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	24/7 truck fueling	Yes	Yes	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Full Service (Major)	Major / Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	2 jets	4 spaces	Yes	-	
GPU	Yes	Yes	Yes	-	
LAV Service Cart	Yes	No	No	Acquire LAV Service Cart	\$25,000
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 18 / 36	\$410,000
RSA Standards	Compliance with RSA Standards	500' x 1,000' beyond RWY end	No	Clear Obstruction on RWY 36 end	*
Runway/Taxiway Separation	300 ft	400 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Ada/Pontotoc - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 36	No	Address Obstruction on RWY End 36	*
				<b>System Plan Project Cost Subtotal:</b>	<b>\$2,856,000</b>

\*Costs are provided only if available from airport identified projects list

NPIAS Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
No Projects Reported			
AUTO PARKING & GROUND ACCESS			
No Projects Reported			
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
Construct Building	Construct 17 t-Hangars	11-20	\$884,000
Construct Building	Construct new corporate Hangar	6-10	\$1,000,000
LIGHTING, NAVAIDS, & SIGNAGE			
Install Runway Vertical/Visual Guidance System	Install PAPIs	6-10	\$175,000
Install Weather Reporting Equipment (AWOS)	Install new AWOS	1 - 5	\$225,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	in vicinity of TW C	1 - 5	\$615,000
Rehabilitate Taxiway	TW A	1 - 5	\$500,000
Rehabilitate Taxiway	Reconstruct TW D	1 - 5	\$300,000
Rehabilitate Taxiway	TW C	1 - 5	\$225,000
Rehabilitate Taxiway	TW B	6 - 10	\$400,000
Rehabilitate Runway	Overlay RW	1 - 5	\$3,300,000
Rehabilitate Runway	Clean and seal cracks, seal coat and Mark Rw 17/35	11 - 20	\$465,000
PLANS & STUDIES			
No Projects Reported			
RUNWAYS			
No Projects Reported			
SAFETY & SECURITY			
Install Perimeter Fencing	Fence the new south boundary	6-10	\$86,600
TAXIWAYS			
Construct Taxiway	Hangar Apron Access TW	6 - 10	\$800,000
TERMINALS & OTHER BUILDINGS			
No Projects Reported			
UTILITIES, DRAINAGE, & OTHER/MISC.			
No Projects Reported			
COMPLIANCE WITH STANDARDS			
No Projects Reported			

NPIAS Project Subtotal:	\$8,976,000
All Project Costs Total:	\$11,832,000

AIRPORT ROLE: NATIONAL BUSINESS		AIRPORT NAME: ARDMORE MUNICIPAL		ASSOCIATED COMMUNITY: ARDMORE	LOCID: ADM
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	C or D	C-III	Yes	-	
Primary Runway Length	6,000 ft	9,002 ft	Yes	-	
Primary Runway Width	100 ft	150 ft	Yes	-	
Taxiway Type	Full Parallel	Partial Parallel	No	Extend Partial Parallel to Full Parallel	\$4,300,000
Runway Lighting	MIRL	HIRL	Yes	-	
Taxiway Lighting	MITL	HITL	Yes	-	
Approach Type	ILS or LPV	ILS	Yes	-	
Approach Lighting System	Both RWY Ends	One RWY End	No	Install Approach Lighting on RWY End 13	\$550,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	No	No	Add Segmented Circle	\$25,000
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both Ends 4 Box	Base End 4 Box PAPI, Recip End 4	Yes	-	
Runway End Identifier Lights	Both RWY Ends	No REILs	No	Install REILs on RWY 13 and RWY 17 / 35**	\$235,000
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	100	Yes	-	
Weight Capacity	20,000 SW and 75,000 DW	120,000 SW / 187,000 DW	Yes	-	
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	
Ramp Area	25,000 SY (15 spaces - large aircraft)	100,000+	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 sqft	16,000 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	24/7 truck fueling	Yes	Yes	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Full Service (Major)	Major / Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	2 jets	3 spaces	Yes	-	
GPU	Yes	Yes	Yes	-	
LAV Service Cart	Yes	Yes	Yes	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 31	*
RSA Standards	Compliance with RSA Standards	500' x 1,000' beyond RWY end	Yes	-	
Runway/Taxiway Separation	400 ft	400 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Ardmore/Carter - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
<b>System Plan Project Cost Subtotal:</b>					<b>\$5,110,000</b>

\*Costs are provided only if available from airport identified projects list \*\* Airport identified project and cost substituted for OASP project



NPIAS Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
No Projects Reported			
<b>APRON</b>			
No Projects Reported			
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
No Projects Reported			
<b>EQUIPMENT</b>			
No Projects Reported			
<b>FUEL</b>			
No Projects Reported			
<b>HANGARS</b>			
No Projects Reported			
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
Install Guidance Signs	Replace and install new guidance signs on taxiways and runways	6 - 10	\$220,000
Install Runway 17-35 Vertical Guidance System (PAPI)	Install 4-light PAPIs on runway 17-35	11 - 20	\$330,000
Install Runway 31 Vertical Guidance	Install 4-light PAPIs on runway 31	6 - 10	\$155,000
Install Runway Lighting (17-35)	Install LED MIRLS on Runway 17-35	6 - 10	\$440,000
Install Weather Reporting Equipment	Relocate and replace AWOS	11 - 20	\$330,000
Rehabilitate Runway Lighting	Replace Runway 13-31 HIRL system	1 - 5	\$775,000
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Apron	Reconstruct aircraft parking area near terminal building	6 - 10	\$950,000
Rehabilitate Apron	Reconstruct aircraft parking area south of terminal building	11 - 20	\$1,190,000
Rehabilitate Taxiway	Joint seal and panel replacement Taxiway A	6 - 10	\$1,750,000
Rehabilitate Taxiway	Reconstruct Taxiway D	11 - 20	\$6,705,000
Rehabilitate Taxiway	Joint seal and panel replacement Taxiway E	11 - 20	\$2,000,000
Rehabilitate Runway 13-31	Joint seal and panel replacement	1 - 5	\$1,050,000
Rehabilitate Runway 13-31	Rehabilitate Runway 13-31 - joint sealant and Panel Replacement	11 - 20	\$2,000,000
Rehabilitate Runway 17-35	Reconstruct Runway 17-35 - mill and overlay	6 - 10	\$4,905,000
Rehabilitate Runway 17-35	Rehabilitate Runway 17-35 - joint sealant and seal coat pavement	11 - 20	\$775,000
<b>PLANS &amp; STUDIES</b>			
Update Airport Master Plan Study	Conduct airport action plan, including AGIS survey for approach	6 - 10	\$210,000
Update Airport Master Plan Study	Update Master Plan	11 - 20	\$255,000
<b>RUNWAYS</b>			
Extend Runway 13	Extend Runway 13 1,000'	11 - 20	\$20,000,000
<b>SAFETY &amp; SECURITY</b>			
No Projects Reported			
<b>TAXIWAYS</b>			
Construct Taxiway	Construct Taxiway Echo From Bravo to Alpha	6 - 10	\$7,060,000
Construct Taxiway	Construct taxilanes for future hangar development	6 - 10	\$795,000
Construct Taxiway	Construct new air cargo taxiways and connectors and rehabilitate air	11 - 20	\$21,810,000
Construct Taxiway	Construct taxilanes for future hangar development	11 - 20	\$1,055,000
Widen Taxiway Alpha	Widen Taxiway Alpha to 75' Wide	6 - 10	\$4,500,000
Widen Taxiway Echo	Widen Taxiway Echo to 75' Wide	6 - 10	\$3,500,000
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
No Projects Reported			
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
No Projects Reported			
<b>COMPLIANCE WITH STANDARDS</b>			
No Projects Reported			

<b>NPIAS Project Subtotal:</b>	<b>\$82,760,000</b>
<b>All Project Costs Total:</b>	<b>\$87,870,000</b>

AIRPORT ROLE: NATIONAL BUSINESS		AIRPORT NAME: BARTLESVILLE MUNICIPAL		ASSOCIATED COMMUNITY: BARTLESVILLE	LOCID: BVO
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	C or D	C-II	Yes	-	
Primary Runway Length	6,000 ft	6,850 ft	Yes	-	
Primary Runway Width	100 ft	100 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	ILS or LPV	LPV	Yes	-	
Approach Lighting System	Both RWY Ends	One RWY End	No	Install Approach Lighting on RWY End 35	\$964,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	Both RWY Ends	Recip End REILs	No	Install REILs on RWY End 17	\$50,000
Weather Reporting	AWOS or ASOS	ASOS	Yes	-	
Primary RWY PCI	70	88	Yes	-	
Weight Capacity	20,000 SW and 75,000 DW	50,000 SW / 100,000 DW	Yes	-	
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	
Ramp Area	25,000 SY (15 spaces - large aircraft)	7,800 SY	No	Increase Ramp Size by 17,200 SY	\$4,644,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 sqft	2,800 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	24/7 truck fueling	Yes	Yes	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Full Service (Major)	Major / Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	2 jets	3 spaces	Yes	-	
GPU	Yes	Yes	Yes	-	
LAV Service Cart	Yes	Yes	Yes	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 35	*
RSA Standards	Compliance with RSA Standards	500' x 1,000' beyond RWY end	Yes	-	
Runway/Taxiway Separation	300 ft	375 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Bartlesville/Osage - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
				<b>System Plan Project Cost Subtotal:</b>	<b>\$5,658,000</b>

\*Costs are provided only if available from airport identified projects list

NPIAS Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
No Projects Reported			
AUTO PARKING & GROUND ACCESS			
Expand Access Road	Extend airport entrance road to General Aviation area	11 - 20	\$1,000,000
Rehabilitate Access Road		1 - 5	\$1,000,000
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
Construct Building	Construct 10-unit T-Hangar unit and apron	1 - 5	\$500,000
Construct Building	Construct 3 Box Hangars	1 - 5	\$1,236,575
LIGHTING, NAVAIDS, & SIGNAGE			
No Projects Reported			
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Reconstruct /Rehab terminal apron	1 - 5	\$500,000
Rehabilitate Taxiway	Rehabilitate and Mark TWs & Apron	11 - 20	\$1,500,000
PLANS & STUDIES			
No Projects Reported			
RUNWAYS			
No Projects Reported			
SAFETY & SECURITY			
No Projects Reported			
TAXIWAYS			
Construct Taxiway	Construct Taxilanes - Phase 2	1 - 5	\$500,000
TERMINALS & OTHER BUILDINGS			
No Projects Reported			
UTILITIES, DRAINAGE, & OTHER/MISC.			
No Projects Reported			
COMPLIANCE WITH STANDARDS			
No Projects Reported			

NPIAS Project Subtotal:	\$6,237,000
All Project Costs Total:	\$11,895,000

AIRPORT ROLE: NATIONAL BUSINESS		AIRPORT NAME: CLARENCE E. PAGE MUNICIPAL		ASSOCIATED COMMUNITY: OKLAHOMA CITY	LOCID: RCE
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	C or D	C-II	Yes	-	
Primary Runway Length	6,000 ft	6,014 ft	Yes	-	
Primary Runway Width	100 ft	100 ft	Yes	-	
Taxiway Type	Full Parallel	Partial Parallel	No	Extend Partial Parallel to Full Parallel	\$5,850,000
Runway Lighting	MIRL	HIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	ILS or LPV	LPV	Yes	-	
Approach Lighting System	Both RWY Ends	None	No	Install Approach Lighting on both RWY Ends	\$1,100,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	Both RWY Ends	No REILs	No	Install REILs on both RWY Ends	\$100,000
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	92	Yes	-	
Weight Capacity	20,000 SW and 75,000 DW	40,000 SW / 60,000 DW	No	Increase Weight Bearing Capacity	\$10,825,200
Covered Storage	100% of Forecasted Based AC	65%	No	26 spaces	\$3,250,000
Ramp Area	25,000 SY (15 spaces - large aircraft)	21,500 SY	No	Increase Ramp Size by 3,500 SY	\$945,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 sqft	3,800 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	24/7 truck fueling	Yes	Yes	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Full Service (Major)	Major / Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	2 jets	2 spaces	Yes	-	
GPU	Yes	Yes	Yes	-	
LAV Service Cart	Yes	Yes	Yes	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17R, RWY End 17R	*
RSA Standards	Compliance with RSA Standards	500' x 1,000' beyond RWY end	No	Clear Obstruction on RWY 35 end	*
Runway/Taxiway Separation	300 ft	400 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Oklahoma City - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 17R	No	Address Obstruction on RWY End 17R	*
<b>System Plan Project Cost Subtotal:</b>					<b>\$22,070,000</b>

\*Costs are provided only if available from airport identified projects list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
No Projects Reported			
AUTO PARKING & GROUND ACCESS			
No Projects Reported			
EQUIPMENT			
No Projects Reported			
FUEL			
Self-Fuel Pump	Install Self-Fuel Pump	1 - 5	\$400,000
HANGARS			
No Projects Reported			
LIGHTING, NAVAIDS, & SIGNAGE			
Convert to LED	Convert Airfield Lighting to LED	6 - 10	\$2,550,000
Install PAPIs	Install New PAPIs and Pads	1 - 5	\$465,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Rehabilitate Apron at Hangars 4A, 4B, and 4C	11 - 20	\$100,000
Rehabilitate Taxiway	Taxiway A Rehabilitation	1 - 5	\$684,000
PLANS & STUDIES			
Update Airport Master Plan Study	Update ALP	6 - 10	\$250,000
RUNWAYS			
No Projects Reported			
SAFETY & SECURITY			
Install Perimeter Fencing	Install Perimeter Fencing around Airport Property Line	6 - 10	\$1,085,000
TAXIWAYS			
Construct Taxiway	Construct midportion of parallel Twy B.	11 - 20	\$6,840,000
TERMINALS & OTHER BUILDINGS			
No Projects Reported			
UTILITIES, DRAINAGE, & OTHER/MISC.			
No Projects Reported			
COMPLIANCE WITH STANDARDS			
No Projects Reported			

NPIAS Project Subtotal:	\$12,374,000
All Project Costs Total:	\$34,444,000

AIRPORT ROLE: NATIONAL BUSINESS		AIRPORT NAME: DURANT REGIONAL AIRPORT - EAKER FIELD		ASSOCIATED COMMUNITY: DURANT	LOCID: DUA
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	C or D	C-II	Yes	-	
Primary Runway Length	6,000 ft	6,800 ft	Yes	-	
Primary Runway Width	100 ft	100 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	ILS or LPV	LPV	Yes	-	
Approach Lighting System	Both RWY Ends	One RWY End	No	Install Approach Lighting on RWY End 35	\$550,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	Both RWY Ends	Both Ends REILs	No	-	
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	85	Yes	-	
Weight Capacity	20,000 SW and 75,000 DW	35,000 SW / 50,000 DW	No	Increase Weight Bearing Capacity	\$12,240,000
Covered Storage	100% of Forecasted Based AC	69%	No	22 spaces	\$2,750,000
Ramp Area	25,000 SY (15 spaces - large aircraft)	13,500 SY	No	Increase Ramp Size by 11,500 SY	\$3,105,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 sqft	3,000 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	24/7 truck fueling	Yes	Yes	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Full Service (Major)	Major / Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	2 jets	0 spaces	No	Establish Space for 2 Business Jets	\$1,680,000
GPU	Yes	No	No	Acquire GPU	\$60,000
LAV Service Cart	Yes	No	No	Acquire LAV Service Cart	\$25,000
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	*
RSA Standards	Compliance with RSA Standards	500' x 1,000' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	400 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Durant - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
<b>System Plan Project Cost Subtotal:</b>					<b>\$20,410,000</b>

\*Costs are provided only if available from airport identified projects list

Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
Acquire Land For Approaches	Acquire Land for V RPZ RW 31 end (14 ac)	1 - 5	\$50,000
<b>APRON</b>			
No Projects Reported			
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
Construct Terminal Parking Lot		11 - 20	\$150,000
Improve Access Road	Reconstruct Entrance Road and Parking Lot	6 - 10	\$443,900
Rehabilitate Access Road		6 - 10	\$800,000
<b>EQUIPMENT</b>			
Acquire Snow Removal Equipment		6 - 10	\$210,526
<b>FUEL</b>			
No Projects Reported			
<b>HANGARS</b>			
Construct Hangar Building	Construct 10-Unit T-Hangar and Apron	6 - 10	\$1,135,854
Construct Hangar Building	1st Series	11 - 20	\$1,135,854
Construct Hangar Building	2nd Series	11 - 20	\$1,135,854
Construct Hangar Building	Construct 10 Individual Hangars	11 - 20	\$1,135,854
Rehabilitate Hangars		11 - 20	\$260,000
Rehabilitate Hangar Building		6 - 10	\$257,895
Rehabilitate Hangar Building		11 - 20	\$250,000
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
Install Runway Vertical/Visual Guidance System	Install 2-Box PAPIs on Runway 13/31	1 - 5	\$100,000
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Taxiway	No Projects Reported	6 - 10	\$150,000
Rehabilitate Taxiway	Rehab all TWs	11 - 20	\$175,000
Rehabilitate Runway	Reconstruct	1 - 5	\$1,911,111
Rehabilitate Runway	Joint seal and spall repair	1 - 5	\$1,100,000
Rehabilitate Runway	Rehab RW 13/31	11 - 20	\$300,000
<b>PLANS &amp; STUDIES</b>			
No Projects Reported			
<b>RUNWAYS</b>			
No Projects Reported			
<b>SAFETY &amp; SECURITY</b>			
Install Perimeter Fencing	Upgrade the perimeter fencing in the terminal area, including card accessed security gates	1 - 5	\$139,750
<b>TAXIWAYS</b>			
Construct Taxiway	Construct Taxiway E, Phase 1	1 - 5	\$513,015
Construct Taxiway	Construct Taxiway E, Phase 2	11 - 20	\$723,250
Construct Taxiway	Construct Phase 1 of West Side Development	11 - 20	\$1,307,250
Construct Taxiway	Extend and Light Taxiway L and L-4	11 - 20	\$1,103,050
Construct Taxiway B		6 - 10	\$334,096
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
Rehabilitate and Expand Terminal Building		11 - 20	\$2,000,000
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
Improve Airport Drainage	Grading and Drainage for Development Area west of Runway 17/35	11 - 20	\$1,188,000
<b>COMPLIANCE WITH STANDARDS</b>			
No Projects Reported			

<b>NPIAS Project Subtotal:</b>	<b>\$18,010,000</b>
<b>All Project Costs Total:</b>	<b>\$38,720,000</b>

AIRPORT ROLE: NATIONAL BUSINESS		AIRPORT NAME: ENID WOODRING REGIONAL		ASSOCIATED COMMUNITY: ENID	LOCID: WDG
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	C or D	C-III	Yes	-	
Primary Runway Length	6,000 ft	8,614 ft	Yes	-	
Primary Runway Width	100 ft	100 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	ILS or LPV	ILS	Yes	-	
Approach Lighting System	Both RWY Ends	One RWY End	No	Install Approach Lighting on RWY End 17	\$550,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	Both RWY Ends	Base End REILs	No	Install REILs on RWY End 35	\$50,000
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	87	Yes	-	
Weight Capacity	20,000 SW and 75,000 DW	60,000 SW / 73,000 DW	No	Increase Weight Bearing Capacity	\$15,505,200
Covered Storage	100% of Forecasted Based AC	88%	No	8 spaces	\$1,880,000
Ramp Area	25,000 SY (15 spaces - large aircraft)	15,000 SY	No	Increase Ramp Size by 10,000 SY	\$2,700,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 sqft	6,200 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	24/7 truck fueling	Yes	Yes	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Full Service (Major)	Minor Maintenance	No	Establish Full Service Maintenance Operation	*
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	2 jets	12 spaces	Yes	-	
GPU	Yes	Yes	Yes	-	
LAV Service Cart	Yes	No	No	Acquire LAV Service Cart	\$25,000
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 35	*
RSA Standards	Compliance with RSA Standards	500' x 1,000' beyond RWY end	Yes	-	
Runway/Taxiway Separation	400 ft	400 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Enid/Garfield - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 17	No	Address Obstruction on RWY End 17	*
*Costs are provided only if available from airport identified projects list				<b>System Plan Project Cost Subtotal:</b>	<b>\$20,710,000</b>



Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
Acquire Land for Development	Acquire land south of Terminal (approx 25 Ac) and Bosch property (approx 8 Ac)	1 - 5	\$400,000
<b>APRON</b>			
No Projects Reported			
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
Rehabilitate Access Road	2 inch overlay 1900 feet long	6 - 10	\$110,000
Construct Service Road	SW GA roadway access - 32,000 SF of roadway including 9,600 SF of automobile parking area	6 - 10	\$135,000
Construct Service Road	Phase 1 of Northwest GA roadway access - 25,500 SF of roadway	6 - 10	\$100,000
<b>EQUIPMENT</b>			
No Projects Reported			
<b>FUEL</b>			
No Projects Reported			
<b>HANGARS</b>			
Construct Building	Phase -2 conventional hangar expansion - Two 10,000 SF hangars in the SW GA area; Includes 15,100 SF of aircraft apron	11 - 20	\$2,000,000
Construct Building	Phase conventional hangar expansion - 10,000 SF of hangar area	11 - 20	\$1,875,200
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
Install Runway Vertical/Visual Guidance System	PAPIs, REILS, Signage	11 - 20	\$808,500
Install Taxiway Lighting	MITLS	6 - 10	\$221,500
Rehabilitate Runway Lighting	Upgrade Runway Lighting and Circuits	6-10	\$605,556
Rehabilitate Taxiway Lights	Replace all taxiway lights, on north portion of Twy A.	1 - 5	\$300,000
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Apron	No Projects Reported	6-10	\$500,000
Rehabilitate Apron	Panel Replacement, Joint and Crack Seal of GA Ramps	11-20	\$600,000
Rehabilitate Taxiway	Rehab Twy A.	1 - 5	\$157,895
Rehabilitate Taxiway	Crack and Joint Repair	6-10	\$150,000
Rehabilitate Taxiway	Major taxiway rehabilitation	11-20	\$1,000,000
Rehabilitate Runway	Crack and Joint Repair	6-10	\$200,000
Rehabilitate Runway	Major runway rehabilitation	11-20	\$2,500,000
<b>PLANS &amp; STUDIES</b>			
Conduct Airport Master Plan Study	ALP and Aerial Imagery	11 - 20	\$130,000
Update Airport Master Plan Study	Action Plan	6 - 10	\$45,263
<b>RUNWAYS</b>			
No Projects Reported			
<b>SAFETY &amp; SECURITY</b>			
Install Perimeter Fencing		1 - 5	\$454,295
<b>TAXIWAYS</b>			
Construct Taxiway	Re-align south portion of the parallel taxiway system	1 - 5	\$3,000,000
Construct Taxiway	Design-Realign parallel twy.	6 - 10	\$2,112,000
Construct Taxiway	Construct Hgr access taxilanes/apron south of terminal bldg.	6 - 10	\$947,368
Construct Taxiway	Construct Taxiway System on East Side for Development	11-20	\$1,000,000
Widen Taxiway	Relocate and widen TW A	6 - 10	\$750,000
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
Construct Building	Construct New Terminal Building	11-20	\$1,500,000
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
No Projects Reported			
<b>COMPLIANCE WITH STANDARDS</b>			
Improve Runway Safety Area	Grade RW 34 safety area	6 - 10	\$1,834,700

<b>NPIAS Project Subtotal:</b>	<b>\$23,437,000</b>
<b>All Project Costs Total:</b>	<b>\$42,436,000</b>

AIRPORT ROLE: NATIONAL BUSINESS		AIRPORT NAME: GUTHRIE-EDMOND REGIONAL		ASSOCIATED COMMUNITY: GUTHRIE	LOCID: GOK
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	C or D	B-II	No	Meet C or D ARC Standards	*
Primary Runway Length	6,000 ft	5,001 ft	No	Lengthen Runway 999 ft	\$3,996,000
Primary Runway Width	100 ft	75 ft	No	Widen Runway 25 ft	\$800,000
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	ILS or LPV	LPV	Yes	-	
Approach Lighting System	Both RWY Ends	One RWY End	No	Install Approach Lighting on RWY End 34	\$550,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	Both RWY Ends	Both Ends REILs	Yes	-	
Weather Reporting	AWOS or ASOS	ASOS	Yes	-	
Primary RWY PCI	70	97	Yes	-	
Weight Capacity	20,000 SW and 75,000 DW	30,000 SW / 48,000 DW	No	Increase Weight Bearing Capacity	\$6,751,350
Covered Storage	100% of Forecasted Based AC	72%	No	50 spaces	\$2,500,000
Ramp Area	25,000 SY (15 spaces - large aircraft)	7,200 SY	No	Expand Aircraft Parking Apron**	\$2,000,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 sqft	3,600 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	24/7 truck fueling	No	No	Add 24/7 Jet A Truck Fueling Service	*
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Full Service (Major)	Major / Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	2 jets	0 spaces	No	Establish Space for 2 Business Jets	\$1,680,000
GPU	Yes	No	No	Acquire GPU	\$60,000
LAV Service Cart	Yes	No	No	Acquire LAV Service Cart	\$25,000
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 34	*
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	215 ft	No	Establish RWY/TWY Separation of 240ft	*
Height Zoning	Jurisdiction with Height Zoning Ordinance	Guthrie - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 34	No	Address Obstruction on RWY End 34	\$637,000
<b>System Plan Project Cost Subtotal:</b>					<b>\$18,999,000</b>

\*Costs are provided only if available from airport identified projects list \*\* Airport identified project and cost substituted for OASP project

AIRPORT ROLE: NATIONAL BUSINESS		AIRPORT NAME: HALLIBURTON FIELD		ASSOCIATED COMMUNITY: DUNCAN		LOCID: DUC	
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST		
<b>AIRSIDE FACILITIES</b>							
Airport Reference Code	C or D	C-II	Yes	-			
Primary Runway Length	6,000 ft	6,326 ft	Yes	-			
Primary Runway Width	100 ft	100 ft	Yes	-			
Taxiway Type	Full Parallel	Full Parallel	Yes	-			
Runway Lighting	MIRL	MIRL	Yes	-			
Taxiway Lighting	MITL	MITL	Yes	-			
Approach Type	ILS or LPV	LPV	Yes	-			
Approach Lighting System	Both RWY Ends	One RWY End	No	Install Approach Lighting on RWY End 35		\$550,000	
Rotating Beacon	Yes	Yes	Yes	-			
Segmented Circle	Yes	Yes	Yes	-			
Wind Cone	Yes	Yes	Yes	-			
Visual Guidance Slope Indicator	Both Ends 4 Box	Base End 4 Box PAPI, Recip End 4	Yes	-			
Runway End Identifier Lights	Both RWY Ends	Recip End REILs	No	Install REILs on RWY End 17		\$50,000	
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-			
Primary RWY PCI	70	98	Yes	-			
Weight Capacity	20,000 SW and 75,000 DW	44,000 SW / 56,000 DW	No	Increase Weight Bearing Capacity		\$11,386,800	
Covered Storage	100% of Forecasted Based AC	70%	No	16 spaces		\$2,400,000	
Ramp Area	25,000 SY (15 spaces - large aircraft)	20,000 SY	No	Increase Ramp Size by 5,000 SY		\$1,350,000	
<b>GENERAL AVIATION FACILITIES</b>							
Terminal Building	2,500 sqft	3,300 sqft	Yes	-			
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code		\$90,000	
Conference Area	Yes	No	No	Add Conference Room		\$210,000	
Pilot's Lounge	Yes	Yes	Yes	-			
Office Space for Airport Manager	Yes	Yes	Yes	-			
Public Waiting Area	Yes	Yes	Yes	-			
<b>SERVICES</b>							
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-			
Jet Fuel (24/7 trucking)	24/7 truck fueling	No	No	Add 24/7 Jet A Truck Fueling Service		*	
Fixed-Base Operator	Yes	Yes	Yes	-			
Aircraft Maintenance	Full Service (Major)	Major / Full Service Maintenance	Yes	-			
Ground Transportation	Yes	Yes	Yes	-			
Overnight Aircraft Storage	2 jets	0 spaces	No	Establish Space for 2 Business Jets		\$1,680,000	
GPU	Yes	Yes	Yes	-			
LAV Service Cart	Yes	No Data	No	Acquire LAV Service Cart		\$25,000	
<b>COMPLIANCE WITH FAA GUIDANCE</b>							
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-			
RSA Standards	Compliance with RSA Standards	500' x 1,000' beyond RWY end	Yes	-			
Runway/Taxiway Separation	300 ft	350 ft	Yes	-			
Height Zoning	Jurisdiction with Height Zoning Ordinance	Duncan/Stephens - Yes	Yes	-			
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-			
*Costs are provided only if available from airport identified projects list					<b>System Plan Project Cost Subtotal:</b>	<b>\$17,742,000</b>	

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
No Projects Reported			
AUTO PARKING & GROUND ACCESS			
No Projects Reported			
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
No Projects Reported			
LIGHTING, NAVAIDS, & SIGNAGE			
Install Runway Lighting	Rehab Lights and Signs	11 - 20	\$1,370,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Rehabilitate north, central and south terminal apron	6 - 10	\$7,765,000
Rehabilitate Taxiway	Rehab Taxiway A and connector taxiways	6 - 10	\$12,025,000
Rehabilitate Taxiway	Taxiway A & F Joints Cracks, and Spalls	11 - 20	\$2,127,000
Rehabilitate Taxiway	Taxiway T-Hangars Joints Crack and Spalls	11 - 20	\$821,000
Rehabilitate Runway		6 - 10	\$17,800,000
Rehabilitate Runway	Joints, Cracks, and Spall Repair	11 - 20	\$2,805,000
PLANS & STUDIES			
Update Airport Master Plan Study	Update Airport Master Plan	1 - 5	\$300,000
Update Miscellaneous Study	Update Pavement Maintenance Plan	1 - 5	\$100,000
RUNWAYS			
No Projects Reported			
SAFETY & SECURITY			
No Projects Reported			
TAXIWAYS			
Construct Taxiway	Construct west-side partial parallel taxiway	11 - 20	\$3,670,000
Extend Taxiway		6 - 10	\$2,690,000
TERMINALS & OTHER BUILDINGS			
Construct Aircraft Rescue & Fire Fighting Building	Design and Construct ARFF building	1 - 5	\$3,457,206
Construct Snow Removal Equipment Building	SRE Building	1 - 5	\$885,800
Expand Building	Construction of New Loading Bridges	1 - 5	\$550,000
Expand Terminal Building	Phase 3	1 - 5	\$1,593,112
Expand Terminal Building	Terminal Expansion Phase 1 design and construction of airside hold room bathroom.	1 - 5	\$1,906,953
UTILITIES, DRAINAGE, & OTHER/MISC.			
No Projects Reported			
COMPLIANCE WITH STANDARDS			
No Projects Reported			

<b>NPIAS Project Subtotal:</b>	<b>\$59,866,000</b>
<b>All Project Costs Total:</b>	<b>\$60,851,000</b>

AIRPORT ROLE: NATIONAL BUSINESS		AIRPORT NAME: LAWTON-FORT SILL REGIONAL		ASSOCIATED COMMUNITY: LAWTON	LOCID: LAW
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	C or D	D-IV	Yes	-	
Primary Runway Length	6,000 ft	8,599 ft	Yes	-	
Primary Runway Width	100 ft	150 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	HIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	ILS or LPV	ILS	Yes	-	
Approach Lighting System	Both RWY Ends	One RWY End	No	Install Approach Lighting on RWY End 17	\$550,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both Ends 4 Box	Base End 4 Box PAPI	No	Install Recip End 4 Box PAPI	\$150,000
Runway End Identifier Lights	Both RWY Ends	Base End REILs	No	Install REILs on RWY End 35	\$50,000
Weather Reporting	AWOS or ASOS	ASOS	Yes	-	
Primary RWY PCI	70	81	Yes	-	
Weight Capacity	20,000 SW and 75,000 DW	45,000 SW / 179,000 DW	Yes	-	
Covered Storage	100% of Forecasted Based AC	98%	No	1 space	\$235,000
Ramp Area	25,000 SY (15 spaces - large aircraft)	25,000 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 sqft	2,500 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	24/7 truck fueling	No	No	Add 24/7 Jet A Truck Fueling Service	*
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Full Service (Major)	Major / Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	2 jets	2 spaces	Yes	-	
GPU	Yes	Yes	Yes	-	
LAV Service Cart	Yes	Yes	Yes	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	
RSA Standards	Compliance with RSA Standards	500' x 1,000' beyond RWY end	Yes	-	
Runway/Taxiway Separation	400 ft	500 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Lawton/Comanche - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
				<b>System Plan Project Cost Subtotal:</b>	<b>\$985,000</b>

\*Costs are provided only if available from airport identified projects list

Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
	No Projects Reported		
<b>APRON</b>			
	No Projects Reported		
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
	No Projects Reported		
<b>EQUIPMENT</b>			
	No Projects Reported		
<b>FUEL</b>			
	No Projects Reported		
<b>HANGARS</b>			
Construct Hangar Building	Construct Corporate Hangar	6 - 10	\$600,000
Rehabilitate Hangar Building	Rehabilitate WWII Hangar	6 - 10	\$400,000
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
Install Airfield Guidance Signs	Install airfield guidance signs This is DH entry after discussion with sponsor & revising OAC CIP	6 - 10	\$250,000
Install Runway Lighting	LED MIRLs for runway 4/22	6 - 10	\$250,000
Rehabilitate Runway Lighting	Rehabilitate RW 13/31 Lights; PAPIs, Homerun, and Vault	1 - 5	\$1,400,000
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Apron	Rehabilitate Portion of South Apron	1 - 5	\$1,500,000
Rehabilitate Apron	Rehab Terminal Apron (Crack Seal and Seal Coat)	6 - 10	\$340,000
Rehabilitate Apron	Crack Seal and Seal Coat	6 - 10	\$350,000
Rehabilitate Apron	Crack Seal and Seal Coat	11 - 20	\$385,000
Rehabilitate Taxiway	Rehabilitate Parallel Taxiway (Crack Repair and Seal Coat)	1 - 5	\$300,000
Rehabilitate Taxiway	Crack Seal and Seal Coat	6 - 10	\$500,000
Rehabilitate Taxiway	Crack Seal and Seal Coat	11 - 20	\$550,000
Rehabilitate Runway	Crack repair and sealcoat for runway 13/31	6 - 10	\$844,444
Rehabilitate Runway	Crack Seal and Seal Coat	6 - 10	\$900,000
Rehabilitate Runway	Crack Seal and Seal Coat	11 - 20	\$990,000
<b>PLANS &amp; STUDIES</b>			
Conduct Airport Master Plan Study		6 - 10	\$100,000
Update Miscellaneous Study	Weight bearing/Loading Test for RW13/31, TW, and Apron	1 - 5	\$25,000
<b>RUNWAYS</b>			
Extend Runway	Extend RW 13/31 240' at the north end	6 - 10	\$1,200,000
<b>SAFETY &amp; SECURITY</b>			
Install Perimeter Fencing	8000 LF	6 - 10	\$157,895
<b>TAXIWAYS</b>			
Construct Taxiway	T-hangar taxilanes	6 - 10	\$310,000
Extend Taxiway	Extend Parallel TW to RW north end	6 - 10	\$1,000,000
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
	No Projects Reported		
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
	No Projects Reported		
<b>COMPLIANCE WITH STANDARDS</b>			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$12,352,000</b>
<b>All Project Costs Total:</b>	<b>\$16,427,000</b>

AIRPORT ROLE: NATIONAL BUSINESS		AIRPORT NAME: MUSKOGEE-DAVIS REGIONAL		ASSOCIATED COMMUNITY: MUSKOGEE	LOCID: MKO
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	C or D	D-IV	Yes	-	
Primary Runway Length	6,000 ft	7,202 ft	Yes	-	
Primary Runway Width	100 ft	150 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	ILS or LPV	LPV	Yes	-	
Approach Lighting System	Both RWY Ends	One RWY End	No	Install Approach Lighting on RWY End 13	\$450,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	Both RWY Ends	No REILs	No	Install REILs on both RWY Ends	\$100,000
Weather Reporting	AWOS or ASOS	ASOS	Yes	-	
Primary RWY PCI	70	69	Yes	-	
Weight Capacity	20,000 SW and 75,000 DW	59,000 SW / 78,000 DW	Yes	-	
Covered Storage	100% of Forecasted Based AC	77%	No	28 spaces	\$3,500,000
Ramp Area	25,000 SY (15 spaces - large aircraft)	100,000+ SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 sqft	4,500 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	24/7 truck fueling	Yes	Yes	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Full Service (Major)	Minor Maintenance	No	Establish Full Service Maintenance Operation	*
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	2 jets	12 spaces	Yes	-	
GPU	Yes	Yes	Yes	-	
LAV Service Cart	Yes	No	No	Acquire LAV Service Cart	\$25,000
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	
RSA Standards	Compliance with RSA Standards	500' x 1,000' beyond RWY end	Yes	-	
Runway/Taxiway Separation	400 ft	780 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Muskogee/Muskogee - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
				<b>System Plan Project Cost Subtotal:</b>	<b>\$4,075,000</b>

\*Costs are provided only if available from airport identified projects list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
Expand Apron	Expand Aircraft Parking South of FBO Operations	1 - 5	\$1,753,000
AUTO PARKING & GROUND ACCESS			
Construct Access Road	Entrance Road	1 - 5	\$300,000
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
Construct Hangar Building	Construct New Hangars	11 - 20	\$850,000
LIGHTING, NAVAIDS, & SIGNAGE			
Install Runway Vertical/Visual Guidance System	Install New Beacon	6 - 10	\$60,000
Rehabilitate Runway Lighting	Replace Fixtures	11 - 20	\$200,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Joint Seal and Spall Repair Existing Aprons	11 - 20	\$350,000
Rehabilitate Taxiway	Rehabilitate East Taxiway	1 - 5	\$300,000
Rehabilitate Taxiway	Joint Seal and Spall Repair Existing Taxiway System	1 - 5	\$500,000
Rehabilitate Taxiway	Rehabilitate Taxilanes Serving Hangars; Joint Seal, Spall Patching	6 - 10	\$300,000
Rehabilitate Taxiway	Joint Seal and Spall Repair Existing Taxiway System	11 - 20	\$300,000
Rehabilitate Runway	Joint Seal and Spall Repair Existing Runway	11 - 20	\$400,000
PLANS & STUDIES			
Conduct Airport Master Plan Study		1 - 5	\$105,263
RUNWAYS			
No Projects Reported			
SAFETY & SECURITY			
Install Perimeter Fencing	Install Perimeter Fencing and Gates on northern portion of airport	1 - 5	\$450,000
Install Perimeter Fencing	Phase II	6 - 10	\$475,000
TAXIWAYS			
Construct Taxiway	Construct New Hangar Access Taxilanes	6 - 10	\$525,000
Construct Taxiway	Construct New Hangar Access Taxilanes	11 - 20	\$550,000
TERMINALS & OTHER BUILDINGS			
Rehabilitate Terminal Building		1 - 5	\$3,500,000
UTILITIES, DRAINAGE, & OTHER/MISC.			
No Projects Reported			
COMPLIANCE WITH STANDARDS			
No Projects Reported			

NPIAS Project Subtotal:	\$10,918,000
All Project Costs Total:	\$31,721,000



AIRPORT ROLE: NATIONAL BUSINESS		AIRPORT NAME: PONCA CITY REGIONAL		ASSOCIATED COMMUNITY: PONCA CITY	LOCID: PNC
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	C or D	D-II	Yes	-	
Primary Runway Length	6,000 ft	7,201 ft	Yes	-	
Primary Runway Width	100 ft	150 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	HIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	ILS or LPV	ILS	Yes	-	
Approach Lighting System	Both RWY Ends	Both RWY Ends	Yes	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	Both RWY Ends	No REILs	No	Install REILs on both RWY Ends	\$100,000
Weather Reporting	AWOS or ASOS	ASOS	Yes	-	
Primary RWY PCI	70	98	Yes	-	
Weight Capacity	20,000 SW and 75,000 DW	51,000 SW / 65,000 DW	No	Increase Weight Bearing Capacity	\$19,442,700
Covered Storage	100% of Forecasted Based AC	86%	No	8 spaces	\$400,000
Ramp Area	25,000 SY (15 spaces - large aircraft)	25,000 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 sqft	9,000 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Yes	No	No	Add Conference Room	\$210,000
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	24/7 truck fueling	Yes	Yes	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Full Service (Major)	Major / Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	2 jets	2 spaces	Yes	-	
GPU	Yes	Yes	Yes	-	
LAV Service Cart	Yes	No	No	Acquire LAV Service Cart	\$25,000
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 35	\$535,338
RSA Standards	Compliance with RSA Standards	500' x 1,000' beyond RWY end	Yes	-	
Runway/Taxiway Separation	400 ft	400 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Ponca City - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 35	No	Address Obstruction on RWY End 35	*
*Costs are provided only if available from airport identified projects list				<b>System Plan Project Cost Subtotal:</b>	<b>\$20,803,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
No Projects Reported			
AUTO PARKING & GROUND ACCESS			
No Projects Reported			
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
No Projects Reported			
LIGHTING, NAVAIDS, & SIGNAGE			
Install Miscellaneous NAVAIDS	lighted wind cone	11 - 20	\$55,000
Rehabilitate Runway Lighting	Rehab runway and taxiway lights and guidance signs	11 - 20	\$1,080,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Crack and joint seal and pavement sealcoat	1 - 5	\$121,000
Rehabilitate Apron	Reconstruct main apron	6 - 10	\$504,807
Rehabilitate Main Apron	Crack and joint seal and pavement sealcoat	11 - 20	\$140,000
Rehabilitate Taxiway	Crack and joint seal and pavement seal coat	1 - 5	\$345,000
Rehabilitate Taxiway	Reconstruct taxilanes at T-hangar #13	6 - 10	\$315,000
Rehabilitate Taxiway	Crack/joint seal and pavement seal coat parallel and connecting taxiways	6 - 10	\$360,000
Rehabilitate Taxiway	Mill & overlay parallel taxiway system	11 - 20	\$2,605,000
Rehabilitate Taxiway	Rehab South taxiway - mill & overlay	11 - 20	\$425,000
Rehabilitate Runway 17-35	Crack and joint seal and pavement seal coat	1 - 5	\$725,000
Rehabilitate Runway 17-35	Crack and joint seal and pavement seal coat	6 - 10	\$615,000
Rehabilitate Runway 17-35	Mill & overlay runway 17-35	11 - 20	\$6,105,000
PLANS & STUDIES			
Conduct Airport Master Plan Study	Conduct airport master plan study update	6 - 10	\$255,000
RUNWAYS			
Extend Runway 17-35	Close Independence St., remove displaced threshold, relocate localizer, clear trees	11 - 20	\$600,000
SAFETY & SECURITY			
Install Perimeter Fencing		6 - 10	\$593,000
TAXIWAYS			
Construct Taxiway	New taxilanes/apron for T-hangar development	1 - 5	\$819,846
Construct Taxiway	Construct new taxilane for future hangar "O"	6 - 10	\$815,000
Construct Taxiway	New taxilane for T-hangar development	11 - 20	\$800,000
Construct Taxiway	Construct partial parallel taxiway west of runway	11 - 20	\$3,305,000
TERMINALS & OTHER BUILDINGS			
No Projects Reported			
UTILITIES, DRAINAGE, & OTHER/MISC.			
No Projects Reported			
COMPLIANCE WITH STANDARDS			
No Projects Reported			

<b>NPIAS Project Subtotal:</b>	<b>\$20,584,000</b>
<b>All Project Costs Total:</b>	<b>\$37,759,000</b>

AIRPORT ROLE: NATIONAL BUSINESS		AIRPORT NAME: SHAWNEE REGIONAL		ASSOCIATED COMMUNITY: SHAWNEE		LOCID: SNL
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST	
<b>AIRSIDE FACILITIES</b>						
Airport Reference Code	C or D	C-II	Yes	-		
Primary Runway Length	6,000 ft	5,997 ft	Yes	-		
Primary Runway Width	100 ft	100 ft	Yes	-		
Taxiway Type	Full Parallel	Full Parallel	Yes	-		
Runway Lighting	MIRL	MIRL	Yes	-		
Taxiway Lighting	MITL	MITL	Yes	-		
Approach Type	ILS or LPV	ILS	Yes	-		
Approach Lighting System	Both RWY Ends	One RWY End	No	Install Approach Lighting on RWY End 35	\$550,000	
Rotating Beacon	Yes	Yes	Yes	-		
Segmented Circle	Yes	No	No	Add Segmented Circle	\$55,000	
Wind Cone	Yes	Yes	Yes	-		
Visual Guidance Slope Indicator	Both Ends 4 Box	Both Ends 4 Box PAPI	Yes	-		
Runway End Identifier Lights	Both RWY Ends	Both Ends REILs	Yes	-		
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-		
Primary RWY PCI	70	95	Yes	-		
Weight Capacity	20,000 SW and 75,000 DW	30,000 SW / 40,000 DW	No	Increase Weight Bearing Capacity	\$10,794,600	
Covered Storage	100% of Forecasted Based AC	74%	No	13 spaces	\$1,950,000	
Ramp Area	25,000 SY (15 spaces - large aircraft)	19,000 SY	No	Increase Ramp Size by 6,000 SY	\$1,620,000	
<b>GENERAL AVIATION FACILITIES</b>						
Terminal Building	2,500 sqft	4,673 sqft	Yes	-		
Restroom (24/7 or key code)	Yes	Yes	Yes	-		
Conference Area	Yes	Yes	Yes	-		
Pilot's Lounge	Yes	Yes	Yes	-		
Office Space for Airport Manager	Yes	Yes	Yes	-		
Public Waiting Area	Yes	Yes	Yes	-		
<b>SERVICES</b>						
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-		
Jet Fuel (24/7 trucking)	24/7 truck fueling	Yes	Yes	-		
Fixed-Base Operator	Yes	Yes	Yes	-		
Aircraft Maintenance	Full Service (Major)	Major / Full Service Maintenance	Yes	-		
Ground Transportation	Yes	Yes	Yes	-		
Overnight Aircraft Storage	2 jets	0 spaces	No	Establish Space for 2 Business Jets	\$1,680,000	
GPU	Yes	Yes	Yes	-		
LAV Service Cart	Yes	No	No	Acquire LAV Service Cart	\$25,000	
<b>COMPLIANCE WITH FAA GUIDANCE</b>						
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	\$500,000	
RSA Standards	Compliance with RSA Standards	500' x 1,000' beyond RWY end	Yes	-		
Runway/Taxiway Separation	400 ft	400 ft	Yes	-		
Height Zoning	Jurisdiction with Height Zoning Ordinance	Shawnee - Yes	Yes	-		
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-		
*Costs are provided only if available from airport identified projects list					<b>System Plan Project Cost Subtotal:</b>	<b>\$17,175,000</b>

Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
Acquire Land For Approaches	Land Acquisition/Aviation Easement RW 22 App. Corridor 20.6 acres	6 - 10	\$95,000
Acquire Land For Approaches	Acquire RW 35 RPZ Land	6 - 10	\$40,000
<b>APRON</b>			
No Projects Reported			
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
Construct Access Road	Industrial Access Road Phase I	6 - 10	\$720,000
Construct Access Road	Industrial Access Road Phase II	11 - 20	\$720,000
Construct Interior Perimeter Road	Construct Interior perimeter road so to be able to adhere to "complete"		
Construct Parking Lot	TSA Security program for commercial airline service	1-5	\$575,000
Rehabilitate Terminal Parking Lot	Terminal Auto Parking Lot Overlay	6 - 10	\$410,000
			\$115,000
<b>EQUIPMENT</b>			
Acquire Equipment	Purchase Snow Removal Equipment	6 - 10	\$1,000,000
<b>FUEL</b>			
No Projects Reported			
<b>HANGARS</b>			
Construct Hangar Building	Construct T-Hangar #3	1 - 5	\$485,000
Construct Hangar Building		6 - 10	\$650,000
Construct Hangar Building		11 - 20	\$750,000
Rehabilitate Hangar Building	Reconstruct Old Rock Hangars	6 - 10	\$1,100,000
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
Install Miscellaneous NAVAIDS	Relocated Beacon Tower	6 - 10	\$35,000
Install RADAR Site	Install local, 500 AGL Radar systems for airfield	6 - 10	\$2,000,000
Install Runway Vertical/Visual Guidance System	Replace Existing VASI Approach Light with PAPI Approach Light System, RW 35	1 - 5	\$40,000
Install Runway Vertical/Visual Guidance System	RW 4, 17, and 35	6 - 10	\$140,000
Install Wind Socks	RW 4-22	6 - 10	\$24,000
Rehabilitate RW 17/35 Lighting	Replace lighting with LED lighting	6 - 10	\$125,000
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Apron	Strengthen Apron and Taxi Lane around and adjacent to T-Hangar #1	1 - 5	\$95,000
Rehabilitate Aprons		11 - 20	\$600,000
Rehabilitate Taxiway	Twy C and Taxi Lane to SE Hangar Area	11 - 20	\$75,000
Rehabilitate Taxiway Alpha	Overlay and remark Taxiway Alpha and SE taxi lane from terminal apron to end	1 - 5	\$250,000
Rehabilitate Runway	Overlay RW 4-22 and Taxiway System	1 - 5	\$2,166,667
Rehabilitate Runway 17-35	Reseal cracks and expansion joints on RW 17/35 and Connecting Taxiways	6 - 10	\$495,000
Rehabilitate Runway 17-35	Rehabilitate Runway 17-35 and Taxiways	11 - 20	\$600,000
Rehabilitate Runway 4-22	Rehabilitate Runway 4-22 and Taxiways	11 - 20	\$300,000
<b>PLANS &amp; STUDIES</b>			
Conduct Environmental Assessment for Airline Service		1 - 5	\$65,000
<b>RUNWAYS</b>			
No Projects Reported			
<b>SAFETY &amp; SECURITY</b>			
No Projects Reported			
<b>TAXIWAYS</b>			
Construct Taxiway	Construct Taxilanes to New Hangars	11 - 20	\$450,000
Construct Taxiway	Construct Hangar #3 taxilane.	1 - 5	\$125,000
Construct Taxiway	Taxilanes and Hangar Run-ups for Southeast Hangar Development	1 - 5	\$222,222
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
Construct Airfield Maintenance Equipment and SRE Facility	SRE/ARFF/Maintenance Facility	6 - 10	\$2,000,000
Construct Equipment Storage Building	Construct equipment storage building	1-5	\$500,000
Construct GA Terminal	Demolish Current GA Terminal, relocate and construct new GA Terminal	6 - 10	\$2,500,000
Expand Terminal Building	Terminal Building Expansion for airline service	1 - 5	\$12,000,000

Airport Identified Project List		Year Range	Cost
TERMINALS & OTHER BUILDINGS (continued)			
Siting Study and Construct ATCT Tower	Relocate and Construct new ATC Tower	6 - 10	\$10,000,000
UTILITIES, DRAINAGE, & OTHER/MISC.			
Improve Airport Drainage	Southeast Hangar Development Area, Drainage Improvements	1 - 5	\$111,111
Improve Airport Drainage	Engineering study/design for airfield drainage improvements	1 - 5	\$65,000
Improve Airport Drainage	Airfield Storm Drain Repair	6 - 10	\$495,000
Improve Airport Miscellaneous Improvements	Upgrade Existing Radios in ATC	11 - 20	\$12,000
COMPLIANCE WITH STANDARDS			
Improve Runway Safety Area	Blast Pad Overrun Rwy 35	11 - 20	\$300,000

NPIAS Project Subtotal:	\$42,451,000
All Project Costs Total:	\$47,176,000

AIRPORT ROLE: NATIONAL BUSINESS		AIRPORT NAME: STILLWATER REGIONAL		ASSOCIATED COMMUNITY: STILLWATER	LOCID: SWO
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	C or D	C-III	Yes	-	
Primary Runway Length	6,000 ft	7,401 ft	Yes	-	
Primary Runway Width	100 ft	100 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	ILS or LPV	ILS	Yes	-	
Approach Lighting System	Both RWY Ends	One RWY End	No	Install Approach Lighting on RWY End 35	\$385,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	Both RWY Ends	Recip End REILs	No	Install REILs on RWY End 17	\$50,000
Weather Reporting	AWOS or ASOS	ASOS	Yes	-	
Primary RWY PCI	70	85	Yes	-	
Weight Capacity	20,000 SW and 75,000 DW	100,000 SW / 157,000 DW	Yes	-	
Covered Storage	100% of Forecasted Based AC	48%	No	56 spaces	\$3,360,000
Ramp Area	25,000 SY (15 spaces - large aircraft)	28,000 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 sqft	7,000 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	24/7 truck fueling	Yes	Yes	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Full Service (Major)	Major / Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	2 jets	1 space	No	Establish Space for 1 Business Jet	\$840,000
GPU	Yes	Yes	Yes	-	
LAV Service Cart	Yes	Yes	Yes	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	
RSA Standards	Compliance with RSA Standards	500' x 1,000' beyond RWY end	Yes	-	
Runway/Taxiway Separation	400 ft	400 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Stillwater/Payne - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
<b>System Plan Project Cost Subtotal:</b>					<b>\$4,725,000</b>

\*Costs are provided only if available from airport identified projects list

Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
No Projects Reported			
<b>APRON</b>			
No Projects Reported			
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
Rehabilitate Service Road	Perimeter Road	6 - 10	\$800,000
Construct Access Road	Construct Access roads into the northern portion of the Mingo Development Area	11 - 20	\$6,000,000
Construct Access Road	Construct Access roads into the southern portion of the Mingo Development Area	11 - 20	\$6,000,000
Construct Access Road	Construct access road into South Development Area	11 - 20	\$4,000,000
<b>EQUIPMENT</b>			
Acquire Aircraft Rescue & Fire Fighting Vehicle		6 - 10	\$1,100,000
Acquire Equipment	Rubber Removal	6 - 10	\$250,000
Acquire Equipment	Various Equipment Purchases	6 - 10	\$11,285,000
Acquire Snow Removal Equipment		1 - 5	\$1,000,000
Acquire Snow Removal Equipment		6 - 10	\$750,000
Acquire Snow Removal Equipment		6 - 10	\$3,000,000
<b>FUEL</b>			
No Projects Reported			
<b>HANGARS</b>			
No Projects Reported			
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
Replace electrical feeders and signs on the west side	This project will replace the home run circuit feeds from the electrical vault to the electric components on the west side of the airfield, including but not limited to R/W 8-26	1 - 5	\$4,100,000
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Apron	Rehabilitate Terminal and Cargo apron	1 - 5	\$2,200,000
Rehabilitate Apron	Repair Terminal & Cargo Apron.	1 - 5	\$15,000,000
Rehabilitate Apron	Repair Terminal & Cargo Apron.	6 - 10	\$2,140,000
Rehabilitate Apron	Repair Terminal & Cargo Apron.	1-5	\$35,000,000
Rehabilitate Taxiway	Rehabilitate TWY M including but not limited to, AC milling, overlay and full depth repair, drainage, electrical, pavement marking	1 - 5	\$9,700,000
Rehabilitate Taxiway	Rehabilitate Taxiway E	6 - 10	\$3,300,000
Rehabilitate Taxiway		6 - 10	\$20,000,000
Rehabilitate Taxiway		6 - 10	\$3,500,000
Rehabilitate Taxiway		6 - 10	\$4,300,000
Rehabilitate Taxiway		11 - 20	\$60,000,000
Rehabilitate West portion of R/W 8-26	Design and construction for the rehabilitation of pavement on the west portion of R/W 8-26	1 - 5	\$7,400,000
Rehabilitate Taxiway	Rehabilitate Taxiway Lima by repairing some areas of poor sub grade and providing a complete overlay of the pavement.	1 - 5	\$5,500,000
<b>PLANS &amp; STUDIES</b>			
Update Metropolitan System Plan Study		6 - 10	\$150,000
<b>RUNWAYS</b>			
Reconstruct Runway	Runway 18L/36R	11 - 20	\$125,000,000
Reconstruct Runway	Runway 18R/36L	11 - 20	\$25,000,000
Improve Runway Safety Area	This project will fund construction of Runway 18R/36L Runway Safety Area Improvements (EMAS).	1 - 5	\$11,000,000
<b>SAFETY &amp; SECURITY</b>			
No Projects Reported			
<b>TAXIWAYS</b>			
Construct Taxiway	Construct Taxilane for access to hangar sites at the south end of TWY Lima	6 - 10	\$800,000
Construct Taxiway	Construct taxilane to provide access to hangar sites west of the ATCT	6 - 10	\$800,000
Extend Taxiway	Extend November Alpha TWY	6 - 10	\$1,755,000
Extend Taxiway	Extend TW B east over Mingo Rd to Mingo Development Area	11 - 20	\$50,000,000
Relocate portion of T/W K	Reconstruct a portion of TWY K as it crosses TWY L & M, and RWY 18R. This project will consist of pavement removal and reconstruction, drainage, electrical, pavement marking and other item.	1 - 5	\$4,400,000

Airport Identified Project List		Year Range	Cost
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
Construct Building	Construct Building to house back-up servers for all airport IT systems	6 - 10	\$1,500,000
Construct Building	Construct building to house maintenance equipment.	6 - 10	\$3,525,000
Construct Building		6 - 10	\$3,200,000
Construct Sand and Chemical Storage Building	Construct bldg to store sand, urea and chemicals used in snow removal operations.	6 - 10	\$100,000
Construct Sand and Chemical Storage Building	Construct Deicing Containment bldg	6 - 10	\$100,000
New ATCT	Construction of new ATCT including base building and TRACON.	1 - 5	\$70,000,000
Rehabilitate Building	Replace Cargo building roofs	6 - 10	\$1,000,000
Rehabilitate Terminal Building	Terminal Rehab	1 - 5	\$46,000,000
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
Improve Airport Drainage	South end at TWY L	6 - 10	\$750,000
<b>COMPLIANCE WITH STANDARDS</b>			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$551,405,000</b>
<b>All Project Costs Total:</b>	<b>\$553,410,000</b>



AIRPORT ROLE: NATIONAL BUSINESS		AIRPORT NAME: TULSA INTERNATIONAL		ASSOCIATED COMMUNITY: TULSA	LOCID: TUL
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	C or D	D-IV	Yes	-	
Primary Runway Length	6,000 ft	10,000 ft	Yes	-	
Primary Runway Width	100 ft	150 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	HIRL	Yes	-	
Taxiway Lighting	MITL	HITL	Yes	-	
Approach Type	ILS or LPV	ILS	Yes	-	
Approach Lighting System	Both RWY Ends	Both RWY Ends	Yes	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	No	No	Add Segmented Circle	\$25,000
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	Both RWY Ends	No REILs	No	Install REILs on both RWY Ends	\$100,000
Weather Reporting	AWOS or ASOS	ASOS	Yes	-	
Primary RWY PCI	70	96	Yes	-	
Weight Capacity	20,000 SW and 75,000 DW	75,000 SW / 200,000 DW	Yes	-	
Covered Storage	100% of Forecasted Based AC	90%	No	8 spaces	\$1,880,000
Ramp Area	25,000 SY (15 spaces - large aircraft)	50,000 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 sqft	4,500 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	24/7 truck fueling	No	No	Add 24/7 Jet A Truck Fueling Service	*
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Full Service (Major)	Major / Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	2 jets	No Data	Yes	-	
GPU	Yes	Yes	Yes	-	
LAV Service Cart	Yes	Yes	Yes	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	
RSA Standards	Compliance with RSA Standards	N/A	N/A	-	*
Runway/Taxiway Separation	N/A	N/A	N/A	-	*
Height Zoning	Jurisdiction with Height Zoning Ordinance	Tulsa - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
<b>System Plan Project Cost Subtotal:</b>					<b>\$2,005,000</b>

\*Costs are provided only if available from airport identified projects list

Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
No Projects Reported			
<b>APRON</b>			
No Projects Reported			
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
Rehabilitate Access Road	-	11 - 20	\$1,500,000
<b>EQUIPMENT</b>			
No Projects Reported			
<b>FUEL</b>			
No Projects Reported			
<b>HANGARS</b>			
No Projects Reported			
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
Install Runway Vertical/Visual Guidance System	REILs and Distance Remaining Signs	6 - 10	\$0
Install Runway Vertical/Visual Guidance System	PAPIs on both RW 13 & RW 31	6 - 10	\$266,000
Install Runway Vertical/Visual Guidance System	RW 1L MALSR This project will install a medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR). It will also relocate the glide slope and localizer equipment.	11-20	\$3,145,000
Rehabilitate Runway Lighting	Rehab rwy edge lighting system	6 - 10	\$639,000
Rehabilitate Runway Lighting	Rehab rwy edge lighting	11 - 20	\$541,000
Rehabilitate Taxiway Lighting	-	6 - 10	\$3,000,000
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Taxiways	Rebuild the connecting taxiways between 19R-1L to Taxiway A	1-5	\$2,611,000
Rehabilitate Runway	Rehabilitate runway pavement	1 - 5	\$1,539,389
Rehabilitate Runway		11 - 20	\$2,000,000
<b>PLANS &amp; STUDIES</b>			
Conduct Noise Compatibility Plan Study		11 - 20	\$133,000
<b>RUNWAYS</b>			
Extend Runway	Extend RW 31 484' SE. This project will extend Runway 13/31, taxiway connections and run-up pads to the east and relocate the threshold on the west end to a location east of applicable taxiway	11 - 20	\$1,578,000
Widen Runway (complete widening east of T\W Z)	Widen from 50 to 60 feet. This project will widen Runway 13/31 to sixty feet and replace the runway edge lights.	1 - 5	\$0
<b>SAFETY &amp; SECURITY</b>			
Install Perimeter Fencing	Install fencing to control public access with required gates	6 - 10	\$515,000
<b>TAXIWAYS</b>			
Construct Taxilane	Extending T\GG will open additional area accessible for new tenants This project will construct a new high-speed taxiway for aircraft landing on runway 19L. The taxiway will be located just north of the crosswind runway.	6-10	\$500,000
Construct Taxiway	Construct twy T and remove twy K	6 - 10	\$750,000
Construct Taxiway	Construct Twys NE area (former maintenance facility site)	6 - 10	\$594,000
Construct Taxiway	Construct dual parallel twy to twy A	6 - 10	\$167,000
Construct Taxiway	Construct dual parallel twy to twy A	11 - 20	\$1,013,000
Construct Taxiway	Construct complete parallel twy system south of RWY 13/31	11 - 20	\$815,000
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
Modify Building	Relocate maintenance facility with entrance improvements	6 - 10	\$750,000
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
Improve Airport Drainage		6 - 10	\$250,000
Improve Airport Miscellaneous	Construct aircraft wash facility	6 - 10	\$149,000
Improve Airport Miscellaneous Improvements	Relocate Air Traffic Control Tower	11 - 20	\$7,500,000
<b>COMPLIANCE WITH STANDARDS</b>			
Improve Runway Safety Area	Relocate Glide Slope and localizer to improve RSA	6 - 10	\$755,000

<b>NPIAS Project Subtotal:</b>	<b>\$30,785,000</b>
<b>All Project Costs Total:</b>	<b>\$42,067,000</b>

AIRPORT ROLE: NATIONAL BUSINESS		AIRPORT NAME: TULSA RIVERSIDE		ASSOCIATED COMMUNITY: TULSA	LOCID: RVS
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	C or D	B-II	No	Meet C or D ARC Standards	*
Primary Runway Length	6,000 ft	5,102 ft	No	Lengthen Runway 898 ft	\$3,592,000
Primary Runway Width	100 ft	100 ft	Yes	-	-
Taxiway Type	Full Parallel	Full Parallel	Yes	-	-
Runway Lighting	MIRL	HIRL	Yes	-	-
Taxiway Lighting	MITL	MITL	Yes	-	-
Approach Type	ILS or LPV	ILS	Yes	-	-
Approach Lighting System	Both RWY Ends	None	No	Install Approach Lighting on Both RWY Ends	\$1,840,000
Rotating Beacon	Yes	Yes	Yes	-	-
Segmented Circle	Yes	Yes	Yes	-	-
Wind Cone	Yes	Yes	Yes	-	-
Visual Guidance Slope Indicator	Both Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	-
Runway End Identifier Lights	Both RWY Ends	Both Ends REILs	Yes	-	-
Weather Reporting	AWOS or ASOS	ASOS	Yes	-	-
Primary RWY PCI	70	75	Yes	-	-
Weight Capacity	20,000 SW and 75,000 DW	61,000 SW / 87,000 DW	Yes	-	-
Covered Storage	100% of Forecasted Based AC	72%	No	96 spaces	\$5,760,000
Ramp Area	25,000 SY (15 spaces - large aircraft)	100,000+ SY	Yes	-	-
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 sqft	11,000 sqft	Yes	-	-
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Yes	Yes	Yes	-	-
Pilot's Lounge	Yes	Yes	Yes	-	-
Office Space for Airport Manager	Yes	Yes	Yes	-	-
Public Waiting Area	Yes	Yes	Yes	-	-
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	-
Jet Fuel (24/7 trucking)	24/7 truck fueling	Yes	Yes	-	-
Fixed-Base Operator	Yes	Yes	Yes	-	-
Aircraft Maintenance	Full Service (Major)	Major / Full Service Maintenance	Yes	-	-
Ground Transportation	Yes	Yes	Yes	-	-
Overnight Aircraft Storage	2 jets	15 spaces	Yes	-	-
GPU	Yes	Yes	Yes	-	-
LAV Service Cart	Yes	Yes	Yes	-	-
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	-
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	-
Runway/Taxiway Separation	240 ft	420 ft	Yes	-	-
Height Zoning	Jurisdiction with Height Zoning Ordinance	Tulsa/Tulsa - Yes	Yes	-	-
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	-
<b>System Plan Project Cost Subtotal:</b>					<b>\$11,282,000</b>

\*Costs are provided only if available from airport identified projects list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
No Projects Reported			
AUTO PARKING & GROUND ACCESS			
No Projects Reported			
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
No Projects Reported			
LIGHTING, NAVAIDS, & SIGNAGE			
Rehabilitate Runway Lighting	Replace RW and all TW lights to LED	1 - 5	\$418,000
Rehabilitate Runway Lighting/Electrical Vault	Upgrade Electrical Vault and airfield lighting/signage	11 - 20	\$225,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Rehabilitate Apron	1 - 5	\$1,204,650
Rehabilitate Apron	Rehabilitate Terminal Apron Crack Repair	1 - 5	\$643,180
Rehabilitate Apron	Rehabilitate North Apron Crack Repair	6 - 10	\$305,950
Rehabilitate Aprons	Rehabilitate Aprons and Taxiways Crack Repair and Sealcoat	11 - 20	\$1,365,000
Rehabilitate Taxiway	Rehabilitate N&S T-4 Taxilanes	1 - 5	\$798,276
Rehabilitate Taxiway	Rehabilitate South T-Hangar Taxilanes	1 - 5	\$1,397,810
Rehabilitate Taxiway	Reconstruct TW A, A-1, F	1 - 5	\$3,000,000
Rehabilitate Runways	Rehabilitate Runways Crack Repair and Seal Coat	6 - 10	\$987,705
Rehabilitate Runways	Rehabilitate Runways Mill and Overlay	11 - 20	\$3,770,250
PLANS & STUDIES			
No Projects Reported			
RUNWAYS			
No Projects Reported			
SAFETY & SECURITY			
No Projects Reported			
TAXIWAYS			
Construct Taxiway	Construct parallel taxiway to coincide with runway 18-36 extension	6 - 10	\$1,250,000
Construct Taxiway	N71 Development - Phase 1	6 - 10	\$2,500,000
Construct Taxiway	N71 Development - Phase 2	6 - 10	\$2,500,000
Construct Taxiway	N71 Development - Phase 3	6 - 10	\$2,500,000
Construct Taxiway	N71 Development - Phase 4	6 - 10	\$2,500,000
Construct Taxiway	Construct and light west parallel TWY.	11 - 20	\$3,000,000
TERMINALS & OTHER BUILDINGS			
Construct Building	Construct new ATCT	1 - 5	\$10,000,000
UTILITIES, DRAINAGE, & OTHER/MISC.			
Improve Airport Drainage	Improve airport Drainage at the northeast portion of Airport	1 - 5	\$344,500
Improve Airport Drainage	Corporate hangars drainage improvements	6 - 10	\$410,000
Improve Airport Miscellaneous Improvements	Site Development for North 225x225 hangar	6 - 10	\$355,405
COMPLIANCE WITH STANDARDS			
No Projects Reported			

<b>NPIAS Project Subtotal:</b>	<b>\$39,894,000</b>
<b>All Project Costs Total:</b>	<b>\$56,757,000</b>

AIRPORT ROLE: NATIONAL BUSINESS		AIRPORT NAME: UNIVERSITY OF OKLAHOMA MAX WESTHEIMER		ASSOCIATED COMMUNITY: NORMAN	LOCID: OUN
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	C or D	C-II	Yes	-	
Primary Runway Length	6,000 ft	5,199 ft	No	Lengthen Runway 801 ft	\$1,625,000
Primary Runway Width	100 ft	100 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	ILS or LPV	ILS	Yes	-	
Approach Lighting System	Both RWY Ends	One RWY End	No	Install Approach Lighting on RWY End 36	\$550,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	Both RWY Ends	Recip End REILs	No	Install REILs on RWY End 18	\$50,000
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	72	Yes	-	
Weight Capacity	20,000 SW and 75,000 DW	30,000 SW / 50,000 DW	No	Increase Weight Bearing Capacity	\$9,358,200
Covered Storage	100% of Forecasted Based AC	63%	No	60 spaces	\$3,600,000
Ramp Area	25,000 SY (15 spaces - large aircraft)	100,000+ SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 sqft	17,262 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	24/7 truck fueling	Yes	Yes	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Full Service (Major)	Major / Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	2 jets	0 spaces	No	Establish Space for 2 Business Jets	\$1,680,000
GPU	Yes	Yes	Yes	-	
LAV Service Cart	Yes	Yes	Yes	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 18, RWY End 3 / 21	*
RSA Standards	Compliance with RSA Standards	500' x 1,000' beyond RWY end	Yes	-	
Runway/Taxiway Separation	400 ft	400 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Norman - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
<b>System Plan Project Cost Subtotal:</b>					<b>\$16,863,000</b>

\*Costs are provided only if available from airport identified projects list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
No Projects Reported			
AUTO PARKING & GROUND ACCESS			
No Projects Reported			
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
No Projects Reported			
LIGHTING, NAVAIDS, & SIGNAGE			
Install Weather Reporting Equipment	Install Runway Visual Range Equipment	6 - 10	\$75,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Rehabilitate Terminal Apron	1 - 5	\$703,320
Rehabilitate Taxiway	Rehabilitate Taxiway B	1 - 5	\$2,000,000
Rehabilitate Runway		1 - 5	\$3,488,000
Rehabilitate Runway		6 - 10	\$1,555,556
PLANS & STUDIES			
No Projects Reported			
RUNWAYS			
Extend Runway	Extend 17R/35L 1000' feet	6 - 10	\$10,862,975
Widen/strengthen Runway	Widen 17R/35L to 100' and strengthen	1 - 5	\$5,468,575
SAFETY & SECURITY			
Install Perimeter Fence	Upgrade perimeter fence to improve safety and deter wildlife	6 - 10	\$2,500,000
TAXIWAYS			
No Projects Reported			
TERMINALS & OTHER BUILDINGS			
Construct New ATCT/Terminal	Construct new atct and terminal building	11 - 20	\$7,483,470
UTILITIES, DRAINAGE, & OTHER/MISC.			
Upgrade Drainage	Upgrade airfiled drainage	1 - 5	\$6,928,122
COMPLIANCE WITH STANDARDS			
No Projects Reported			

NPIAS Project Subtotal:	\$41,065,000
All Project Costs Total:	\$69,153,000

AIRPORT ROLE: NATIONAL BUSINESS		AIRPORT NAME: WILEY POST		ASSOCIATED COMMUNITY: OKLAHOMA CITY	LOCID: PWA
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	C or D	D-II	Yes	-	
Primary Runway Length	6,000 ft	7,199 ft	Yes	-	
Primary Runway Width	100 ft	150 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	HIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	ILS or LPV	ILS	Yes	-	
Approach Lighting System	Both RWY Ends	Both RWY Ends	Yes	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	Both RWY Ends	No REILs	No	Install REILs on both RWY Ends	\$100,000
Weather Reporting	AWOS or ASOS	ASOS	Yes	-	
Primary RWY PCI	70	97	Yes	-	
Weight Capacity	20,000 SW and 75,000 DW	35,000 SW / 50,000 DW	No	Increase Weight Bearing Capacity	\$19,437,300
Covered Storage	100% of Forecasted Based AC	69%	No	139 spaces	\$8,340,000
Ramp Area	25,000 SY (15 spaces - large aircraft)	50,000 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 sqft	13,299 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	24/7 truck fueling	Yes	Yes	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Full Service (Major)	Major / Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	2 jets	3 spaces	Yes	-	
GPU	Yes	Yes	Yes	-	
LAV Service Cart	Yes	Yes	Yes	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17L	\$210,526
RSA Standards	Compliance with RSA Standards	500' x 1,000' beyond RWY end	Yes	-	
Runway/Taxiway Separation	400 ft	525 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Oklahoma City - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
*Costs are provided only if available from airport identified projects list				<b>System Plan Project Cost Subtotal:</b>	<b>\$28,088,000</b>

Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
No Projects Reported			
<b>APRON</b>			
No Projects Reported			
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
Realign Outbound Terminal Drive		6 - 10	\$12,000,000
Terminal Roadway Realignment (expand west to accommodate future parking, curb capacity)		11 - 20	\$15,000,000
<b>EQUIPMENT</b>			
Maintenance Equipment		1 - 5	\$2,500,000
Maintenance Equipment		6 - 10	\$2,500,000
Maintenance Equipment		1 - 5	\$5,000,000
<b>FUEL</b>			
No Projects Reported			
<b>HANGARS</b>			
No Projects Reported			
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
No Projects Reported			
<b>PAVEMENT MAINTENANCE</b>			
Reconstruct Runway 13/31 - Phase 2		1 - 5	\$18,500,000
Rehabilitate Runway 17R/35L		1 - 5	\$14,000,000
Rehabilitate Taxiways E, N, H Connectors RW 18/36		1 - 5	\$10,500,000
Terminal Apron South Ph 1		6 - 10	\$5,000,000
Terminal Apron South Ph 2		6 - 10	\$3,000,000
Terminal Apron East		6 - 10	\$3,000,000
TW B		6 - 10	\$3,000,000
TW C7		6 - 10	\$2,000,000
TW F w/Shoulder		6 - 10	\$2,400,000
TW G Shoulder		6 - 10	\$4,000,000
TW H1		6 - 10	\$300,000
TW H2		6 - 10	\$300,000
TW J		6 - 10	\$2,000,000
TW K Shoulder		6 - 10	\$500,000
TW L and Shoulder		6 - 10	\$500,000
TW M Shoulder		6 - 10	\$400,000
TW N		6 - 10	\$500,000
TW A		6 - 10	\$5,500,000
Rehabilitate Runway 17L/35R		11 - 20	\$12,000,000
Terminal Apron North		11 - 20	\$2,000,000
Terminal Apron West		11 - 20	\$2,000,000
TW C		11 - 20	\$5,000,000
TW D		11 - 20	\$500,000
TW G		11 - 20	\$500,000
TW H		11 - 20	\$500,000
TW K		11 - 20	\$300,000
TW M		11 - 20	\$200,000
<b>PLANS &amp; STUDIES</b>			
No Projects Reported			
<b>RUNWAYS</b>			
No Projects Reported			
<b>SAFETY &amp; SECURITY</b>			
No Projects Reported			
<b>TAXIWAYS</b>			
No Projects Reported			
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
Replace Hold Room Gate Seating (Gates Expand/Replace/Refurbish Check		11 - 20	\$3,000,000
Parking Garage		11 - 20	\$30,000,000
Terminal East Concourse Expansion to 8		11 - 20	\$50,000,000
Ticket Lobby and Bag Claim Remodel (flooring, fixtures, restrooms, doors, elevators, escalators)		11 - 20	\$30,000,000
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
No Projects Reported			
<b>COMPLIANCE WITH STANDARDS</b>			
No Projects Reported			

<b>NPIAS Project Subtotal:</b>	<b>\$266,400,000</b>
<b>All Project Costs Total:</b>	<b>\$267,380,000</b>



AIRPORT ROLE: NATIONAL BUSINESS		AIRPORT NAME: WILL ROGERS WORLD		ASSOCIATED COMMUNITY: OKLAHOMA CITY		LOCID: OKC	
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST		
<b>AIRSIDE FACILITIES</b>							
Airport Reference Code	C or D	D-IV	Yes	-			
Primary Runway Length	6,000 ft	9,803 ft	Yes	-			
Primary Runway Width	100 ft	150 ft	Yes	-			
Taxiway Type	Full Parallel	Full Parallel	Yes	-			
Runway Lighting	MIRL	HIRL	Yes	-			
Taxiway Lighting	MITL	HITL	Yes	-			
Approach Type	ILS or LPV	ILS	Yes	-			
Approach Lighting System	Both RWY Ends	Both RWY Ends	Yes	-			
Rotating Beacon	Yes	Yes	Yes	-			
Segmented Circle	Yes	No	No	Add Segmented Circle	\$25,000		
Wind Cone	Yes	Yes	Yes	-			
Visual Guidance Slope Indicator	Both Ends 4 Box	Base End 4 Box PAPI	No	Install Recip End 4 Box PAPI	\$150,000		
Runway End Identifier Lights	Both RWY Ends	No REILs	No	Install REILs on both RWY Ends	\$100,000		
Weather Reporting	AWOS or ASOS	ASOS	Yes	-			
Primary RWY PCI	70	N/A	Not an Objective	-			
Weight Capacity	20,000 SW and 75,000 DW	120,000 SW / 250,000 DW	Yes	-			
Covered Storage	100% of Forecasted Based AC	95%	No	3 spaces	\$705,000		
Ramp Area	25,000 SY (15 spaces - large aircraft)	100,000+	Yes	-			
<b>GENERAL AVIATION FACILITIES</b>							
Terminal Building	2,500 sqft	7,000 sqft	Yes	-			
Restroom (24/7 or key code)	Yes	Yes	Yes	-			
Conference Area	Yes	Yes	Yes	-			
Pilot's Lounge	Yes	Yes	Yes	-			
Office Space for Airport Manager	Yes	Yes	Yes	-			
Public Waiting Area	Yes	Yes	Yes	-			
<b>SERVICES</b>							
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-			
Jet Fuel (24/7 trucking)	24/7 truck fueling	Yes	Yes	-			
Fixed-Base Operator	Yes	Yes	Yes	-			
Aircraft Maintenance	Full Service (Major)	Major / Full Service Maintenance	Yes	-			
Ground Transportation	Yes	Yes	Yes	-			
Overnight Aircraft Storage	2 jets	2+ spaces	Yes	-			
GPU	Yes	Yes	Yes	-			
LAV Service Cart	Yes	Yes	Yes	-			
<b>COMPLIANCE WITH FAA GUIDANCE</b>							
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-			
RSA Standards	Compliance with RSA Standards	N/A	N/A	-		*	
Runway/Taxiway Separation	N/A	N/A	N/A	-		*	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Oklahoma City - Yes	Yes	-			
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-			
*Costs are provided only if available from airport identified projects list					<b>System Plan Project Cost Subtotal:</b>	<b>\$980,000</b>	

AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: ALTUS/QUARTZ MOUNTAIN REGIONAL		ASSOCIATED COMMUNITY: ALTUS	LOCID: AXS
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	D-II	Yes	-	
Primary Runway Length	5,000 ft	5,501 ft	Yes	-	
Primary Runway Width	75 ft	75 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	LPV	LPV	Yes	-	
Approach Lighting System	One RWY End	One RWY End	Yes	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	Recip End REILs	No	-	
Weather Reporting	AWOS or ASOS	AWOS IIIIP/T	Yes	-	
Primary RWY PCI	70	84	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	30,000 SW / 48,000 DW	Yes	-	
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	
Ramp Area	16,000 SY (10 spaces - large aircraft)	23,000 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	3,500 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	Yes	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	Major/ Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	12 spaces	Yes	-	
GPU	Not an Objective	Yes	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	\$1,180,000
RSA Standards	Compliance with RSA Standards	500' x 1,000' beyond RW end	No	Clear Obstruction on RWY 35 end	*
Runway/Taxiway Separation	300 ft	550 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Altus/Jackson - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
<b>*Costs are provided only if available from airport identified project list</b>					
<b>System Plan Project Cost Subtotal:</b>					<b>\$1,270,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
Construct Apron		1 - 5	\$442,222
AUTO PARKING & GROUND ACCESS			
Extend Access Road	Extend Airport Entrance Road	1 - 5	\$250,000
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
Construct Hangar Building	Construct 5 City Owned Corporate Hangars and Aprons	1 - 5	\$500,000
LIGHTING, NAVAIDS, & SIGNAGE			
Rehabilitate Runway Lighting	Upgrade Runway	11 - 20	\$500,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Joint/spall repair and panel replacement	1 - 5	\$400,000
Strengthen Runway	Strengthen runway	6 - 10	\$4,020,000
PLANS & STUDIES			
No Projects Reported			
RUNWAYS			
Extend Runway	Extend Runway	1 - 5	\$2,000,000
SAFETY & SECURITY			
No Projects Reported			
TAXIWAYS			
Construct Taxiway	Construct Taxiway	1 - 5	\$377,667
TERMINALS & OTHER BUILDINGS			
No Projects Reported			
UTILITIES, DRAINAGE, & OTHER/MISC.			
Improve Airport Drainage		1 - 5	\$277,333
COMPLIANCE WITH STANDARDS			
No Projects Reported			

NPIAS Project Subtotal:	\$11,904,000
All Project Costs Total:	\$13,174,000

AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: ALVA REGIONAL		ASSOCIATED COMMUNITY: ALVA	LOCID: AVK
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000 ft	5,001 ft	Yes	-	
Primary Runway Width	75 ft	75 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	Reflectors	No	Install MITL	\$754,000
Approach Type	LPV	LPV	Yes	-	
Approach Lighting System	One RWY End	One RWY End	Yes	-	\$550,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	Both Ends REILs	Yes	-	
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	85	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	15,000 SW	No	Increase Weight Bearing Capacity	\$6,751,350
Covered Storage	100% of Forecasted Based AC	97%	No	Construct Hangar Building - Two 10 bay nested T Hangars**	\$957,450
Ramp Area	16,000 SY (10 spaces - large aircraft)	7,000 SY	No	Increase Ramp Size by 9,000 SY	\$365,150
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	2,000 sqft	No	Increase Terminal Size by 500 sqft	\$325,000
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	Yes	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	Major/ Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	3 spaces	Yes	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 18	*
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	400 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Alva - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$9,703,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
Acquire Land For Approaches	Land Acquisition to the North (19.6 acres) and South (91 acres)	1 - 5	\$490,000
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
Rehabilitate Access Road	-	1 - 5	\$70,000
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
	No Projects Reported		
LIGHTING, NAVAIDS, & SIGNAGE			
Install Miscellaneous NAVAIDS	Install new airport beacon	1 - 5	\$60,000
Install Miscellaneous NAVAIDS	Install lighted wind-sock	1 - 5	\$20,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Joint Repair	6 - 10	\$130,000
Rehabilitate Apron		11 - 20	\$130,000
PLANS & STUDIES			
Conduct Airport Master Plan Study	Conduct Airport Master Plan Study	1 - 5	\$150,000
RUNWAYS			
Runway Extension & Land Acquisition	Extend Runway to 6,500'	11 - 20	\$3,200,490
SAFETY & SECURITY			
Install Perimeter Fencing	Install 6 ft high chain link fencing with climb barriers (22,000 LF)	1 - 5	\$396,000
TAXIWAYS			
Construct Taxiway	Construct 6 inches thick PCC taxiway for access to proposed Hangars	1 - 5	\$300,000
Extend Taxiway	Construct Hangar Development Taxilanes	1 - 5	\$568,676
TERMINALS & OTHER BUILDINGS			
Rehabilitate Terminal Building	Rehabilitate Terminal Building	11 - 20	\$876,600
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

NPIAS Project Subtotal:	\$12,235,000
All Project Costs Total:	\$21,938,000

AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: ARDMORE DOWNTOWN EXECUTIVE		ASSOCIATED COMMUNITY: ARDMORE		LOCID: 1F0
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST	
<b>AIRSIDE FACILITIES</b>						
Airport Reference Code	B-II	B-II	Yes	-		
Primary Runway Length	5,000 ft	5,014 ft	Yes	-		
Primary Runway Width	75 ft	75 ft	Yes	-		
Taxiway Type	Full Parallel	Full Parallel	Yes	-		
Runway Lighting	MIRL	MIRL	Yes	-		
Taxiway Lighting	MITL	MITL	Yes	-		
Approach Type	LPV	LP	No	Establish LPV Approach	\$150,000	
Approach Lighting System	One RWY End	None	Yes	-		
Rotating Beacon	Yes	Yes	Yes	-		
Segmented Circle	Yes	Yes	Yes	-		
Wind Cone	Yes	Yes	Yes	-		
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-		
Runway End Identifier Lights	On RWY end with Approach	Both Ends REILs	Yes	-		
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-		
Primary RWY PCI	70	71	Yes	-		
Weight Capacity	20,000 SW or 50,000 DW	20,000 SW	Yes	-		
Covered Storage	100% of Forecasted Based AC	74%	No	Construct new hangars**	\$7,970,000	
Ramp Area	16,000 SY (10 spaces - large aircraft)	21,000 SY	Yes	-		
<b>GENERAL AVIATION FACILITIES</b>						
Terminal Building	2,500 ft	1,125 sqft	No	Increase Terminal Size by 1,375 sqft	\$893,750	
Restroom (24/7 or key code)	Yes	Yes	Yes	-		
Conference Area	Yes	No	No	Add Conference Room	\$210,000	
Pilot's Lounge	Yes	No	No	Add Pilot's Lounge	\$80,000	
Office Space for Airport Manager	Yes	No	No	Add Office Space for Airport Manager	\$150,000	
Public Waiting Area	Yes	Yes	Yes	-		
<b>SERVICES</b>						
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-		
Jet Fuel (24/7 trucking)	Not an Objective	Yes	Not an Objective	-		
Fixed-Base Operator	Yes	Yes	Yes	-		
Aircraft Maintenance	Yes	Minor Maintenance	Yes	-		
Ground Transportation	Yes	Yes	Yes	-		
Overnight Aircraft Storage	1 jet	0 spaces	No	Establish Space for 1 Business Jet	\$840,000	
GPU	Not an Objective	No	Not an Objective	-		
LAV Service Cart	Not an Objective	No	Not an Objective	-		
<b>COMPLIANCE WITH FAA GUIDANCE</b>						
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	\$800,000	
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-		
Runway/Taxiway Separation	240 ft	250 ft	Yes	-		
Height Zoning	Jurisdiction with Height Zoning Ordinance	Ardmore/Carter - Yes	Yes	-		
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 17	No	Address Obstruction on RWY End 17	\$3,105,000	
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$14,199,000</b>	

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
APRON			
No Projects Reported			
AUTO PARKING & GROUND ACCESS			
Construct Service Road	Construct perimeter road around hangar area	6 - 10	\$180,000
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
No Projects Reported			
LIGHTING, NAVAIDS, & SIGNAGE			
Install Runway 17-35 Vertical Guidance	Rehabilitate / replace PAPIs	1 - 5	\$240,000
Install Weather Reporting Equipment	Install new AWOS	6 - 10	\$325,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Crack/joint seal and seal coat HMA apron and joint seal & spall repair	6 - 10	\$415,000
Rehabilitate Taxiway	Mill & overlay parallel taxiway	1 - 5	\$825,000
PLANS & STUDIES			
Update Airport Master Plan Study	Conduct master plan study update	11 - 20	\$260,000
RUNWAYS			
No Projects Reported			
SAFETY & SECURITY			
Install Perimeter Fencing	Install wildlife perimeter fence	1 - 5	\$838,500
TAXIWAYS			
Construct Taxiway	Construct taxilanes for future hangar development	1 - 5	\$760,000
Construct Taxiway	Construct taxilanes for future hangar development	6 - 10	\$760,000
TERMINALS & OTHER BUILDINGS			
No Projects Reported			
UTILITIES, DRAINAGE, & OTHER/MISC.			
No Projects Reported			
COMPLIANCE WITH STANDARDS			
Improve Runway 35 Safety Area	Conduct Grading on Runway 35 End	11 - 20	\$600,000

NPIAS Project Subtotal:	\$11,804,000
All Project Costs Total:	\$26,003,000

AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: CHANDLER REGIONAL		ASSOCIATED COMMUNITY: CHANDLER	LOCID: CQB
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000 ft	4,000 ft	No	Lengthen Runway 1,000 ft	\$6,500,000
Primary Runway Width	75 ft	60 ft	No	Widen Runway 15 ft	\$1,000,000
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	LPV	LNAV	Yes	-	
Approach Lighting System	One RWY End	None	Yes	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs on One RWY End	\$50,000
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	80	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	12,500 SW	No	Increase Weight Bearing Capacity	\$4,320,000
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	
Ramp Area	16,000 SY (10 spaces - large aircraft)	3,500 SY	No	Increase Ramp Size by 12,500 SY	\$650,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	5,000 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	No	No	Add Office Space for Airport Manager	\$150,000
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	Yes	Not an Objective	-	
Fixed-Base Operator	Yes	No	No	Establish FBO	*
Aircraft Maintenance	Yes	No Maintenance	No	Establish Maintenance Operation	*
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	0 spaces	No	Establish Space for 1 Business Jet	\$840,000
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17	*
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	240 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Chandler/Lincoln - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$13,510,000</b>



Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
Construct Hangar Building	Construct New Hangars	11 - 20	\$650,000
LIGHTING, NAVAIDS, & SIGNAGE			
	No Projects Reported		
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Crack Seal and Seal Coat, Joint Seal, Spall Patching	6 - 10	\$150,000
Rehabilitate Taxiway	Joint Seal and Spall Patching	11 - 20	\$250,000
PLANS & STUDIES			
	No Projects Reported		
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
Install Perimeter Fencing		6 - 10	\$500,000
TAXIWAYS			
Construct Taxiway	Construct New Hangar Access Taxilanes	11 - 20	\$550,000
TERMINALS & OTHER BUILDINGS			
Construct Terminal		6 - 10	\$200,000
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
Improve Runway Safety Area	Grading and fill.	6 - 10	\$200,000

<b>NPIAS Project Subtotal:</b>	<b>\$4,900,000</b>
<b>All Project Costs Total:</b>	<b>\$18,410,000</b>

AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: CHICKASHA MUNICIPAL		ASSOCIATED COMMUNITY: CHICKASHA	LOCID: CHK
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	C-II	Yes	-	
Primary Runway Length	5,000 ft	5,101 ft	Yes	-	
Primary Runway Width	75 ft	100 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	LPV	LPV	Yes	-	
Approach Lighting System	One RWY End	None	No	Install Approach Lighting on One RWY End	\$505,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	No REILS	No	Install REILS on RWY 17 / 35**	\$48,000
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	94	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	40,000 SW / 52,000 DW	Yes	-	
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	
Ramp Area	16,000 SY (10 spaces - large aircraft)	18,400 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	3,700 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	Yes	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	Minor Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	2 spaces	Yes	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 36, RWY End 19, RWY End 20	*
RSA Standards	Compliance with RSA Standards	500' x 1,000' beyond RW end	No	Clear Obstruction on RWY 36 end	*
Runway/Taxiway Separation	240 ft	300 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Chickasha/Grady - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
<b>*Costs are provided only if available from airport identified project list</b>					
<b>System Plan Project Cost Subtotal:</b>					<b>\$553,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
Acquire Land	Acquire 40+/- acres for ODALS	1 - 5	\$160,000
APRON			
Construct Apron	Construct East apron.	1 - 5	\$300,000
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
Construct Building	Construct 10 Unit T-Hangar	1 - 5	\$700,000
LIGHTING, NAVAIDS, & SIGNAGE			
Install Miscellaneous NAVAIDS		1 - 5	\$350,000
PAVEMENT MAINTENANCE			
Rehabilitate Runway	Joint Seal and Spall Repair	1 - 5	\$500,000
PLANS & STUDIES			
	No Projects Reported		
RUNWAYS			
Extend Runway	Extend RW 17/35 and its parallel TW 900 ft North	6 - 10	\$1,700,000
SAFETY & SECURITY			
	No Projects Reported		
TAXIWAYS			
Construct Taxiway	Relocate parallel TW	11 - 20	\$2,200,000
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$7,210,000</b>
<b>All Project Costs Total:</b>	<b>\$7,763,000</b>

AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: CLAREMORE REGIONAL		ASSOCIATED COMMUNITY: CLAREMORE	LOCID: GCM
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000 ft	5,200 ft	Yes	-	
Primary Runway Width	75 ft	75 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	LPV	LPV	Yes	-	
Approach Lighting System	One RWY End	One RWY End	Yes	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	Both Ends REILs	Yes	-	
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	91	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	30,000 SW / 58,500 DW	Yes	-	
Covered Storage	100% of Forecasted Based AC	64%	No	41 spaces	\$2,460,000
Ramp Area	16,000 SY (10 spaces - large aircraft)	15,500 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	6,875 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	Minor Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	No Data	Yes	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	400 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Claremore/Rogers - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$2,460,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
Acquire Easement For Approaches	Acquire Runway 18 Avigation Easement	1 - 5	\$180,000
APRON			
Construct Apron		6 - 10	\$392,500
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
Construct Hangar Building	Construct commercial hangar (80 ft x 100 ft)	6 - 10	\$500,000
LIGHTING, NAVAIDS, & SIGNAGE			
Install Weather Reporting Equipment	-	6 - 10	\$40,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Full-depth apron reconstruction	6 - 10	\$2,500,000
Rehabilitate Apron	Crack Seal and Seal Coat	11 - 20	\$360,000
PLANS & STUDIES			
Update Airport Master Plan Study	Master Plan Update	1 - 5	\$100,000
RUNWAYS			
Extend Runway	Extend RWY 800 ft to a total length of 6,000 ft Ph 1 - Environmental	6 - 10	\$1,722,000
SAFETY & SECURITY			
Install Perimeter Fencing	8' Chain Link with Barbed Wire - Phase 2	1 - 5	\$990,000
TAXIWAYS			
Construct Taxiway	Construct taxilanes to support new hangars	6 - 10	\$850,000
TERMINALS & OTHER BUILDINGS			
Expand Terminal Building	Expand the existing Terminal Building to improved the functionality and	6 - 10	\$260,000
UTILITIES, DRAINAGE, & OTHER/MISC.			
Improve Airport Miscellaneous	8 inch waterline improvements	6 - 10	\$491,000
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$19,055,000</b>
<b>All Project Costs Total:</b>	<b>\$21,515,000</b>

AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: CLINTON REGIONAL		ASSOCIATED COMMUNITY: CLINTON	LOCID: CLK
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000 ft	4,305 ft	No	Lengthen Runway 695 ft	\$2,780,000
Primary Runway Width	75 ft	72 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	LITL	No	Install MITL	\$670,000
Approach Type	LPV	LPV	Yes	-	
Approach Lighting System	One RWY End	None	No	Install Approach Lighting on One RWY End	\$620,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	Both Ends REILs	Yes	-	
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	98	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	7,000 SW	No	Increase Weight Bearing Capacity	\$5,579,280
Covered Storage	100% of Forecasted Based AC	49%	No	22 spaces	\$2,750,000
Ramp Area	16,000 SY (10 spaces - large aircraft)	10,600 SY	No	Increase Ramp Size by 5,400 SY	\$1,458,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	3,500 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	Major/ Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	1 space	Yes	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35, RWY End 13	\$6,000
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	240 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Clinton/Custer - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$13,863,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
No Projects Reported			
AUTO PARKING & GROUND ACCESS			
No Projects Reported			
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
No Projects Reported			
LIGHTING, NAVAIDS, & SIGNAGE			
No Projects Reported			
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Reconstruct hangar aprons	1 - 5	\$735,991
Rehabilitate Taxiway	Rehabilitate TWs - crack seal, seal coat and mark	11 - 20	\$100,000
PLANS & STUDIES			
No Projects Reported			
RUNWAYS			
No Projects Reported			
SAFETY & SECURITY			
No Projects Reported			
TAXIWAYS			
No Projects Reported			
TERMINALS & OTHER BUILDINGS			
No Projects Reported			
UTILITIES, DRAINAGE, & OTHER/MISC.			
Improve Airport Drainage	Improve drainage in hangar areas	1 - 5	\$435,000
COMPLIANCE WITH STANDARDS			
No Projects Reported			

<b>NPIAS Project Subtotal:</b>	<b>\$6,977,000</b>
<b>All Project Costs Total:</b>	<b>\$20,840,000</b>

AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: CLINTON-SHERMAN		ASSOCIATED COMMUNITY: BURNS FLAT	LOCID: CSM
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	C-IV	Yes	-	
Primary Runway Length	5,000 ft	13,503 ft	Yes	-	
Primary Runway Width	75 ft	200 ft	Yes	-	
Taxiway Type	Full Parallel	Partial Parallel	No	Extend Partial Parallel to Full Parallel	\$6,600,000
Runway Lighting	MIRL	HIRL	Yes	-	
Taxiway Lighting	MITL	Non-Standard Lighting	No	Install MITL	\$1,250,000
Approach Type	LPV	ILS	Yes	-	
Approach Lighting System	One RWY End	None	No	Install Approach Lighting on One RWY End	\$550,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	No	No	Add Segmented Circle	\$25,000
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	Both Ends REILs	Yes	-	
Weather Reporting	AWOS or ASOS	ASOS	Yes	-	
Primary RWY PCI	70	73	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	50,000 SW / 200,000 DW	Yes	-	
Covered Storage	100% of Forecasted Based AC	0%	No	3 spaces	\$705,000
Ramp Area	16,000 SY (10 spaces - large aircraft)	100,000+ SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	No Terminal	No	Build Terminal of at least 2,500 sqft	\$1,625,000
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Yes	No	No	Add Conference Room	\$210,000
Pilot's Lounge	Yes	No	No	Add Pilot's Lounge	\$80,000
Office Space for Airport Manager	Yes	No	No	Add Office Space for Airport Manager	\$150,000
Public Waiting Area	Yes	No	No	Add Public Waiting Area	\$280,000
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	Yes	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	No Maintenance	No	Establish Maintenance Operation	*
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	100 spaces	Yes	-	
GPU	Not an Objective	Yes	Not an Objective	-	
LAV Service Cart	Not an Objective	Yes	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17R / 35L	*
RSA Standards	Compliance with RSA Standards	500' x 1,000' beyond RW end	Yes	-	
Runway/Taxiway Separation	400 ft	1,050 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Burns Flat - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$11,565,000</b>



Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
No Projects Reported			
AUTO PARKING & GROUND ACCESS			
No Projects Reported			
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
No Projects Reported			
LIGHTING, NAVAIDS, & SIGNAGE			
Install Apron Lighting	-	6 - 10	\$60,000
PAVEMENT MAINTENANCE			
Rehabilitate Runway	Rehabilitate RWY	1 - 5	\$500,000
PLANS & STUDIES			
Update Airport Master Plan Study		1 - 5	\$250,000
RUNWAYS			
No Projects Reported			
SAFETY & SECURITY			
No Projects Reported			
TAXIWAYS			
No Projects Reported			
TERMINALS & OTHER BUILDINGS			
No Projects Reported			
UTILITIES, DRAINAGE, & OTHER/MISC.			
No Projects Reported			
COMPLIANCE WITH STANDARDS			
Remove Obstructions		6 - 10	\$58,000

<b>NPIAS Project Subtotal:</b>	<b>\$2,036,000</b>
<b>All Project Costs Total:</b>	<b>\$13,601,000</b>

AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: CUSHING MUNICIPAL		ASSOCIATED COMMUNITY: CUSHING	LOCID: CUH
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000 ft	5,201 ft	Yes	-	
Primary Runway Width	75 ft	100 ft	Yes	-	
Taxiway Type	Full Parallel	Turnaround both RWY Ends	No	Provide Full Parallel Taxiway	\$5,000,000
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	Non-Standard Lighting	No	Install MITL	\$500,000
Approach Type	LPV	LPV	Yes	-	
Approach Lighting System	One RWY End	None	Yes	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	Both Ends REILs	Yes	-	
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	99	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	30,000 SW	Yes	-	
Covered Storage	100% of Forecasted Based AC	89%	No	3 spaces	\$705,000
Ramp Area	16,000 SY (10 spaces - large aircraft)	13,400 SY	No	Increase Ramp Size by 2,600 SY	\$702,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	2,500 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	Yes	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	Major/ Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	1 space	Yes	-	
GPU	Not an Objective	Yes	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 18 / 36, RWY End 11, RWY End 8	*
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	N/A	Not an Objective	-	*
Height Zoning	Jurisdiction with Height Zoning Ordinance	Cushing/Payne - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$6,907,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
Expand Apron	Expand aircraft parking apron	11 - 20	\$560,000
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
	No Projects Reported		
LIGHTING, NAVAIDS, & SIGNAGE			
Rehabilitate Runway Lighting	Replace MIRLS	11 - 20	\$200,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Apron Access Reconstruction	1 - 5	\$340,000
Rehabilitate Taxiway	Crack Seal and Sealcoat	1 - 5	\$475,000
PLANS & STUDIES			
	No Projects Reported		
RUNWAYS			
Extend Runway	800 foot south	1 - 5	\$2,000,000
SAFETY & SECURITY			
Install Perimeter Fencing	Access Control.	1 - 5	\$540,550
TAXIWAYS			
Construct Taxiway	Construct hangar twy.	1 - 5	\$292,488
TERMINALS & OTHER BUILDINGS			
Construct Terminal Building	Construct new terminal building	6 - 10	\$250,000
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$5,307,000</b>
<b>All Project Costs Total:</b>	<b>\$12,214,000</b>

AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: EL RENO REGIONAL		ASSOCIATED COMMUNITY: EL RENO	LOCID: RQO
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000 ft	5,600 ft	Yes	-	
Primary Runway Width	75 ft	75 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	Reflectors	No	Install MITL	\$730,000
Approach Type	LPV	LPV	Yes	-	
Approach Lighting System	One RWY End	None	Yes	Install ODALS on RWY 17 / 35**	\$425,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	Both Ends REILs	Yes	-	
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	95	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	30,000 SW	Yes	-	
Covered Storage	100% of Forecasted Based AC	23%	No	59 spaces	\$3,540,000
Ramp Area	16,000 SY (10 spaces - large aircraft)	9,500 SY	No	Increase Ramp Size by 6,500 SY	\$378,947
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	750 sqft	No	Construct Terminal Building**	\$1,750,000
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	Yes	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	Major/ Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	10 spaces	Yes	-	
GPU	Not an Objective	Yes	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17, RWY End 18 / 36	*
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	300 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	El Reno - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
				<b>System Plan Project Cost Subtotal:</b>	<b>\$6,824,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
Acquire Land For Approaches		11 - 20	\$500,000
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
LIGHTING, NAVAIDS, & SIGNAGE			
Install Guidance Signs	Install Runway Holding Position Signs and Taxiway Location Signs	1 - 5	\$140,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Joint seal, spall repair, & panel replacement for aprons between	1 - 5	\$195,000
Rehabilitate Apron	Joint seal, spall repair, & panel replacement for aprons between	6 - 10	\$195,000
PLANS & STUDIES			
Update Airport Master Plan Study	Conduct full master plan study	11 - 20	\$305,000
RUNWAYS			
Extend Runway 17/35	Extend and widen Runway 17/35 - approx. 400' north and to 100' wide	11 - 20	\$10,000,000
SAFETY & SECURITY			
Install Perimeter Fencing	Install airport perimeter fencing and gates	6 - 10	\$85,000
TAXIWAYS			
Construct Taxiway	Construct taxilanes for future hangar development	6 - 10	\$1,405,000
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
Improve Airport Drainage	Construct drainage improvements	6 - 10	\$1,705,000
COMPLIANCE WITH STANDARDS			
Remove Obstructions	Bury Powerlines North of Runway 17	1 - 5	\$500,000

<b>NPIAS Project Subtotal:</b>	<b>\$32,007,000</b>
<b>All Project Costs Total:</b>	<b>\$38,831,000</b>

AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: ELK CITY REGIONAL BUSINESS		ASSOCIATED COMMUNITY: ELK CITY	LOCID: ELK
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000 ft	5,399 ft	Yes	-	
Primary Runway Width	75 ft	75 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	LPV	LPV	Yes	-	
Approach Lighting System	One RWY End	One RWY End	Yes	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 2 Box PAPI	No	Install 4 Box PAPI on both RWY Ends	\$150,000
Runway End Identifier Lights	On RWY end with Approach	Both Ends REILs	Yes	-	
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	97	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	30,000 SW	Yes	-	
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	
Ramp Area	16,000 SY (10 spaces - large aircraft)	11,000 SY	No	Increase Ramp Size by 5,000 SY	\$1,350,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	1,260 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	Major/ Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	1 space	Yes	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	*
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	240 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Elk City - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
<b>*Costs are provided only if available from airport identified project list</b>					
<b>System Plan Project Cost Subtotal:</b>					<b>\$1,500,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
Acquire Land for Approaches	Acquire land for Runway extension on 17 end	6 - 10	\$580,000
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
Construct Hangar Building	Construct new hangars north of terminal	6 - 10	\$3,605,000
LIGHTING, NAVAIDS, & SIGNAGE			
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Crack seal and Seal coat	1 - 5	\$350,000
Rehabilitate Apron	Reconstruct apron pavement	11 - 20	\$1,065,000
PLANS & STUDIES			
	No Projects Reported		
RUNWAYS			
Extend Runway 17-35	Extend Runway 17-35 additional 600' north	11 - 20	\$1,175,000
SAFETY & SECURITY			
	No Projects Reported		
TAXIWAYS			
Construct Taxiway	Construct W taxilanes for future hangar development	1 - 5	\$1,415,000
TERMINALS & OTHER BUILDINGS			
Construct Terminal Building	Construct new terminal building	11 - 20	\$1,425,000
UTILITIES, DRAINAGE, & OTHER/MISC.			
Improve Airport Drainage	Conduct Airport Drainage Study	11 - 20	\$175,000
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$29,337,000</b>
<b>All Project Costs Total:</b>	<b>\$30,837,000</b>

AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: GROVE REGIONAL		ASSOCIATED COMMUNITY: GROVE	LOCID: GMJ
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000 ft	5,200 ft	Yes	-	
Primary Runway Width	75 ft	75 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	LPV	LPV	Yes	-	
Approach Lighting System	One RWY End	None	No	Install Approach Lighting on One RWY End	\$550,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	No	No	Add Segmented Circle	\$25,000
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs on One RWY End	\$50,000
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	76	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	30,000 SW	Yes	-	
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	
Ramp Area	16,000 SY (10 spaces - large aircraft)	12,500 SY	No	Increase Ramp Size by 3,500 SY	\$945,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	4,500 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	Yes	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	Major/ Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	1 space	Yes	-	
GPU	Not an Objective	Yes	Not an Objective	-	
LAV Service Cart	Not an Objective	Yes	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	240 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Grove/Delaware - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 36	No	Address Obstruction on RWY End 36	*
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$1,570,000</b>



AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: GUYMON MUNICIPAL		ASSOCIATED COMMUNITY: GUYMON	LOCID: GUY
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000 ft	5,904 ft	Yes	-	
Primary Runway Width	75 ft	100 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	LPV	LPV	Yes	-	
Approach Lighting System	One RWY End	One RWY End	Yes	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Base End 4 Box VASI, Recip End 4	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs on One RWY End	\$50,000
Weather Reporting	AWOS or ASOS	ASOS	Yes	-	
Primary RWY PCI	70	86	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	10,000 SW	No	Increase Weight Bearing Capacity	\$10,627,200
Covered Storage	100% of Forecasted Based AC	82%	No	6 spaces	\$1,410,000
Ramp Area	16,000 SY (10 spaces - large aircraft)	25,000 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	4,000 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	Major/ Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	3 spaces	Yes	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 36, RWY End 6	*
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	240 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Guymon/Texas - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 36	No	Address Obstruction on RWY End 36	*
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$12,177,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
Improve Fuel Farm	Construct new fuel facilities to reclaim lost apron space	11 - 20	\$600,000
HANGARS			
Construct Hangar Building	New Corporate Hangar 150x150	6 - 10	\$1,200,000
LIGHTING, NAVAIDS, & SIGNAGE			
Install Miscellaneous NAVAIDS	Lighted wind socks (2)	1 - 5	\$25,000
PAVEMENT MAINTENANCE			
Rehabilitate Taxiway	4: Overlay with leveling course	1 - 5	\$1,134,000
Rehabilitate Taxiway	Crack repair and sealcoat	6 - 10	\$330,000
PLANS & STUDIES			
	No Projects Reported		
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
Install Perimeter Fencing	Install security gate and perimeter fencing on east side of field near	1 - 5	\$530,000
TAXIWAYS			
Construct Taxiway	New Taxiways for hangar development	11 - 20	\$1,500,000
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
Improve Runway Safety Area	Improve RWY 36 end	1 - 5	\$387,930

<b>NPIAS Project Subtotal:</b>	<b>\$10,402,000</b>
<b>All Project Costs Total:</b>	<b>\$22,579,000</b>

AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: HOBART REGIONAL		ASSOCIATED COMMUNITY: HOBART	LOCID: HBR
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	C-II	Yes	-	
Primary Runway Length	5,000 ft	5,507 ft	Yes	-	
Primary Runway Width	75 ft	100 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	LPV	LPV	Yes	-	
Approach Lighting System	One RWY End	None	No	Install Approach Lighting on One RWY End	\$465,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs on One RWY End	\$50,000
Weather Reporting	AWOS or ASOS	ASOS	Yes	-	
Primary RWY PCI	70	75	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	20,000 SW	Yes	-	
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	
Ramp Area	16,000 SY (10 spaces - large aircraft)	17,000 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	3,400 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	Yes	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	No Maintenance	No	Establish Maintenance Operation	*
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	0 spaces	No	Establish Space for 1 Business Jet	\$840,000
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 35	*
RSA Standards	Compliance with RSA Standards	500' x 1,000' beyond RW end	Yes	-	
Runway/Taxiway Separation	240 ft	525 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Hobart/Kiowa - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
				<b>System Plan Project Cost Subtotal:</b>	<b>\$1,355,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
Construct Hangar Building	Construct Hangars	6 - 10	\$162,500
LIGHTING, NAVAIDS, & SIGNAGE			
Install Miscellaneous NAVAIDS	Install lighted wind cone and beacon	1 - 5	\$58,056
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Reconstruct Misc Panels with Joint Repair	1 - 5	\$222,222
Rehabilitate Apron	-	11 - 20	\$100,000
PLANS & STUDIES			
Update Airport Master Plan Study	Update ALP	6 - 10	\$26,389
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
	No Projects Reported		
TAXIWAYS			
Construct Taxiway	Construction Taxilanes to the North of Existing Hangers	1 - 5	\$167,000
TERMINALS & OTHER BUILDINGS			
Construct Terminal Building	Construct New Terminal Building	11 - 20	\$450,000
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$10,866,000</b>
<b>All Project Costs Total:</b>	<b>\$12,221,000</b>

AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: MCALESTER REGIONAL		ASSOCIATED COMMUNITY: MCALESTER	LOCID: MLC
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000 ft	5,602 ft	Yes	-	
Primary Runway Width	75 ft	100 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	LPV	LPV	Yes	-	
Approach Lighting System	One RWY End	One RWY End	Yes	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	No	No	Add Segmented Circle	\$25,000
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	Recip End REILs	Yes	-	
Weather Reporting	AWOS or ASOS	ASOS	Yes	-	
Primary RWY PCI	70	93	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	52,000 SW / 70,000 DW	Yes	-	
Covered Storage	100% of Forecasted Based AC	46%	No	30 spaces	\$3,750,000
Ramp Area	16,000 SY (10 spaces - large aircraft)	25,000 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	4,275 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Yes	No	No	Add Conference Room	\$210,000
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	No Data	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	Major/ Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	1 space	Yes	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 20	\$250,000
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	240 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	McAlester/Pittsburg - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$4,325,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
Improve Access Road		6 - 10	\$300,000
EQUIPMENT			
	No Projects Reported		
FUEL			
Improve Fuel Farm	Construct New Fuel Farm with Above Ground Tanks and Self-Serve	6 - 10	\$210,000
HANGARS			
	No Projects Reported		
LIGHTING, NAVAIDS, & SIGNAGE			
PAVEMENT MAINTENANCE			
Rehabilitate Aprons	Rehabilitate Aprons Serving Hangars	1 - 5	\$325,000
Rehabilitate Aprons	Joint Seal and Spall Patching	11 - 20	\$750,000
PLANS & STUDIES			
Update Airport Master Plan	Update Airport Master Plan	1 - 5	\$200,000
RUNWAYS			
Extend Runway		11 - 20	\$2,100,000
SAFETY & SECURITY			
Improve Perimeter Fencing	Install New Wildlife Fencing Around Perimeter of Airport	6 - 10	\$300,000
TAXIWAYS			
Construct Taxiway	Construct Taxilanes to New Hangar Areas	6 - 10	\$750,000
TERMINALS & OTHER BUILDINGS			
Construct Terminal Building		1 - 5	\$1,500,000
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$9,198,000</b>
<b>All Project Costs Total:</b>	<b>\$13,523,000</b>

AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: MCCURTAIN COUNTY REGIONAL		ASSOCIATED COMMUNITY: IDABEL	LOCID: 404
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000 ft	5,002 ft	Yes	-	
Primary Runway Width	75 ft	75 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	LPV	LP	No	Establish LPV Approach	\$150,000
Approach Lighting System	One RWY End	None	No	Install Approach Lighting on One RWY End	\$650,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	Both Ends REILs	Yes	-	
Weather Reporting	AWOS or ASOS	AWOS IIIIP/T	Yes	-	
Primary RWY PCI	70	79	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	30,000 SW	Yes	-	
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	
Ramp Area	16,000 SY (10 spaces - large aircraft)	13,100 SY	No	Increase Ramp Size by 2,900 SY	\$783,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	10,000 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	No	No	Add Pilot's Lounge	\$80,000
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	Yes	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	No Maintenance	No	Establish Maintenance Operation	*
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	0 spaces	No	Establish Space for 1 Business Jet	\$840,000
GPU	Not an Objective	Yes	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	240 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Idabel - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$2,503,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
Acquire Land for Development		6-10	\$60,000
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
	No Projects Reported		
LIGHTING, NAVAIDS, & SIGNAGE			
PAVEMENT MAINTENANCE			
Rehabilitate Apron	The project will include rehabilitation of the terminal apron and aircraft	1 - 5	\$66,040
Rehabilitate Apron	The project will include rehabilitation of the terminal apron and aircraft	6 - 10	\$66,040
PLANS & STUDIES			
Conduct Airport Master Plan Study	The Master Plan study will include "a) Aeronautical Study for RNAV	1 - 5	\$250,000
RUNWAYS			
Extend Runway	500 feet on each end plus MIRLS, also includes extension of existing	6 - 10	\$3,174,500
SAFETY & SECURITY			
Install Perimeter Fencing	Install perimeter fence and Terminal Area Fencing	6 - 10	\$100,000
TAXIWAYS			
	No Projects Reported		
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
Improve Airport Drainage	Divert runoff around apron	1 - 5	\$350,000
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$10,243,000</b>
<b>All Project Costs Total:</b>	<b>\$12,746,000</b>



AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: MIAMI REGIONAL		ASSOCIATED COMMUNITY: MIAMI	LOCID: MIO
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000 ft	5,020 ft	Yes	-	
Primary Runway Width	75 ft	100 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	Non-Standard Lighting	No	Install MITL	\$1,000,000
Approach Type	LPV	LNAV/VNAV	No	Establish LPV Approach	\$150,000
Approach Lighting System	One RWY End	One RWY End	Yes	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	Both Ends REILs	No	-	
Weather Reporting	AWOS or ASOS	AWOS IIIIP/T	Yes	-	
Primary RWY PCI	70	85	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	23,000 SW	Yes	-	
Covered Storage	100% of Forecasted Based AC	83%	No	6 spaces	\$250,000
Ramp Area	16,000 SY (10 spaces - large aircraft)	17,400 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	2,500 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	Major/ Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	1 space	Yes	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 35	*
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	250 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Miami - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 17	No	Address Obstruction on RWY End 17	*
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$1,400,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
Acquire Land For Approaches	Acquire land to North for future RPZ	6 - 10	\$250,000
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
Modify Access Road	Relocate access road, Phase II	6 - 10	\$316,000
EQUIPMENT			
Acquire Security Equipment and/or	Gate/Fence	1 - 5	\$35,000
FUEL			
	No Projects Reported		
HANGARS			
LIGHTING, NAVAIDS, & SIGNAGE			
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Rehab Terminal Apron, Asphalt Overlay	1 - 5	\$590,000
Rehabilitate Taxiway	Crack Seal & Seal Coat	1 - 5	\$300,000
PLANS & STUDIES			
Update Airport Master Plan Study	Update Master Plan including Approach Surveys	1 - 5	\$125,000
RUNWAYS			
Extend Runway	Phase - 1: EA for RW extension	6 - 10	\$45,000
SAFETY & SECURITY			
Install Perimeter Fencing		6 - 10	\$335,000
TAXIWAYS			
Construct Taxiway	Construct Taxilanes for Hangars	1 - 5	\$750,000
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
Improve Airport Miscellaneous	Improve Water & Sewer Lines-West Side of Airport	6 - 10	\$400,000
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$12,595,000</b>
<b>All Project Costs Total:</b>	<b>\$13,995,000</b>

AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: MID-AMERICA INDUSTRIAL		ASSOCIATED COMMUNITY: PRYOR CREEK		LOCID: H71	
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST		
<b>AIRSIDE FACILITIES</b>							
Airport Reference Code	B-II	B-II	Yes	-			
Primary Runway Length	5,000 ft	4,992 ft	Yes	-			
Primary Runway Width	75 ft	72 ft	Yes	-			
Taxiway Type	Full Parallel	Full Parallel	Yes	-			
Runway Lighting	MIRL	MIRL	Yes	-			
Taxiway Lighting	MITL	MITL	Yes	-			
Approach Type	LPV	LPV	Yes	-			
Approach Lighting System	One RWY End	None	Yes	-			
Rotating Beacon	Yes	Yes	Yes	-			
Segmented Circle	Yes	Yes	Yes	-			
Wind Cone	Yes	Yes	Yes	-			
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-			
Runway End Identifier Lights	On RWY end with Approach	Both Ends REILs	Yes	-			
Weather Reporting	AWOS or ASOS	AWOS IIIIP/T	Yes	-			
Primary RWY PCI	70	85	Yes	-			
Weight Capacity	20,000 SW or 50,000 DW	30,000 SW	Yes	-			
Covered Storage	100% of Forecasted Based AC	100%	Yes	-			
Ramp Area	16,000 SY (10 spaces - large aircraft)	11,000 SY	No	Expand Main Apron - Expand apron pavement approx. 100SY x 100SY**	\$1,205,000		
<b>GENERAL AVIATION FACILITIES</b>							
Terminal Building	2,500 ft	2,000 sqft	No	Increase Terminal Size by 500 sqft	\$325,000		
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000		
Conference Area	Yes	No	No	Add Conference Room	\$210,000		
Pilot's Lounge	Yes	Yes	Yes	-			
Office Space for Airport Manager	Yes	Yes	Yes	-			
Public Waiting Area	Yes	Yes	Yes	-			
<b>SERVICES</b>							
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-			
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-			
Fixed-Base Operator	Yes	Yes	Yes	-			
Aircraft Maintenance	Yes	No Maintenance	No	Establish Maintenance Operation	*		
Ground Transportation	Yes	Yes	Yes	-			
Overnight Aircraft Storage	1 jet	0 spaces	No	Establish Space for 1 Business Jet	\$840,000		
GPU	Not an Objective	No	Not an Objective	-			
LAV Service Cart	Not an Objective	No	Not an Objective	-			
<b>COMPLIANCE WITH FAA GUIDANCE</b>							
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-			
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-			
Runway/Taxiway Separation	240 ft	460 ft	Yes	-			
Height Zoning	Jurisdiction with Height Zoning Ordinance	Pryor Creek/Mayes - Yes	Yes	-			
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-			
*Costs are provided only if available from airport identified project list					<b>System Plan Project Cost Subtotal:</b>		<b>\$2,670,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
Construct Service Road	Construct Northwest Perimeter road	11 - 20	\$175,000
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
Construct Hangar Building	Construct Executive Hangar	6 - 10	\$350,000
LIGHTING, NAVAIDS, & SIGNAGE			
Install Miscellaneous NAVAIDS	replace lighted windcone, segmented circle and beacon	6 - 10	\$100,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Crack seal and repair	1 - 5	\$150,000
Rehabilitate Apron	Crack Seal and Seal Coat	6 - 10	\$165,000
PLANS & STUDIES			
Update Airport Master Plan Study	Master Plan and Approach Surveys	1 - 5	\$125,000
RUNWAYS			
Extend Runway	Extend runway to the south	1 - 5	\$2,500,000
SAFETY & SECURITY			
Install Perimeter Fencing	Install perimeter deer fencing (1500 lf)	11 - 20	\$50,000
TAXIWAYS			
Construct Taxiway	Construct Hangar Access Taxilanes	11 - 20	\$750,000
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$12,120,000</b>
<b>All Project Costs Total:</b>	<b>\$14,790,000</b>

AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: OKMULGEE REGIONAL		ASSOCIATED COMMUNITY: OKMULGEE	LOCID: OKM
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	C-II	Yes	-	
Primary Runway Length	5,000 ft	5,150 ft	Yes	-	
Primary Runway Width	75 ft	101 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	LPV	ILS	Yes	-	
Approach Lighting System	One RWY End	One RWY End	Yes	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs on One RWY End	\$50,000
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	95	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	30,000 SW / 48,000 DW	Yes	-	
Covered Storage	100% of Forecasted Based AC	71%	No	7 spaces	\$1,645,000
Ramp Area	16,000 SY (10 spaces - large aircraft)	14,000 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	1,200 sqft	No	Increase Terminal Size by 1,300 sqft	\$400,000
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	No Maintenance	No	Establish Maintenance Operation	*
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	0 spaces	No	Establish Space for 1 Business Jet	\$840,000
GPU	Not an Objective	Yes	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	
RSA Standards	Compliance with RSA Standards	500' x 1,000' beyond RW end	Yes	-	
Runway/Taxiway Separation	400 ft	400 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Okmulgee/Okmulgee - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
				<b>System Plan Project Cost Subtotal:</b>	<b>\$3,025,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
Construct Apron	Construct Terminal apron	6 - 10	\$511,654
AUTO PARKING & GROUND ACCESS			
Construct Access Road	Construct Airport Entrance Rd.	6 - 10	\$1,410,000
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
Construct Building	Construct 3 60x60 Box Hangars	1 - 5	\$750,000
LIGHTING, NAVAIDS, & SIGNAGE			
Rehabilitate Runway Lights	Replace Runway 18/36 MIRLS	1 - 5	\$450,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron		1 - 5	\$425,000
Rehabilitate Runway	Repair panels and seal joints	6 - 10	\$488,889
PLANS & STUDIES			
No Projects Reported			
RUNWAYS			
Extend Runway	EA and Extend RW & TW to the south 850 ft to 6000 ft; Relocate	11 - 20	\$2,580,000
SAFETY & SECURITY			
No Projects Reported			
TAXIWAYS			
No Projects Reported			
TERMINALS & OTHER BUILDINGS			
No Projects Reported			
UTILITIES, DRAINAGE, & OTHER/MISC.			
No Projects Reported			
COMPLIANCE WITH STANDARDS			
No Projects Reported			

<b>NPIAS Project Subtotal:</b>	<b>\$7,831,000</b>
<b>All Project Costs Total:</b>	<b>\$10,856,000</b>

AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: PAULS VALLEY MUNICIPAL		ASSOCIATED COMMUNITY: PAULS VALLEY	LOCID: PVJ
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	C-II	Yes	-	
Primary Runway Length	5,000 ft	5,001 ft	Yes	-	
Primary Runway Width	75 ft	100 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	None	No	Install MITL	\$440,000
Approach Type	LPV	LPV	Yes	-	
Approach Lighting System	One RWY End	None	No	Install Approach Lighting on One RWY End	\$470,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	Both Ends REILs	Yes	-	
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	94	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	42,000 SW / 55,000 DW	Yes	-	
Covered Storage	100% of Forecasted Based AC	97%	No	1 space	\$51,000
Ramp Area	16,000 SY (10 spaces - large aircraft)	5,000 SY	No	Increase Ramp Size by 11,000 SY	\$2,970,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	6,000 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	Yes	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	Major / Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	0 spaces	No	Establish Space for 1 Business Jet	\$840,000
GPU	Not an Objective	Yes	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	*
RSA Standards	Compliance with RSA Standards	500' x 1,000' beyond RW end	Yes	-	
Runway/Taxiway Separation	240 ft	500 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Pauls Valley/Garvin - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$4,771,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
Acquire Land For Approaches	Acquire land for improved approach	6 - 10	\$550,000
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
Construct Access Road	Construct Access Road	11 - 20	\$200,000
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
LIGHTING, NAVAIDS, & SIGNAGE			
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Rehab. Parking Apron	6 - 10	\$52,000
Rehabilitate Runway	Reconstruct Runway	1 - 5	\$3,780,000
PLANS & STUDIES			
Update Airport Master Plan Study	Update Master Plan	6 - 10	\$150,000
RUNWAYS			
Extend Runway	Extend Rwy 17/35 500 south.	6 - 10	\$979,000
SAFETY & SECURITY			
Install Perimeter Fencing	Access control.	6 - 10	\$105,263
TAXIWAYS			
Construct Taxiway	Extend Parallel from Crosswind to RW 17 End	1 - 5	\$795,000
TERMINALS & OTHER BUILDINGS			
Construct Maintenance Building	Construct ramp & new maintenance hangar (89 x 22 ) + (98 x 69 ) -	6 - 10	\$43,000
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$11,677,000</b>
<b>All Project Costs Total:</b>	<b>\$16,448,000</b>



AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: PERRY MUNICIPAL		ASSOCIATED COMMUNITY: PERRY	LOCID: F22
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000 ft	5,103 ft	Yes	-	
Primary Runway Width	75 ft	75 ft	Yes	-	
Taxiway Type	Full Parallel	Partial Parallel	No	Extend Partial Parallel to Full Parallel	\$3,800,000
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	LPV	LPV	Yes	-	
Approach Lighting System	One RWY End	None	Yes	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 2 Box PAPI	No	Install 4 Box PAPI on both RWY Ends	\$150,000
Runway End Identifier Lights	On RWY end with Approach	Both Ends REILs	Yes	-	
Weather Reporting	AWOS or ASOS	None	No	Install AWOS or ASOS	\$343,000
Primary RWY PCI	70	100	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	75,000 SW / 130,000 DW	Yes	-	
Covered Storage	100% of Forecasted Based AC	82%	No	5 spaces	\$1,175,000
Ramp Area	16,000 SY (10 spaces - large aircraft)	5,500 SY	No	Increase Ramp Size by 10,500 SY	\$2,835,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	1,500 sqft	No	Increase Terminal Size by 1,000 sqft	\$650,000
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Yes	No	No	Add Conference Room	\$210,000
Pilot's Lounge	Yes	No	No	Add Pilot's Lounge	\$80,000
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	Minor Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	1 space	Yes	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	\$772,000
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	525 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Perry/Noble - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$10,105,000</b>

Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
Acquire Land For Approaches	Acquire property existing and future Runway 17 RPZ – approximately 25	1 - 5	\$386,000
<b>APRON</b>			
	No Projects Reported		
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
Rehabilitate Access Road	Reconstruct hangar auto access road and ditch south of airport	1 - 5	\$448,000
<b>EQUIPMENT</b>			
	No Projects Reported		
<b>FUEL</b>			
	No Projects Reported		
<b>HANGARS</b>			
Construct Hangar Building	New corporate hangar north of Hangar 1N (12,000 S.F.), ramp, and	1 - 5	\$1,249,000
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Apron	Rehabilitation of main apron and apron expansion (2,000 S.Y.) and	6 - 10	\$437,000
Rehabilitate Apron	Rehabilitate fueling apron	11 - 20	\$990,000
<b>PLANS &amp; STUDIES</b>			
Update Airport Master Plan Study	Update Airport Master Plan	11 - 20	\$125,000
<b>RUNWAYS</b>			
Construct Runway	Runway 13-31, design and construct crosswind runway (4,100' x 75')	11 - 20	\$2,700,000
<b>SAFETY &amp; SECURITY</b>			
Install Perimeter Fencing	Fencing outboard of airport entrance road creating a green-space	1 - 5	\$122,000
<b>TAXIWAYS</b>			
Construct Taxiway	Taxiway connection between parallel taxiway and Runway 13 end	11 - 20	\$570,000
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
Rehabilitate Terminal Building	Renovate terminal building (pilot lounge, restrooms, flight planning	6 - 10	\$655,000
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
	No Projects Reported		
<b>COMPLIANCE WITH STANDARDS</b>			
Remove Obstructions	Reroute Pioneer Road	11 - 20	\$890,000

<b>NPIAS Project Subtotal:</b>	<b>\$24,954,000</b>
<b>All Project Costs Total:</b>	<b>\$35,059,000</b>

AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: ROBERT S. KERR		ASSOCIATED COMMUNITY: POTEAU	LOCID: RKR
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000 ft	4,007 ft	No	Lengthen Runway 993 ft	\$3,975,000
Primary Runway Width	75 ft	75 ft	Yes	-	
Taxiway Type	Full Parallel	Partial Parallel	No	Extend Partial Parallel to Full Parallel	\$1,771,619
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	None	No	Install MITL	\$153,900
Approach Type	LPV	LPV	Yes	-	
Approach Lighting System	One RWY End	None	No	Install Approach Lighting on One RWY End	\$550,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	Both Ends REILs	Yes	-	
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	65	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	27,000 SW	Yes	-	
Covered Storage	100% of Forecasted Based AC	69%	No	9 spaces	\$2,115,000
Ramp Area	16,000 SY (10 spaces - large aircraft)	10,300 SY	No	Increase Ramp Size by 5,700 SY	\$1,539,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	1,500 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Yes	No	No	Add Conference Room	\$210,000
Pilot's Lounge	Yes	No	No	Add Pilot's Lounge	\$80,000
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	Yes	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	Major/ Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	3 spaces	Yes	-	
GPU	Not an Objective	Yes	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	565 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Poteau/Le Flore - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$10,485,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
Acquire Land for Development		6 - 10	\$166,664
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
Expand/Modify Access Road	Extend access road to end of runway	11 - 20	\$4,000,000
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
Construct Hangar Building	Construct new hangars to tie in to taxilane	6 - 10	\$400,000
LIGHTING, NAVAIDS, & SIGNAGE			
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Crack seal and seal coat asphalt pavement	1 - 5	\$106,935
Rehabilitate Apron	Crack seal and seal coat asphalt pavement	6 - 10	\$117,629
PLANS & STUDIES			
Conduct Airport Master Plan Study	Update HZO	1 - 5	\$130,000
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
Install Perimeter Fencing		6 - 10	\$467,000
TAXIWAYS			
Construct Taxiway	Construct new taxilanes for hangar development	6 - 10	\$272,280
TERMINALS & OTHER BUILDINGS			
Construct Terminal Building	Construct new terminal building in place of existing	1 - 5	\$1,500,000
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
Remove Obstructions	Remove obstructions as determined from master plan update	1 - 5	\$50,000

<b>NPIAS Project Subtotal:</b>	<b>\$13,318,000</b>
<b>All Project Costs Total:</b>	<b>\$23,803,000</b>

AIRPORT ROLE:REGIONAL BUSINESS		AIRPORT NAME: SALLISAW MUNICIPAL		ASSOCIATED COMMUNITY: SALLISAW	LOCID: JSV
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000 ft	4,006 ft	No	Lengthen Runway 994 ft	\$3,976,000
Primary Runway Width	75 ft	75 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	\$480,000
Approach Type	LPV	LNAV	No	Establish LPV Approach	\$150,000
Approach Lighting System	One RWY End	None	No	Install Approach Lighting on RWY End 35	\$550,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 2 Box PAPI	No	Install 4 Box PAPI on both RWY Ends	\$243,000
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs both RWY Ends**	\$200,000
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	71	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	27,500 SW / 38,000 DW	Yes	-	
Covered Storage	100% of Forecasted Based AC	71%	No	5 spaces	\$1,175,000
Ramp Area	16,000 SY (10 spaces - large aircraft)	13,850 SY	No	Increase Ramp Size by 2,150 SY	\$580,500
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	1,200 sqft	No	Increase Terminal Size by 1,300 sqft	\$1,670,000
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	No	No	Add Pilot's Lounge	\$80,000
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	Major/ Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	0 spaces	No	Establish Space for 1 Business Jet	\$840,000
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	240 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Sallisaw/Sequoyah - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$9,945,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
LIGHTING, NAVAIDS, & SIGNAGE			
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Crack Seal and Seal Coat	1 - 5	\$150,000
Rehabilitate Apron	Crack Seal and Seal Coat	6 - 10	\$165,000
PLANS & STUDIES			
Conduct Airport Master Plan	Conduct Airport Action Plan with Obstruction Surveys	1 - 5	\$130,000
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
Install Perimeter Fencing	Around land acquired for runway extension	6 - 10	\$182,000
TAXIWAYS			
Construct Taxiway	Hangar Taxilane	6 - 10	\$490,000
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
Improve Airport Drainage	-	6 - 10	\$150,000
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$7,980,000</b>
<b>All Project Costs Total:</b>	<b>\$17,925,000</b>

Airport Role: Regional Business		AIRPORT NAME: SEMINOLE MUNICIPAL		ASSOCIATED COMMUNITY: SEMINOLE	LOCID: SRE
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000 ft	5,004 ft	Yes	-	
Primary Runway Width	75 ft	75 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	Reflectors	No	Install MITL	\$650,000
Approach Type	LPV	LNAV	No	Establish LPV Approach	\$150,000
Approach Lighting System	One RWY End	None	Yes	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	Both Ends REILs	Yes	-	
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	84	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	16,000 SW	No	Increase Weight Bearing Capacity	\$6,755,400
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	
Ramp Area	16,000 SY (10 spaces - large aircraft)	4,300 SY	No	Increase Ramp Size by 11,700 SY	\$3,159,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	2,500 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	No	No	Add Conference Room	\$210,000
Pilot's Lounge	Yes	No	No	Add Pilot's Lounge	\$80,000
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	Yes	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	Major / Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	0 spaces	No	Establish Space for 1 Business Jet	\$840,000
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	Yes	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	200 ft	No	Establish RWY/TWY Separation of 240ft	*
Height Zoning	Jurisdiction with Height Zoning Ordinance	Seminole/Seminole - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 16 / 34	No	Address Obstruction on RWY Ends 16 / 34	\$200,000
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$12,044,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
	No Projects Reported		
LIGHTING, NAVAIDS, & SIGNAGE			
Install Airport Beacon	Relocate Beacon	6-10	\$70,000
Rehabilitate Runway PAPI, Vault	RW / TW lights (PAPI, Vault and conduit)	1-5	\$500,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Rehab terminal apron.	6-10	\$60,000
Rehabilitate Runway 16-34	Crack repair, re-seal, remark runway	6-10	\$300,000
PLANS & STUDIES			
Update Airport Master Plan	Update Master Plan to determine future development needs.	11-20	\$300,000
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
	No Projects Reported		
TAXIWAYS			
Construct Taxiway (Phase 1)	Reconstruct Parallel TWY - South 1/2	1-5	\$3,500,000
Construct Taxiway (Phase 2)	Reconstruct Parallel TWY - North 1/2	6-10	\$3,500,000
TERMINALS & OTHER BUILDINGS			
Construct Terminal Building	New Terminal Building / Pilot Lounge	11-20	\$1,500,000
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$9,730,000</b>
<b>All Project Costs Total:</b>	<b>\$21,774,000</b>



Airport Role: Regional Business		AIRPORT NAME: TAHLEQUAH MUNICIPAL		ASSOCIATED COMMUNITY: TAHLEQUAH	LOCID: TQH
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000 ft	5,001 ft	Yes	-	
Primary Runway Width	75 ft	75 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	LPV	LPV	Yes	-	
Approach Lighting System	One RWY End	None	Yes	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	Both Ends REILs	Yes	-	
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	76	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	26,000 SW	Yes	-	
Covered Storage	100% of Forecasted Based AC	80%	No	9 spaces	\$2,115,000
Ramp Area	16,000 SY (10 spaces - large aircraft)	12,000 SY	No	Increase Ramp Size by 4,000 SY	\$1,080,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	3,000 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	Yes	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	Minor Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	0 spaces	No	Establish Space for 1 Business Jet	\$840,000
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 35	*
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	No	Clear Obstruction on RWY 35 end	*
Runway/Taxiway Separation	240 ft	240 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Tahlequah - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 17	No	Address Obstruction on RWY End 17	\$219,100
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$4,254,000</b>

Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
Acquire Land for Development	Acquire land on northeast side of airport for future development	6 - 10	\$1,000,000
<b>APRON</b>			
	No Projects Reported		
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
	No Projects Reported		
<b>EQUIPMENT</b>			
	No Projects Reported		
<b>FUEL</b>			
Construct Fuel Farm	Construct new fuel farm	11 - 20	\$520,000
<b>HANGARS</b>			
Construct Hangar Building	Construct new hangars on east side to replace west hangars	6 - 10	\$4,955,000
Construct Hangar Building	Construct additional hangars	11 - 20	\$3,580,000
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
Install Guidance Signs	Relocate and guidance signs to match standards	1 - 5	\$215,000
Install Runway Vertical/Visual Guidance System	4-Box PAPI and Current regulator	1 - 5	\$230,841
Install Taxiway Lighting	Parallel taxiway and connectors	1 - 5	\$460,000
Install Weather Reporting Equipment	Relocate and replace AWOS	1 - 5	\$308,000
Rehabilitate Runway 17-35 Lighting	Rehabilitate/replace runway lighting - LED MIRLS	6 - 10	\$400,000
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Apron	Reconstruct main apron - mill & overlay	1 - 5	\$720,000
Rehabilitate Apron	Crack/joint seal and seal coat apron pavement	11 - 20	\$270,000
Rehabilitate Taxiway	Crack/joint seal and seal coat taxilanes	1 - 5	\$165,000
Rehabilitate Taxiway	Reconstruct taxiway pavements - mill & overlay	11 - 20	\$2,205,000
Rehabilitate Taxiway	Crack/joint seal and seal coat parallel taxiway and connectors	6 - 10	\$345,000
Rehabilitate Runway 17-35	Crack/joint seal and seal coat runway	6 - 10	\$525,000
Rehabilitate Runway 17-35	Reconstruct RW pavement - mill & overlay	11 - 20	\$3,855,000
<b>PLANS &amp; STUDIES</b>			
Update Airport Master Plan Study	AGIS/Master Plan	1 - 5	\$250,000
<b>RUNWAYS</b>			
Extend Runway 17-35	Extend runway 500' to the north	11 - 20	\$1,705,000
<b>SAFETY &amp; SECURITY</b>			
Remove Obstructions	Remove/light obstructions found during AGIS study	6 - 10	\$890,000
<b>TAXIWAYS</b>			
Construct Taxiway	Construct new taxilanes on east side of airport for hangar development	6 - 10	\$1,680,000
Construct Taxiway	Construct additional taxilanes for future hangar development	11 - 20	\$1,205,000
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
Expand Terminal Building	Expand/replace terminal building	11 - 20	\$1,425,000
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
Improve Airport Drainage	Construct drainage improvements	11 - 20	\$1,705,000
<b>COMPLIANCE WITH STANDARDS</b>			
Remove Obstructions	Remove/relocate hangars on west side of runway	6 - 10	\$1,180,000
Remove Obstructions (E-Side T-Hangar)	Remove east side T-hangar from primary surface and construct new t-hangar	1 - 5	\$250,000

<b>NPIAS Project Subtotal:</b>	<b>\$30,044,000</b>
<b>All Project Costs Total:</b>	<b>\$34,298,000</b>

Airport Role: Regional Business		AIRPORT NAME: WEATHERFORD STAFFORD		ASSOCIATED COMMUNITY: WEATHERFORD	LOCID: OJA
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000 ft	5,100 ft	Yes	-	
Primary Runway Width	75 ft	75 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	LPV	LPV	Yes	-	
Approach Lighting System	One RWY End	None	No	Install Approach Lighting on One RWY End	\$550,000
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	No	No	Add Segmented Circle	\$25,000
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 2 Box PAPI	No	Install 4 Box PAPI on both RWY Ends	\$150,000
Runway End Identifier Lights	On RWY end with Approach	Both Ends REILs	Yes	-	
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	80	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	30,000 SW / 48,000 DW	Yes	-	
Covered Storage	100% of Forecasted Based AC	85%	No	5 spaces	\$1,175,000
Ramp Area	16,000 SY (10 spaces - large aircraft)	15,000 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	14,000 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	Yes	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	Major/ Full Service Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	No Data	Yes	-	
GPU	Not an Objective	Yes	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	*
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	240 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Weatherford/Custer - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 17 / 35	No	Address Obstruction on RWY Ends 17 / 35	*
<b>System Plan Project Cost Subtotal:</b>					<b>\$1,990,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
Construct Apron	Create Terminal Aircraft Parking Area	1 - 5	\$1,102,891
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
Construct Building	Construct 150'x 100' Hangar	1 - 5	\$1,100,000
LIGHTING, NAVAIDS, & SIGNAGE			
Rehabilitate Taxiway Lights		1 - 5	\$270,000
PAVEMENT MAINTENANCE			
Rehabilitate Taxiway	Joint seal and patching	6 - 10	\$400,000
Rehabilitate Taxiway	Joint seal and patching	11 - 20	\$480,000
Rehabilitate Runway	Joint seal and patching	6 - 10	\$600,000
Rehabilitate Runway	Joint seal and patching	11 - 20	\$720,000
PLANS & STUDIES			
	No Projects Reported		
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
Install Perimeter Fencing and Gates		1 - 5	\$250,000
TAXIWAYS			
Construct Taxiway	Construct access apron and taxilane to new general hangar	1 - 5	\$400,000
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
Construct Drainage Improvements	Address detained water on SE corner of airport.	1 - 5	\$400,000
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

NPIAS Project Subtotal:	\$5,723,000
All Project Costs Total:	\$7,713,000

Airport Role: Regional Business		AIRPORT NAME: WEST WOODWARD		ASSOCIATED COMMUNITY: WOODWARD	LOCID: WWR
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	C-II	Yes	-	
Primary Runway Length	5,000 ft	5,502 ft	Yes	-	
Primary Runway Width	75 ft	100 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	LPV	LPV	Yes	-	
Approach Lighting System	One RWY End	One RWY End	Yes	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	Recip End REILs	Yes	-	
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	93	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	30,000 SW / 60,000 DW	Yes	-	
Covered Storage	100% of Forecasted Based AC	97%	No	Construct Box Hangars & T-Hangars**	\$3,250,000
Ramp Area	16,000 SY (10 spaces - large aircraft)	24,000 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	5,000 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	Yes	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	Minor Maintenance	Yes	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	8 spaces	Yes	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	\$682,500
RSA Standards	Compliance with RSA Standards	500' x 1,000' beyond RW end	Yes	-	
Runway/Taxiway Separation	300 ft	525 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	*
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$4,023,000</b>

Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
No Projects Reported			
<b>APRON</b>			
Construct Apron	Construct north holding apron (7,000 sy),30,000#	11 - 20	\$300,000
Construct Apron	Construct south holding apron (7,000 sy), 30,000#	11 - 20	\$300,000
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
No Projects Reported			
<b>EQUIPMENT</b>			
No Projects Reported			
<b>FUEL</b>			
Construct Fuel Farm	Construct new fuel farm	1 - 5	\$1,100,000
<b>HANGARS</b>			
No Projects Reported			
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
Install Runway 17/35 Vertical Guidance System (PAPI)	Replace Runway 17/35 PAPIs	11 - 20	\$335,000
Install Runway 5-23 Vertical Guidance System (PAPI)	Install New 4-Box PAPIs on RW 5 & RW 23	11 - 20	\$350,000
Install Runway 5-23 Visual Guidance System (REIL)	Install New LED Runway End Identifier Lights for Runway 5 & 23	11 - 20	\$175,000
Install Weather Reporting Equipment (AWOS)	Replace AWOS	11 - 20	\$325,000
Rehabilitate Runway Lighting	Rehabilitate / replace Runway 5/23 lights	11 - 20	\$300,000
Rehabilitate Runway Lighting	Rehabilitate / replace Runway 17/35 lights	11 - 20	\$485,000
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Apron	Crack/joint seal and pavement seal coat	6 - 10	\$195,000
Rehabilitate Apron	Rehab concrete apron - joint seal, spall repair, panel replacement	11 - 20	\$425,000
Rehabilitate Main Apron	Main apron joints/spalls and panel replacement	6 - 10	\$235,000
Rehabilitate Taxiway	Rehabilitate T-hangar taxilanes 'A'	1 - 5	\$333,333
Rehabilitate Taxiway	Crack/joint seal and seal coat parallel taxiway	1 - 5	\$405,000
Rehabilitate Taxiway	Crack/joint seal and seal coat parallel taxiway	6 - 10	\$405,000
Rehabilitate Taxiway	Crack/joint seal and seal coat taxilanes	6 - 10	\$370,000
Rehabilitate Taxiway	Reconstruct parallel taxiway - mill and overlay	11 - 20	\$2,405,000
Rehabilitate Runway 17/35	Seal joints, repair spalls, and panel replacement	6 - 10	\$920,000
Rehabilitate Runway 17/35	Reconstruct Runway 17/35 pavement	11 - 20	4105000
Rehabilitate Runway 5/23	Crack/joint seal and seal coat pavement and full dept patch repair	1 - 5	400000
Rehabilitate Runway 5/23	Crack/joint seal and seal coat pavement	6 - 10	285000
<b>PLANS &amp; STUDIES</b>			
Conduct Airport Master Plan Study	Conduct complete airport master plan study	11 - 20	\$305,000
Conduct Environmental Study	Conduct Environmental Assessment for RW extension	6 - 10	\$100,000
<b>RUNWAYS</b>			
Extend Runway	Extend, Mark, and Light Runway 17 (500 x 100 ) and Parallel Taxiway (850 x 35 )	6 - 10	\$810,000
Extend Runway 5/23	Extend Runway 5/23 approximately 1,500' SW	11 - 20	\$4,755,000
<b>SAFETY &amp; SECURITY</b>			
Install Perimeter Fencing	Install Perimeter Fencing	6 - 10	\$1,085,000
<b>TAXIWAYS</b>			
Construct Taxiway	Construct Taxiway - Access taxiway to Runway 23	1 - 5	\$650,000
Construct Taxiway	Construct taxilanes for future hangar development	6 - 10	\$1,085,000
Construct Taxiway	Construct taxilanes for future hangar development	11 - 20	\$1,705,000
Construct Taxiway B	Construct new parallel taxiway for Runway 5-23	11 - 20	\$4,000,000
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
Construct Terminal Building	Construct new terminal building	1 - 5	\$1,425,000
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
No Projects Reported			
<b>COMPLIANCE WITH STANDARDS</b>			
No Projects Reported			

<b>NPIAS Project Subtotal:</b>	<b>\$30,073,000</b>
<b>All Project Costs Total:</b>	<b>\$34,096,000</b>

Airport Role: Regional Business		AIRPORT NAME: WILLIAM R. POGUE MUNICIPAL		ASSOCIATED COMMUNITY: SAND SPRINGS	LOCID: OWP
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000 ft	5,799 ft	Yes	-	
Primary Runway Width	75 ft	100 ft	Yes	-	
Taxiway Type	Full Parallel	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	LPV	LPV	Yes	-	
Approach Lighting System	One RWY End	One RWY End	Yes	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Both RWY Ends 4 Box	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs on One RWY End	\$50,000
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	100	Yes	-	
Weight Capacity	20,000 SW or 50,000 DW	30,000 SW / 58,000 DW	Yes	-	
Covered Storage	100% of Forecasted Based AC	80%	No	12 spaces	\$1,800,000
Ramp Area	16,000 SY (10 spaces - large aircraft)	25,000 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	2,500 ft	2,500 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Yes	Yes	Yes	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Yes	Yes	Yes	-	
Public Waiting Area	Yes	Yes	Yes	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas	No	Add Jet A	\$550,000
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Yes	Yes	Yes	-	
Aircraft Maintenance	Yes	No Maintenance	No	Establish Maintenance Operation	*
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	1 jet	0 spaces	No	Establish Space for 1 Business Jet	\$840,000
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17	*
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	300 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Sand Springs - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 17	No	Address Obstruction on RWY End 17	*
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$3,240,000</b>

Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
Acquire Land for Development	Acquire 13.5 acres adjacent to airport to construct Southeast Apron and Aviation Business Development Area	6 - 10	\$181,000
FBO Hangar Purchase - ODO1	Purchase Existing Hanger to be used as new FBO facility	1 - 5	\$450,000
<b>APRON</b>			
Construct Apron	Construct Southeast GA Apron, TW connectors & vehicular access road	6 - 10	\$2,900,000
Construct Apron	SE Dev. Area	11 - 20	\$1,000,000
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
Construct Access Road	Construct Southeast development access road extension (Phase One)	6 - 10	\$560,000
Construct Service Road	Construct airport service road around North RW end	6 - 10	\$590,000
Construct Service Road	development	6 - 10	\$500,000
Construct Service Road	Construct west side airport service rd to link with SE devel. access rd	11 - 20	\$1,100,000
Construct Service Road	Construct airport service road around South RW end	11 - 20	\$270,000
Expand Access Road	SE Dev Area Rd	11 - 20	\$560,000
<b>EQUIPMENT</b>			
	No Projects Reported		
<b>FUEL</b>			
	No Projects Reported		
<b>HANGARS</b>			
Construct Building	Construct 14 exec/private hangars in NW development area	6 - 10	\$4,000,000
Construct Building	Construct 1-10 bay T- hangar within NE development area	6 - 10	\$500,000
Construct Building	Construct large storage hangar within SE devel. area	11 - 20	\$2,000,000
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
Install Rotating Beacon	Install New Rotating Beacon	11 - 20	\$50,000
Install Runway Vertical/Visual Guidance System	Add ODALS to RW 17 North End	11 - 20	\$450,000
Install Weather Reporting Equipment	Replace AWOS	1 - 5	\$270,000
Install Weather Reporting Equipment	Replace AWOS	11 - 20	\$65,000
Rehabilitate Runway 17-35 Lighting	Rehabilitate RW Lights and Hold Signs	1 - 5	\$511,000
Rehabilitate Taxiway A Lighting (Construction) - ODO3	Taxiway A Lighting Rehabilitation	1 - 5	\$600,000
Rehabilitate Taxiway Lighting	Rehabilitate Taxiway Alpha edge lights (Design and Construct)	1 - 5	\$930,000
Rehabilitate Taxiway Lighting	Rehabilitate TW Bravo Lights and Signs	11 - 20	\$250,000
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Apron	Rehabilitate East apron Overlay	6 - 10	\$1,500,000
Rehabilitate Apron	Rehabilitate East Apron 500' x 550' Overlay	6 - 10	\$450,000
Rehabilitate Apron	Asphalt Overlay, West Apron	11 - 20	\$450,000
Rehabilitate East Taxiway B	Crack Seal and Seal Coat	6 - 10	\$500,000
Rehabilitate Taxiway	Rehabilitate access TW pavement (Northeast development area)	11 - 20	\$250,000
Rehabilitate Taxiway	Asphalt Overlay	11 - 20	\$475,000
Taxiway A Rehabilitation (Construction) - ODO3	Taxiway A rehabilitation	1 - 5	\$1,424,382
Taxiway A Rehabilitation (Design) - ODO3	Taxiway A rehabilitation	1 - 5	\$287,789
Rehabilitate Runway	Crack Seal and Seal Coat	6 - 10	\$500,000
Rehabilitate Runway	Asphalt Overlay	11 - 20	\$750,000
Rehabilitate Runway 17-35	Rehabilitate Runway (Crack Seal)	6 - 10	\$300,000
<b>PLANS &amp; STUDIES</b>			
Update Master Plan Study		6 - 10	\$60,000
<b>RUNWAYS</b>			
	No Projects Reported		
<b>SAFETY &amp; SECURITY</b>			
Install Perimeter Fencing	perimeter fencing for 77 acre for RW 17 RPZ	6 - 10	\$420,000
Install Perimeter Fencing	Upgrade existing perimeter fencing (Phase two) - approx 4,100 lf	6 - 10	\$85,000
<b>TAXIWAYS</b>			
Construct Taxiway	Construct SE development area GA TW connectors	11 - 20	\$875,000
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
Rehabilitate Terminal Building		6 - 10	\$220,000
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
	No Projects Reported		
<b>COMPLIANCE WITH STANDARDS</b>			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$26,109,000</b>
<b>All Project Costs Total:</b>	<b>\$29,349,000</b>



AIRPORT ROLE: COMMUNITY (LOW ACTIVITY)		AIRPORT NAME: ANADARKO MUNICIPAL		ASSOCIATED COMMUNITY: ANADARKO	LOCID: F68
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	B-1 Small	Yes	-	
Primary Runway Length	3,200 ft	3,100 ft	No	Lengthen Runway 100 ft	\$500,000
Primary Runway Width	60 ft	50 ft	No	Widen Runway 10 ft	\$930,000
Taxiway Type	Not an Objective	Turnaround both RWY Ends	Not an Objective	-	
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	
Taxiway Lighting	Not an Objective	None	Not an Objective	-	
Approach Type	Not an Objective	Visual	Not an Objective	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Not an Objective	Neither End	Not an Objective	-	
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective	-	
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	71	Yes	-	
Weight Capacity	12,500 SW	12,500 SW	Yes	-	
Covered Storage	95% of Forecasted Based AC	84%	No	2 spaces	\$470,000
Ramp Area	2,000 SY (3 spaces)	2,500 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	No Terminal	Not an Objective	-	
Restroom (24/7 or key code)	Not an Objective	No	Not an Objective	-	
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Not an Objective	No	Not an Objective	-	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Ramp Area	2,000 SY (3 spaces)	2,500 SY	Yes	-	
Fuel	Not an Objective	No Fuel	Not an Objective	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Not an Objective	No	Not an Objective	-	
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	*
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Anadarko - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 17 / 35	No	Address Obstruction on RWY Ends 17 / 35	*
				<b>System Plan Project Cost Subtotal:</b>	<b>\$1,900,000</b>

\*Costs are provided only if available from airport identified project list

AIRPORT ROLE: COMMUNITY (LOW ACTIVITY)		AIRPORT NAME: BEAVER MUNICIPAL		ASSOCIATED COMMUNITY: BEAVER	LOCID: K44
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	A-1 Small	No	Meet A-1 or B-1 Small ARC Standards	*
Primary Runway Length	3,200 ft	4,050 ft	Yes	-	
Primary Runway Width	60 ft	60 ft	Yes	-	
Taxiway Type	Not an Objective	No Turnarounds	Not an Objective	-	
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	
Taxiway Lighting	Not an Objective	None	Not an Objective	-	
Approach Type	Not an Objective	Visual	Not an Objective	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Not an Objective	Neither End	Not an Objective	-	
Runway End Identifier Lights	Not an Objective	Both Ends REILs	Not an Objective	-	
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	65	No	Improve Pavement Condition Index	*
Weight Capacity	12,500 SW	4,000 SW	No	Increase Weight Bearing Capacity	\$4,374,000
Covered Storage	95% of Forecasted Based AC	100%	Yes	-	
Ramp Area	2,000 SY (3 spaces)	7,800 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	No Terminal	Not an Objective	-	
Restroom (24/7 or key code)	Not an Objective	No	Not an Objective	-	
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Not an Objective	No	Not an Objective	-	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Ramp Area	2,000 SY (3 spaces)	7,800 SY	Yes	-	
Fuel	Not an Objective	No Fuel	Not an Objective	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Not an Objective	Yes	Not an Objective	-	
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35, RWY End 4 / 22	\$410,000
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	*
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 17 / 35	No	Address Obstruction on RWY Ends 17 / 35	*
				<b>System Plan Project Cost Subtotal:</b>	<b>\$4,784,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
	No Projects Reported		
<b>APRON</b>			
	No Projects Reported		
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
	No Projects Reported		
<b>EQUIPMENT</b>			
	No Projects Reported		
<b>FUEL</b>			
	No Projects Reported		
<b>HANGARS</b>			
	No Projects Reported		
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
Install Miscellaneous NAVAIDS	Install Rotating Beacon & Pilot Control for Lighting	6 - 10	\$81,000
Install Runway Lighting	Upgrade Electrical Vault and Airfield Lights & Signs	11 - 20	\$175,000
Install Runway Vertical/Visual Guidance	PAPI, Windcone, Beacon, REILs	6 - 10	\$450,000
Install Taxiway Lights	New MITLs	6 - 10	\$600,000
Install Weather Reporting Equipment	Install Weather Report Equip.	1 - 5	\$157,895
Rehabilitate Runway Lights	New MIRLs and Signs	11 - 20	\$720,000
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Apron	Reconstruct Apron	1 - 5	\$1,250,320
Rehabilitate Apron	-	11 - 20	\$150,000
Rehabilitate Taxiway	Reconstruct Taxiway	1 - 5	\$204,055
Rehabilitate Taxiway	4" Overlay	11 - 20	\$575,000
Rehabilitate Runway	Crack repair and sealcoat	6 - 10	\$450,000
Rehabilitate Runway	Rehabilitate Runway 17/35- Phase 2	11 - 20	\$1,205,890
Rehabilitate Runway	4" Overlay	11 - 20	\$1,500,000
<b>PLANS &amp; STUDIES</b>			
Update Airport Master Plan Study	Update Airport Master Plan Study	1 - 5	\$40,000
<b>RUNWAYS</b>			
	No Projects Reported		
<b>SAFETY &amp; SECURITY</b>			
Install Perimeter Fencing	-	6 - 10	\$157,895
<b>TAXIWAYS</b>			
Construct Taxiway	Construct Parallel TW	6 - 10	\$833,600
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
Construct Terminal Building	Construct Terminal Building	6 - 10	\$315,789
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
	No Projects Reported		
<b>COMPLIANCE WITH STANDARDS</b>			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$8,866,000</b>
<b>All Project Costs Total:</b>	<b>\$13,650,000</b>

Airport Role: Community (High Activity)		AIRPORT NAME: BROKEN BOW		ASSOCIATED COMMUNITY: BROKEN BOW	LOCID: 90F
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-I or B-I Small	B-I	Yes	-	
Primary Runway Length	3,200 ft	3,200 ft	Yes	-	
Primary Runway Width	60 ft	50 ft	No	Widen Runway 10 ft	\$960,000
Taxiway Type	Turnaround One RWY End	Turnaround One RWY End	Yes	-	
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	
Taxiway Lighting	Not an Objective	None	Not an Objective	-	
Approach Type	Non-Precision	Visual	No	Establish Published Approach	\$150,000
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI on non-Precision approach end	Both Ends 2 Box PAPI	Yes	-	
Runway End Identifier Lights	Not an Objective	No REILS	Not an Objective	-	
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	64	No	Improve Pavement Condition Index	*
Weight Capacity	12,500 SW	17,000 SW	Yes	-	
Covered Storage	95% of Forecasted Based AC	100%	Yes	-	
Ramp Area	3,500 SY (5 spaces)	4,300 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	500 sqft	875 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Not an Objective	Yes	Not an Objective	-	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	Yes	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas	No Fuel	No	Add AvGas	\$550,000
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Not an Objective	No	Not an Objective	-	
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	*
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	225 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Broken Bow/McCurtain - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 17 / 35	No	Address Obstruction on RWY Ends 17 / 35	*
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$1,660,000</b>

AIRPORT ROLE: COMMUNITY (LOW ACTIVITY)		AIRPORT NAME: BUFFALO MUNICIPAL		ASSOCIATED COMMUNITY: BUFFALO	LOCID: BFK
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	B-1	Yes	-	
Primary Runway Length	3,200 ft	4,000 ft	Yes	-	
Primary Runway Width	60 ft	60 ft	Yes	-	
Taxiway Type	Not an Objective	Turnaround One RWY End	Not an Objective	-	
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	
Taxiway Lighting	Not an Objective	None	Not an Objective	-	
Approach Type	Not an Objective	LNAV	Not an Objective	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	No	No	Add Segmented Circle	\$25,000
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Not an Objective	Neither End	Not an Objective	-	
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective	-	
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	80	Yes	-	
Weight Capacity	12,500 SW	4,000 SW	No	Increase Weight Bearing Capacity	\$4,320,000
Covered Storage	95% of Forecasted Based AC	100%	Yes	-	
Ramp Area	2,000 SY (3 spaces)	3,000 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	600 sqft	Not an Objective	-	
Restroom (24/7 or key code)	Not an Objective	Yes	Not an Objective	-	
Conference Area	Not an Objective	Yes	Not an Objective	-	
Pilot's Lounge	Not an Objective	Yes	Not an Objective	-	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	Yes	Not an Objective	-	
<b>SERVICES</b>					
Ramp Area	2,000 SY (3 spaces)	3,000 SY	Yes	-	
Fuel	Not an Objective	No Fuel	Not an Objective	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Not an Objective	Yes	Not an Objective	-	
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	\$14,000
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	225 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	*
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 17	No	Address Obstruction on RWY End 17	\$64,000
				<b>System Plan Project Cost Subtotal:</b>	<b>\$4,359,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
Construct Apron	Construct turn arounds	6 - 10	\$45,263
AUTO PARKING & GROUND ACCESS			
Rehabilitate Access Road	Rehabilitate Taxiway	1 - 5	\$70,941
EQUIPMENT			
No Projects Reported			
FUEL			
Construct Fuel Farm	Install 24hr self serve Avgas	6 - 10	\$800,000
HANGARS			
Construct Hangar Building	Construct 10-unit T-Hangar	11 - 20	\$800,000
LIGHTING, NAVAIDS, & SIGNAGE			
Install Runway 17-35 Vertical Guidance	Install new 4-box LED PAPIs for Runway 17 & 35	11 - 20	\$375,000
Install Taxiway Lighting (MITL)	Install New LED Taxiway Edge Lights	11 - 20	\$700,000
Install Weather Reporting Equipment	Install AWOS III P/T	1 - 5	\$350,000
Rehabilitate Runway Lighting (MIRL)	Install New LED Runway Edge Lights and REILs	6 - 10	\$500,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	-	1 - 5	\$798,000
Rehabilitate Apron	-	11 - 20	\$100,000
Rehabilitate Taxiway	Rehabilitate Taxiway	1 - 5	\$169,003
Rehabilitate Runway	Rehab RW 17/35	11 - 20	\$400,000
Rehabilitate Runway 17-35	Crack Seal and Seal Coat Runway Pavement	1 - 5	\$650,000
PLANS & STUDIES			
Conduct Airport Master Plan Study	Prepare ALP	6 - 10	\$50,000
RUNWAYS			
Widen Runway	Widen Runway	6 - 10	\$1,750,000
SAFETY & SECURITY			
Install Perimeter Fencing		1 - 5	\$474,000
TAXIWAYS			
Construct Taxiway	Construct Taxiway	6 - 10	\$263,158
Construct Taxiway A	Construct Full Parallel Taxiway for Runway 17-35	11 - 20	\$5,000,000
TERMINALS & OTHER BUILDINGS			
Construct Building	Construct maintenance building	11 - 20	\$150,000
UTILITIES, DRAINAGE, & OTHER/MISC.			
No Projects Reported			
COMPLIANCE WITH STANDARDS			
No Projects Reported			

NPIAS Project Subtotal:	\$13,445,000
All Project Costs Total:	\$17,804,000

Airport Role: Community (High Activity)		AIRPORT NAME: CARLTON LANDING FIELD		ASSOCIATED COMMUNITY: CANADIAN	LOCID: 91F
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-I or B-I Small	B-I Small	Yes	-	
Primary Runway Length	3,200 ft	3,500 ft	Yes	-	
Primary Runway Width	60 ft	60 ft	Yes	-	
Taxiway Type	Turnaround One RWY End	Turnaround One RWY End	Yes	-	
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	
Taxiway Lighting	Not an Objective	None	Not an Objective	-	
Approach Type	Non-Precision	Visual	No	Establish Published Approach	\$150,000
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI on non-Precision approach end	Both Ends 2 Box PAPI	Yes	-	
Runway End Identifier Lights	Not an Objective	No REILS	Not an Objective	-	
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	71	Yes	-	
Weight Capacity	12,500 SW	19,000 SW	Yes	-	
Covered Storage	95% of Forecasted Based AC	100%	Yes	-	
Ramp Area	3,500 SY (5 spaces)	3,100 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	500 sqft	No Terminal	No	Build Terminal of at least 500 sqft	\$325,000
Restroom (24/7 or key code)	Yes	Yes	Yes	-	\$90,000
Conference Area	Not an Objective	Yes	Not an Objective	-	
Pilot's Lounge	Not an Objective	No	Not an Objective	-	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas	AvGas	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Not an Objective	Yes	Not an Objective	-	
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	*
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 33	No	Address Obstruction on RWY End 33	\$30,000
*Costs are provided only if available from airport identified project list					
<b>System Plan Project Cost Subtotal:</b>					<b>\$595,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
Construct Apron		1 - 5	\$194,444
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
	No Projects Reported		
LIGHTING, NAVAIDS, & SIGNAGE			
	No Projects Reported		
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Construct turnarounds and holding aprons	1 - 5	\$83,333
Rehabilitate Runway		6 - 10	\$666,667
PLANS & STUDIES			
	No Projects Reported		
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
Install Perimeter Fencing		1 - 5	\$388,889
TAXIWAYS			
	No Projects Reported		
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
Improve Airport Drainage	-	6 - 10	\$50,000
COMPLIANCE WITH STANDARDS			
Improve Runway Safety Area	-	1 - 5	\$1,100,000

NPIAS Project Subtotal:	\$2,483,000
All Project Costs Total:	\$3,078,000



AIRPORT ROLE: COMMUNITY (LOW ACTIVITY)		AIRPORT NAME: CARNEGIE MUNICIPAL		ASSOCIATED COMMUNITY: CARNEGIE	LOCID: 86F
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	B-1 Small	Yes	-	
Primary Runway Length	3,200 ft	3,000 ft	No	Lengthen Runway 200 ft	\$1,000,000
Primary Runway Width	60 ft	60 ft	Yes	-	
Taxiway Type	Not an Objective	Partial Parallel	Not an Objective	-	
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	
Taxiway Lighting	Not an Objective	None	Not an Objective	-	
Approach Type	Not an Objective	Visual	Not an Objective	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	No	No	Add Segmented Circle	\$20,000
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Not an Objective	Neither End	Not an Objective	-	
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective	-	
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	78	Yes	-	
Weight Capacity	12,500 SW	11,000 SW	No	Increase Weight Bearing Capacity	\$3,240,000
Covered Storage	95% of Forecasted Based AC	100%	Yes	-	
Ramp Area	2,000 SY (3 spaces)	2,100 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	No Terminal	Not an Objective	-	
Restroom (24/7 or key code)	Not an Objective	No	Not an Objective	-	
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Not an Objective	No	Not an Objective	-	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Ramp Area	2,000 SY (3 spaces)	2,100 SY	Yes	-	
Fuel	Not an Objective	No Fuel	Not an Objective	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Not an Objective	No	Not an Objective	-	
Overnight Aircraft Storage	Not an Objective	No Data	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	150 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	*
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$4,260,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
Rehabilitate and Expand Terminal Apron		1 - 5	\$350,000
AUTO PARKING & GROUND ACCESS			
No Projects Reported			
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
Construct Hangar Building	Construct 8-Unit T-Hangar	6 - 10	\$400,000
LIGHTING, NAVAIDS, & SIGNAGE			
Install Miscellaneous NAVAIDS	Wind-cone, airport beacon	1 - 5	\$30,000
Install Runway Vertical/Visual Guidance	Install 2-Box PAPIs	1 - 5	\$100,000
Install Taxiway Lights	Phase II	6 - 10	\$180,000
Rehabilitate Taxiway Lights		11 - 20	\$250,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Crack Seal and Seal Coat	11 - 20	\$100,000
Rehabilitate Taxiway	Crack Seal and Seal Coat	6 - 10	\$150,000
Rehabilitate Taxiway	Overlay Taxiway	11 - 20	\$250,000
Rehabilitate Runway	Crack Seal and Seal Coat	1 - 5	\$150,000
Rehabilitate Runway	Crack Seal and Seal Coat	6 - 10	\$350,000
Rehabilitate Runway	Overlay Runway	11 - 20	\$400,000
PLANS & STUDIES			
No Projects Reported			
RUNWAYS			
No Projects Reported			
SAFETY & SECURITY			
Install Perimeter Fencing	Phase I	1 - 5	\$75,000
TAXIWAYS			
Construct Taxiway	Construct full parallel TW	1 - 5	\$545,000
Construct Taxiway	Construct Taxilane for Future T-Hangar	6 - 10	\$250,000
TERMINALS & OTHER BUILDINGS			
Construct Terminal Building		11 - 20	\$368,421
UTILITIES, DRAINAGE, & OTHER/MISC.			
No Projects Reported			
COMPLIANCE WITH STANDARDS			
Remove Obstructions		1 - 5	\$222,222

<b>NPIAS Project Subtotal:</b>	<b>\$4,171,000</b>
<b>All Project Costs Total:</b>	<b>\$8,431,000</b>

Airport Role: Community (High Activity)		AIRPORT NAME: CHATTANOOGA SKY HARBOR		ASSOCIATED COMMUNITY: CHATTANOOGA	LOCID: 92F
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-I or B-I Small	B-I Small	Yes	-	
Primary Runway Length	3,200 ft	3,400 ft	Yes	-	
Primary Runway Width	60 ft	60 ft	Yes	-	
Taxiway Type	Turnaround One RWY End	No Turnarounds	No	Provide Turnaround one RWY End	\$600,000
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	
Taxiway Lighting	Not an Objective	None	Not an Objective	-	
Approach Type	Non-Precision	Visual	No	Establish Published Approach	\$150,000
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI on non-Precision approach end	Neither End	No	Install 2 Box PAPI on Non-Precision Approach End	\$150,000
Runway End Identifier Lights	Not an Objective	No REILS	Not an Objective	-	
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	98	Yes	-	
Weight Capacity	12,500 SW	7,000 SW	No	Increase Weight Bearing Capacity	\$3,672,000
Covered Storage	95% of Forecasted Based AC	100%	Yes	-	
Ramp Area	3,500 SY (5 spaces)	9,500 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	500 sqft	400 sqft	No	Increase Terminal Size by 100 sqft	\$65,000
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Not an Objective	Yes	Not an Objective	-	
Office Space for Airport Manager	Not an Objective	Yes	Not an Objective	-	
Public Waiting Area	Not an Objective	Yes	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas	No Fuel	No	Add AvGas	\$550,000
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	Major/ Full Service Maintenance	Not an Objective	-	
Ground Transportation	Not an Objective	No	Not an Objective	-	
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 35	*
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Chattanooga/Tillman - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$5,277,000</b>

Airport Role: Community (High Activity)		AIRPORT NAME: CHEROKEE MUNICIPAL		ASSOCIATED COMMUNITY: CHEROKEE	LOCID: 405	
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST	
<b>AIRSIDE FACILITIES</b>						
Airport Reference Code	A-I or B-I Small	B-I	Yes	-		
Primary Runway Length	3,200 ft	3,770 ft	Yes	-		
Primary Runway Width	60 ft	60 ft	Yes	-		
Taxiway Type	Turnaround One RWY End	Partial Parallel	Yes	-		
Runway Lighting	MIRL (if paved)	MIRL	Yes	-		
Taxiway Lighting	Not an Objective	None	Not an Objective	-		
Approach Type	Non-Precision	Visual	No	Establish Published Approach	\$150,000	
Approach Lighting System	Not an Objective	None	Not an Objective	-		
Rotating Beacon	Yes	Yes	Yes	-		
Segmented Circle	Yes	No	No	Add Segmented Circle	\$25,000	
Wind Cone	Yes	Yes	Yes	-		
Visual Guidance Slope Indicator	2 box PAPI on non-Precision approach end	Neither End	No	Install 2 Box PAPI on Non-Precision Approach End	\$150,000	
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective	-		
Weather Reporting	Not an Objective	None	Not an Objective	-		
Primary RWY PCI	70	80	Yes	-		
Weight Capacity	12,500 SW	4,000 SW	No	Increase Weight Bearing Capacity	\$4,071,600	
Covered Storage	95% of Forecasted Based AC	100%	Yes	-		
Ramp Area	3,500 SY (5 spaces)	2,700 SY	No	Increase Ramp Size by 800 SY	\$216,000	
<b>GENERAL AVIATION FACILITIES</b>						
Terminal Building	500 sqft	825 sqft	Yes	-		
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000	
Conference Area	Not an Objective	No	Not an Objective	-		
Pilot's Lounge	Not an Objective	No	Not an Objective	-		
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-		
Public Waiting Area	Not an Objective	No	Not an Objective	-		
<b>SERVICES</b>						
Fuel	AvGas	No Fuel	No	Add AvGas	\$550,000	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-		
Fixed-Base Operator	Not an Objective	No	Not an Objective	-		
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-		
Ground Transportation	Not an Objective	No	Not an Objective	-		
Overnight Aircraft Storage	Not an Objective	No Data	Not an Objective	-		
GPU	Not an Objective	No	Not an Objective	-		
LAV Service Cart	Not an Objective	No	Not an Objective	-		
<b>COMPLIANCE WITH FAA GUIDANCE</b>						
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	\$32,000	
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-		
Runway/Taxiway Separation	150 ft	150 ft	Yes	-		
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	*	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-		
*Costs are provided only if available from airport identified project list					<b>System Plan Project Cost Subtotal:</b>	<b>\$5,285,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
No Projects Reported			
AUTO PARKING & GROUND ACCESS			
No Projects Reported			
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
No Projects Reported			
LIGHTING, NAVAIDS, & SIGNAGE			
Install Airfield Guidance Signs	-	1 - 5	\$50,000
Install Taxiway Lighting	Taxiway Lighting	6 - 10	\$100,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Overlay apron and connecting taxiway	1 - 5	\$400,000
Rehabilitate Taxiway	Upgrade Taxiway	1 - 5	\$600,000
Rehabilitate Runway	Phase 1 Overlay runway	11 - 20	\$510,000
PLANS & STUDIES			
No Projects Reported			
RUNWAYS			
No Projects Reported			
SAFETY & SECURITY			
No Projects Reported			
TAXIWAYS			
Construct Taxiway	Construct new parallel TW (4000 ft x 35 ft)	6 - 10	\$700,000
Extend Taxiway	Extend Taxiway	1 - 5	\$300,000
TERMINALS & OTHER BUILDINGS			
No Projects Reported			
UTILITIES, DRAINAGE, & OTHER/MISC.			
Improve Airport Drainage	Drainage Improvements	1 - 5	\$148,675
COMPLIANCE WITH STANDARDS			
No Projects Reported			

NPIAS Project Subtotal:	\$2,809,000
All Project Costs Total:	\$8,094,000

AIRPORT ROLE: COMMUNITY (LOW ACTIVITY)		AIRPORT NAME: CHRISTMAN AIRFIELD		ASSOCIATED COMMUNITY: OKEENE	LOCID: O65
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	A-1 Small	No	Meet A-1 or B-1 Small ARC Standards	*
Primary Runway Length	3,200 ft	3,000 ft	No	Extend RWY 500 ft south.**	\$573,620
Primary Runway Width	60 ft	60 ft	Yes	-	
Taxiway Type	Not an Objective	No Turnarounds	Not an Objective	-	
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	
Taxiway Lighting	Not an Objective	None	Not an Objective	-	
Approach Type	Not an Objective	Visual	Not an Objective	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Not an Objective	Neither End	Not an Objective	-	
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective	-	
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	85	Yes	-	
Weight Capacity	12,500 SW	12,000 SW	No	Increase Weight Bearing Capacity	\$3,240,000
Covered Storage	95% of Forecasted Based AC	100%	Yes	-	
Ramp Area	2,000 SY (3 spaces)	2,500 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	12,400 sqft	Not an Objective	-	
Restroom (24/7 or key code)	Not an Objective	No	Not an Objective	-	
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Not an Objective	No	Not an Objective	-	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Ramp Area	2,000 SY (3 spaces)	2,500 SY	Yes	-	
Fuel	Not an Objective	No Fuel	Not an Objective	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Not an Objective	No	Not an Objective	-	
Overnight Aircraft Storage	Not an Objective	No Data	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17	\$550,000
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	*
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 17	No	Address Obstruction on RWY End 17	*
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$4,364,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
Acquire Land for Development		6 - 10	\$300,000
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
	No Projects Reported		
LIGHTING, NAVAIDS, & SIGNAGE			
Install Miscellaneous NAVAIDS	Install PAPI and REIL	6 - 10	\$25,000
Rehabilitate Runway Lighting	Rehabilitate runway lighting	11 - 20	\$305,000
PAVEMENT MAINTENANCE			
Rehabilitate Taxiway	Joint seal and panel replacement	6 - 10	\$120,000
Rehabilitate Taxiway	Joint seal and panel replacement	11 - 20	\$120,000
Rehabilitate Runway 17-35	Crack & joint seal and pavement sealcoat	6 - 10	\$370,000
Rehabilitate Runway 17-35	Crack & joint seal and pavement sealcoat	11 - 20	\$430,000
PLANS & STUDIES			
	No Projects Reported		
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
Install Perimeter Fencing	Install perimeter fence	6 - 10	\$440,000
TAXIWAYS			
Construct Taxiway	Construct Taxilanes for hangar development	11 - 20	\$2,205,000
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

NPIAS Project Subtotal:	\$4,315,000
All Project Costs Total:	\$8,679,000

AIRPORT ROLE: COMMUNITY (LOW ACTIVITY)		AIRPORT NAME: CORDELL MUNICIPAL		ASSOCIATED COMMUNITY: CORDELL	LOCID: F36
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	B-1 Small	Yes	-	
Primary Runway Length	3,200 ft	3,430 ft	Yes	-	
Primary Runway Width	60 ft	60 ft	Yes	-	
Taxiway Type	Not an Objective	No Turnarounds	Not an Objective	-	
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	
Taxiway Lighting	Not an Objective	None	Not an Objective	-	
Approach Type	Not an Objective	Visual	Not an Objective	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Not an Objective	Neither End	Not an Objective	-	
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective	-	
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	79	Yes	-	
Weight Capacity	12,500 SW	12,600 SW	Yes	-	
Covered Storage	95% of Forecasted Based AC	7%	No	4 spaces	\$235,000
Ramp Area	2,000 SY (3 spaces)	4,500 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	1,925 sqft	Not an Objective	-	
Restroom (24/7 or key code)	Not an Objective	No	Not an Objective	-	
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Not an Objective	No	Not an Objective	-	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	Yes	Not an Objective	-	
<b>SERVICES</b>					
Ramp Area	2,000 SY (3 spaces)	4,500 SY	Yes	-	
Fuel	Not an Objective	No Fuel	Not an Objective	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	Major/ Full Service Maintenance	Not an Objective	-	
Ground Transportation	Not an Objective	No	Not an Objective	-	
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35, RWY End 4 / 22	*
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Cordell/Washita - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$235,000</b>



Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
Construct Apron	Construct agricultural development area apron	11 - 20	\$240,000
Construct Apron	Construct tee Hangars	11 - 20	\$68,000
AUTO PARKING & GROUND ACCESS			
Rehabilitate Access Road	Repair and resurface access road	6 - 10	\$620,000
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
Construct Building	Construct 12 T-Hangars	6 - 10	\$705,000
Construct Building	Corporate Hangar construction	11 - 20	\$920,000
Construct Building	Construct tee Hangars	11 - 20	\$468,000
LIGHTING, NAVAIDS, & SIGNAGE			
Install Miscellaneous NAVAIDS	Relocate Wind Sock	6 - 10	\$33,333
PAVEMENT MAINTENANCE			
Rehabilitate Taxiway	Rehabilitate Apron and TW	6 - 10	\$231,700
Rehabilitate Taxiway	Reconstruct T-hangar access twy (1,200 x35 ) 4,700 sy12,500# and aprons	6 - 10	\$710,000
Rehabilitate Taxiway	Taxiway and apron rehabilitation	6-10	\$88,000
Rehabilitate Taxiway	TW and Apron Crack repair and Sealcoat	11 - 20	\$88,000
Rehabilitate Runway	Routine crack seal, seal coat	6 - 10	\$171,000
Rehabilitate Runway	Crack seal and seal coat rwy pavement	11 - 20	\$171,000
PLANS & STUDIES			
No Projects Reported			
RUNWAYS			
No Projects Reported			
SAFETY & SECURITY			
No Projects Reported			
TAXIWAYS			
Construct Taxiway	Construct parallel taxiway system	6 - 10	\$1,441,000
TERMINALS & OTHER BUILDINGS			
Rehabilitate Terminal Building	-	6 - 10	\$80,000
UTILITIES, DRAINAGE, & OTHER/MISC.			
No Projects Reported			
COMPLIANCE WITH STANDARDS			
No Projects Reported			

NPIAS Project Subtotal:	\$6,035,000
All Project Costs Total:	\$6,270,000

Airport Role: Community (High Activity)		AIRPORT NAME: EUFAULA MUNICIPAL		ASSOCIATED COMMUNITY: EUFAULA	LOCID: F08	
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST	
<b>AIRSIDE FACILITIES</b>						
Airport Reference Code	A-1 or B-1 Small	B-1 Small	Yes	-		
Primary Runway Length	3,200 ft	3,000 ft	No	Lengthen Runway 200 ft	\$1,000,000	
Primary Runway Width	60 ft	60 ft	Yes	-		
Taxiway Type	Turnaround One RWY End	Turnaround both RWY Ends	Yes	-		
Runway Lighting	MIRL (if paved)	MIRL	Yes	-		
Taxiway Lighting	Not an Objective	None	Not an Objective	-		
Approach Type	Non-Precision	Visual	No	Establish Published Approach	\$150,000	
Approach Lighting System	Not an Objective	None	Not an Objective	-		
Rotating Beacon	Yes	Yes	Yes	-		
Segmented Circle	Yes	Yes	Yes	-		
Wind Cone	Yes	Yes	Yes	-		
Visual Guidance Slope Indicator	2 box PAPI on non-Precision approach end	Both Ends 2 Box PAPI	Yes	-		
Runway End Identifier Lights	Not an Objective	No REILS	Not an Objective	-		
Weather Reporting	Not an Objective	None	Not an Objective	-		
Primary RWY PCI	70	45	Yes	-		
Weight Capacity	12,500 SW	4,000 SW	No	Increase Weight Bearing Capacity	\$3,240,000	
Covered Storage	95% of Forecasted Based AC	100%	Yes	-		
Ramp Area	3,500 SY (5 spaces)	4,700 SY	Yes	-		
<b>GENERAL AVIATION FACILITIES</b>						
Terminal Building	500 sqft	No Terminal	No	Build Terminal of at least 500 sqft	\$325,000	
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000	
Conference Area	Not an Objective	No	Not an Objective	-		
Pilot's Lounge	Not an Objective	No	Not an Objective	-		
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-		
Public Waiting Area	Not an Objective	No	Not an Objective	-		
<b>SERVICES</b>						
Fuel	AvGas	AvGas	Yes	-		
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-		
Fixed-Base Operator	Not an Objective	No	Not an Objective	-		
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-		
Ground Transportation	Not an Objective	No	Not an Objective	-		
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-		
GPU	Not an Objective	No	Not an Objective	-		
LAV Service Cart	Not an Objective	Yes	Not an Objective	-		
<b>COMPLIANCE WITH FAA GUIDANCE</b>						
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	*	
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-		
Runway/Taxiway Separation	150 ft	N/A	-	-		
Height Zoning	Jurisdiction with Height Zoning Ordinance	Eufaula - Yes	Yes	-		
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 17	No	Address Obstruction on RWY End 17	*	
*Costs are provided only if available from airport identified project list					<b>System Plan Project Cost Subtotal:</b>	<b>\$4,805,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
Acquire Land for Development	RW 17/35 extension	1 - 5	\$352,000
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
Construct Access Road	Construct airport access road	6 - 10	\$265,000
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
Construct Building	Construct T-Hangar and apron	1 - 5	\$500,000
LIGHTING, NAVAIDS, & SIGNAGE			
Install Runway Vertical/Visual Guidance System	2 box PAPIs	1 - 5	\$95,000
Install Taxiway Lighting	Install MITLs	6 - 10	\$119,000
Rehabilitate Runway Lighting		1 - 5	\$162,160
PAVEMENT MAINTENANCE			
Rehabilitate Taxiway	Rehabilitate Connector Taxiway and Taxilanes	1 - 5	\$200,000
Rehabilitate Runway	Reconstruct	1 - 5	\$800,000
PLANS & STUDIES			
Conduct Miscellaneous Study	Conduct A-GIS Obstruction Survey	1 - 5	\$80,000
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
	No Projects Reported		
TAXIWAYS			
Construct Taxiway		6 - 10	\$955,894
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

NPIAS Project Subtotal:	\$3,529,000
All Project Costs Total:	\$8,334,000

Airport Role: Community (Maintain-Only)		AIRPORT NAME: FOUNTAINHEAD LODGE AIRPARK		ASSOCIATED COMMUNITY: EUFAULA	LOCID: 0F7
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	AIRPORT IS DESIGNATED AS MAINTAIN ONLY	NO COSTS GENERATED FOR MAINTAIN ONLY AIRPORTS
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	A-1 Small	No	Meet A-1 or B-1 Small ARC Standards	-
Primary Runway Length	3,200 ft	3,000 ft	No		-
Primary Runway Width	60 ft	50 ft	No		-
Taxiway Type	Not an Objective	No Turnarounds	Not an Objective		-
Runway Lighting	MIRL (if paved)	MIRL	Yes		-
Taxiway Lighting	Not an Objective	None	Not an Objective		-
Approach Type	Not an Objective	Visual	Not an Objective		-
Approach Lighting System	Not an Objective	None	Not an Objective		-
Rotating Beacon	Yes	Yes	Yes		-
Segmented Circle	Yes	Yes	Yes		-
Wind Cone	Yes	Yes	Yes		-
Visual Guidance Slope Indicator	Not an Objective	Neither End	Not an Objective		-
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective		-
Weather Reporting	Not an Objective	None	Not an Objective		-
Primary RWY PCI	70	75	Yes		-
Weight Capacity	12,500 SW	8,000 SW	No		-
Covered Storage	95% of Forecasted Based AC	No Aircraft Forecasted for Hangars	Yes		-
Ramp Area	2,000 SY (3 spaces)	4,000 SY	Yes		-
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	No Terminal	Not an Objective		-
Restroom (24/7 or key code)	Not an Objective	No	Not an Objective		-
Conference Area	Not an Objective	No	Not an Objective		-
Pilot's Lounge	Not an Objective	No	Not an Objective		-
Office Space for Airport Manager	Not an Objective	No	Not an Objective		-
Public Waiting Area	Not an Objective	No	Not an Objective		-
<b>SERVICES</b>					
Fuel	Not an Objective	No Fuel	Not an Objective		-
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective		-
Fixed-Base Operator	Not an Objective	No	Not an Objective		-
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective		-
Ground Transportation	Not an Objective	No	Not an Objective		-
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective		-
GPU	Not an Objective	No	Not an Objective		-
LAV Service Cart	Not an Objective	No	Not an Objective		-
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes		-
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes		-
Runway/Taxiway Separation	150 ft	N/A	-		-
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	-
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 36	No	Address Obstruction on RWY End 36	-
<b>System Plan Project Cost Subtotal:</b>					<b>\$0</b>

Airport Identified Project List	Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS		
No Projects Reported		
APRON		
No Projects Reported		
AUTO PARKING & GROUND ACCESS		
No Projects Reported		
EQUIPMENT		
No Projects Reported		
FUEL		
No Projects Reported		
HANGARS		
No Projects Reported		
LIGHTING, NAVAIDS, & SIGNAGE		
No Projects Reported		
PAVEMENT MAINTENANCE		
Rehabilitate Runway	6 - 10	\$666,667
PLANS & STUDIES		
No Projects Reported		
RUNWAYS		
No Projects Reported		
SAFETY & SECURITY		
Install Perimeter Fencing	6 - 10	\$158,012
TAXIWAYS		
No Projects Reported		
TERMINALS & OTHER BUILDINGS		
No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.		
Improve Airport Drainage	6 - 10	\$157,895
COMPLIANCE WITH STANDARDS		
Improve Runway Safety Area	6 - 10	\$150,000

NPIAS Project Subtotal:	\$1,132,574
All Project Costs Total:	\$1,132,574

Airport Role: Community (Maintain-Only)		AIRPORT NAME: GRANDFIELD MUNICIPAL		ASSOCIATED COMMUNITY: GRANDFIELD	LOCID: 101
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	AIRPORT IS DESIGNATED AS MAINTAIN ONLY	NO COSTS GENERATED FOR MAINTAIN ONLY AIRPORTS
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	B-1 Small	Yes		-
Primary Runway Length	3,200 ft	3,100 ft	No		-
Primary Runway Width	60 ft	75 ft	Yes		-
Taxiway Type	Not an Objective	Turnaround One RWY End	Not an Objective		-
Runway Lighting	MIRL (if paved)	MIRL	Yes		-
Taxiway Lighting	Not an Objective	None	Not an Objective		-
Approach Type	Not an Objective	Visual	Not an Objective		-
Approach Lighting System	Not an Objective	None	Not an Objective		-
Rotating Beacon	Yes	Yes	Yes		-
Segmented Circle	Yes	Yes	Yes		-
Wind Cone	Yes	Yes	Yes		-
Visual Guidance Slope Indicator	Not an Objective	Neither End	Not an Objective		-
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective		-
Weather Reporting	Not an Objective	None	Not an Objective		-
Primary RWY PCI	70	100	Yes		-
Weight Capacity	12,500 SW	11,000 SW	No		-
Covered Storage	95% of Forecasted Based AC	100%	Yes		-
Ramp Area	2,000 SY (3 spaces)	1,800 SY	Yes		-
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	No Terminal	Not an Objective		-
Restroom (24/7 or key code)	Not an Objective	No	Not an Objective		-
Conference Area	Not an Objective	No	Not an Objective		-
Pilot's Lounge	Not an Objective	No	Not an Objective		-
Office Space for Airport Manager	Not an Objective	No	Not an Objective		-
Public Waiting Area	Not an Objective	No	Not an Objective		-
<b>SERVICES</b>					
Fuel	Not an Objective	AvGas	Not an Objective		-
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective		-
Fixed-Base Operator	Not an Objective	No	Not an Objective		-
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective		-
Ground Transportation	Not an Objective	No	Not an Objective		-
Overnight Aircraft Storage	Not an Objective	No Data	Not an Objective		-
GPU	Not an Objective	No	Not an Objective		-
LAV Service Cart	Not an Objective	No	Not an Objective		-
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	-
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes		-
Runway/Taxiway Separation	150 ft	N/A	-		-
Height Zoning	Jurisdiction with Height Zoning Ordinance	Grandfield - Yes	Yes		-
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes		-
<b>System Plan Project Cost Subtotal:</b>					<b>\$0</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
Improve Access Road	Design & Construction - Access Road	1 - 5	\$100,000
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
Construct Building	Construct Hangars - will need certification of no airside needs - NO ODO SUBMITTED	1 - 5	\$200,000
LIGHTING, NAVAIDS, & SIGNAGE			
Install Runway Lighting	MIRLS	1 - 5	\$250,000
Install Runway Vertical/Visual Guidance System	Navigation and Approach Aids	1 - 5	\$89,900
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Design & Construction	1 - 5	\$81,500
Rehabilitate Apron		1 - 5	\$111,111
Rehabilitate Taxiway		1 - 5	\$111,111
PLANS & STUDIES			
Conduct Airport Master Plan Study		1 - 5	\$38,889
RUNWAYS			
Extend Runway	Extend Runway 17/35	6 - 10	\$200,000
SAFETY & SECURITY			
	No Projects Reported		
TAXIWAYS			
Construct Taxiway	Parallel Taxiway	1 - 5	\$247,000
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

NPIAS Project Subtotal:	\$1,429,511
All Project Costs Total:	\$1,429,511

AIRPORT ROLE: COMMUNITY (LOW ACTIVITY)		AIRPORT NAME: HEALDTON MUNICIPAL		ASSOCIATED COMMUNITY: HEALDTON	LOCID: F32
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	B-1 Small	Yes	-	
Primary Runway Length	3,200 ft	3,020 ft	No	Lengthen Runway 180 ft	\$1,000,000
Primary Runway Width	60 ft	60 ft	Yes	-	
Taxiway Type	Not an Objective	Turnaround One RWY End	Not an Objective	-	
Runway Lighting	MIRL (if paved)	None	No	Install MIRL	\$300,000
Taxiway Lighting	Not an Objective	None	Not an Objective	-	
Approach Type	Not an Objective	Visual	Not an Objective	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	No	No	Add Rotating Beacon	\$20,000
Segmented Circle	Yes	No	No	Add Segmented Circle	\$25,000
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Not an Objective	Neither End	Not an Objective	-	
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective	-	
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	85	Yes	-	
Weight Capacity	12,500 SW	12,500 SW	Yes	-	
Covered Storage	95% of Forecasted Based AC	No Aircraft Forecasted for Hangars	Yes	-	
Ramp Area	2,000 SY (3 spaces)	2,500 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	No Terminal	Not an Objective	-	
Restroom (24/7 or key code)	Not an Objective	No	Not an Objective	-	
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Not an Objective	No	Not an Objective	-	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Ramp Area	2,000 SY (3 spaces)	2,500 SY	Yes	-	
Fuel	Not an Objective	No Fuel	Not an Objective	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Not an Objective	No	Not an Objective	-	
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17	*
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	*
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 35	No	Address Obstruction on RWY End 35	*
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$1,345,000</b>



Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
Expand Apron	Expand apron.	6 - 10	\$150,000
AUTO PARKING & GROUND ACCESS			
Construct Access Road	Construct access road.	6 - 10	\$120,000
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
Install Hangars		11 - 20	\$600,000
LIGHTING, NAVAIDS, & SIGNAGE			
Install Weather Reporting Equipment	Install AWOS	6 - 10	\$125,000
PAVEMENT MAINTENANCE			
Rehabilitate Runway	Overlay	1 - 5	\$800,000
PLANS & STUDIES			
Conduct Airport Master Plan Study	ALP set	6 - 10	\$114,651
RUNWAYS			
No Projects Reported			
SAFETY & SECURITY			
Install Perimeter Fencing	Fencing and access control gates	6 - 10	\$130,000
TAXIWAYS			
Install Taxilanes to New Hangars		11 - 20	\$450,000
TERMINALS & OTHER BUILDINGS			
No Projects Reported			
UTILITIES, DRAINAGE, & OTHER/MISC. COMPLIANCE WITH STANDARDS			

NPIAS Project Subtotal:	\$2,490,000
All Project Costs Total:	\$3,835,000

Airport Role: Community (Maintain-Only)		AIRPORT NAME: HENRYETTA MUNICIPAL		ASSOCIATED COMMUNITY: HENRYETTA	LOCID: F10
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	AIRPORT IS DESIGNATED AS MAINTAIN ONLY	NO COSTS GENERATED FOR MAINTAIN ONLY AIRPORTS
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	B-1	Yes		-
Primary Runway Length	3,200 ft	3,501 ft	Yes		-
Primary Runway Width	60 ft	50 ft	No		-
Taxiway Type	Not an Objective	Turnaround both RWY Ends	Not an Objective		-
Runway Lighting	MIRL (if paved)	MIRL	Yes		-
Taxiway Lighting	Not an Objective	None	Not an Objective		-
Approach Type	Not an Objective	LNAV	Not an Objective		-
Approach Lighting System	Not an Objective	None	Not an Objective		-
Rotating Beacon	Yes	Yes	Yes		-
Segmented Circle	Yes	Yes	Yes		-
Wind Cone	Yes	Yes	Yes		-
Visual Guidance Slope Indicator	Not an Objective	Base End 4 Box PAPI	Not an Objective		-
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective		-
Weather Reporting	Not an Objective	None	Not an Objective		-
Primary RWY PCI	70	63	No		-
Weight Capacity	12,500 SW	12,000 SW	No		-
Covered Storage	95% of Forecasted Based AC	100%	Yes		-
Ramp Area	2,000 SY (3 spaces)	4,600 SY	Yes		-
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	1,200 sqft	Not an Objective		-
Restroom (24/7 or key code)	Not an Objective	No	Not an Objective		-
Conference Area	Not an Objective	Yes	Not an Objective		-
Pilot's Lounge	Not an Objective	Yes	Not an Objective		-
Office Space for Airport Manager	Not an Objective	Yes	Not an Objective		-
Public Waiting Area	Not an Objective	Yes	Not an Objective		-
<b>SERVICES</b>					
Fuel	Not an Objective	AvGas	Not an Objective		-
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective		-
Fixed-Base Operator	Not an Objective	No	Not an Objective		-
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective		-
Ground Transportation	Not an Objective	Yes	Not an Objective		-
Overnight Aircraft Storage	Not an Objective	3 spaces	Not an Objective		-
GPU	Not an Objective	No	Not an Objective		-
LAV Service Cart	Not an Objective	No	Not an Objective		-
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 36	-
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes		-
Runway/Taxiway Separation	225 ft	N/A	-		-
Height Zoning	Jurisdiction with Height Zoning Ordinance	Henryetta/Okmulgee - Yes	Yes		-
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 18 / 36	No	Address Obstruction on RWY Ends 18 / 36	-
<b>System Plan Project Cost Subtotal:</b>					<b>\$0</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
Construct Apron		1 - 5	\$105,263
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
	No Projects Reported		
LIGHTING, NAVAIDS, & SIGNAGE			
	No Projects Reported		
PAVEMENT MAINTENANCE			
Rehabilitate Taxiway		1 - 5	\$31,579
Rehabilitate Runway	Crack seal, seal coat RW, connecting TW and Apron	1 - 5	\$211,111
PLANS & STUDIES			
	No Projects Reported		
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
Install Perimeter Fencing	-	6 - 10	\$460,000
TAXIWAYS			
	No Projects Reported		
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

NPIAS Project Subtotal:	\$807,953
All Project Costs Total:	\$807,953

Airport Role: Community (High Activity)		AIRPORT NAME: HOLDENVILLE MUNICIPAL		ASSOCIATED COMMUNITY: HOLDENVILLE	LOCID: F99
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-I or B-I Small	B-I Small	Yes	-	
Primary Runway Length	3,200 ft	3,251 ft	Yes	-	
Primary Runway Width	60 ft	100 ft	Yes	-	
Taxiway Type	Turnaround One RWY End	Full Parallel	Yes	-	
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	
Taxiway Lighting	Not an Objective	None	Not an Objective	-	
Approach Type	Non-Precision	LNAV	Yes	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI on non-Precision approach end	Neither End	No	Install PAPI RW 17& 35**	\$100,733
Runway End Identifier Lights	Not an Objective	No REILS	Not an Objective	-	
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	27	No	Improve Pavement Condition Index	*
Weight Capacity	12,500 SW	30,000 SW / 42,000 DW	Yes	-	
Covered Storage	95% of Forecasted Based AC	100%	Yes	-	
Ramp Area	3,500 SY (5 spaces)	6,300 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	500 sqft	1,200 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Not an Objective	No	Not an Objective	-	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	Yes	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas	No Fuel	No	Add AvGas	\$550,000
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	Yes	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Not an Objective	Yes	Not an Objective	-	
Overnight Aircraft Storage	Not an Objective	1 space	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	400 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	*
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$651,000</b>

Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
Acquire Easement For Approaches	Acquire land for NP RPZ RW 35 end (14 ac)	6 - 10	\$40,000
<b>APRON</b>			
	No Projects Reported		
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
	No Projects Reported		
<b>EQUIPMENT</b>			
	No Projects Reported		
<b>FUEL</b>			
	No Projects Reported		
<b>HANGARS</b>			
	No Projects Reported		
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
Install Miscellaneous NAVAIDS	Install rotating beacon, segmented circle and lighted windcone	1 - 5	\$100,000
Rehabilitate Runway Lighting	Vault and MIRLs	1 - 5	\$500,000
Rehabilitate Taxiway Lighting	new MITLs	6 - 10	\$350,000
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Apron	Seal joints and cracks in PCC and rehab spalled areas	1 - 5	\$233,700
Rehabilitate Apron	Joint and Spall Repair (Major Failures Only)	6 - 10	\$500,000
Rehabilitate Apron	Reconstruct a portion of the apron	11 - 20	\$750,000
Rehabilitate Taxiway		1 - 5	\$285,000
Rehabilitate Taxiway	Joint and Spall Repair (Major Failures Only)	6 - 10	\$750,000
Rehabilitate Taxiway	Reconstruct parallel taxiway, recycle old pcc as base	11 - 20	\$1,800,000
Rehabilitate Runway	Reconstruct center 60'	11 - 20	\$3,500,000
<b>PLANS &amp; STUDIES</b>			
Conduct Airport Master Plan Study	ALP set & implement HZO	1 - 5	\$60,000
<b>RUNWAYS</b>			
	No Projects Reported		
<b>SAFETY &amp; SECURITY</b>			
	No Projects Reported		
<b>TAXIWAYS</b>			
Extend Taxiway		1 - 5	\$192,500
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
	No Projects Reported		
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
	No Projects Reported		
<b>COMPLIANCE WITH STANDARDS</b>			
Improve Runway Safety Area	Remove old PCC for runway 12/30	11 - 20	\$660,000
<b>NPIAS Project Subtotal:</b>			<b>\$9,721,000</b>
<b>All Project Costs Total:</b>			<b>\$10,372,000</b>

Airport Role: Community (Maintain-Only)		AIRPORT NAME: HOMINY MUNICIPAL		ASSOCIATED COMMUNITY: HOMINY	LOCID: H92
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	AIRPORT IS DESIGNATED AS MAINTAIN ONLY	NO COSTS GENERATED FOR MAINTAIN ONLY AIRPORTS
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	B-1 Small	Yes	-	-
Primary Runway Length	3,200 ft	3,210 ft	Yes	-	-
Primary Runway Width	60 ft	60 ft	Yes	-	-
Taxiway Type	Not an Objective	Turnaround both RWY Ends	Not an Objective	-	-
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	-
Taxiway Lighting	Not an Objective	None	Not an Objective	-	-
Approach Type	Not an Objective	Visual	Not an Objective	-	-
Approach Lighting System	Not an Objective	None	Not an Objective	-	-
Rotating Beacon	Yes	Yes	Yes	-	-
Segmented Circle	Yes	Yes	Yes	-	-
Wind Cone	Yes	Yes	Yes	-	-
Visual Guidance Slope Indicator	Not an Objective	Both Ends 4 Box PAPI	Not an Objective	-	-
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective	-	-
Weather Reporting	Not an Objective	None	Not an Objective	-	-
Primary RWY PCI	70	75	Yes	-	-
Weight Capacity	12,500 SW	8,000 SW	No	-	-
Covered Storage	95% of Forecasted Based AC	54%	-	-	-
Ramp Area	2,000 SY (3 spaces)	8,200 SY	Yes	-	-
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	No Terminal	Not an Objective	-	-
Restroom (24/7 or key code)	Not an Objective	No	Not an Objective	-	-
Conference Area	Not an Objective	No	Not an Objective	-	-
Pilot's Lounge	Not an Objective	No	Not an Objective	-	-
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	-
Public Waiting Area	Not an Objective	No	Not an Objective	-	-
<b>SERVICES</b>					
Fuel	Not an Objective	AvGas	Not an Objective	-	-
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	-
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	-
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	-
Ground Transportation	Not an Objective	No	Not an Objective	-	-
Overnight Aircraft Storage	Not an Objective	No Data	Not an Objective	-	-
GPU	Not an Objective	No	Not an Objective	-	-
LAV Service Cart	Not an Objective	No	Not an Objective	-	-
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	-
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	-
Runway/Taxiway Separation	150 ft	N/A	-	-	-
Height Zoning	Jurisdiction with Height Zoning Ordinance	Hominy - Yes	Yes	-	-
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 17 / 35	No	Address Obstruction on RWY Ends 17 / 35	-
<b>System Plan Project Cost Subtotal:</b>					<b>\$0</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
Expand Apron	Provide additional parking space for aircraft	6-10	\$250,000
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
Fuel Pump Replacement	Replace Nonfunctionaal AV Fuel Pump	1-5	\$25,000
HANGARS			
New Hangar Construction	Construct new hangars	6-10	\$300,000
Rehabilitate Hangars	Rehabilitate Existing hangar space	1-5	\$50,000
LIGHTING, NAVAIDS, & SIGNAGE			
Beacon Rehabilitation	Make repairs to the rotating beacon	1-5	\$10,000
PAVEMENT MAINTENANCE			
Rehabilitate Runway	Crack & Seal	6-10	\$300,000
PLANS & STUDIES			
	No Projects Reported		
RUNWAYS			
Extend Runway	Extend RW 800 ft by 60 ft	11-20	\$350,000
SAFETY & SECURITY			
Security Gates	Install 3 automatic security gates with keycode access	1-5	\$15,000
TAXIWAYS			
Construct Taxiway	Construct parallel TW RW 17/35	1-5	\$684,000
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

NPIAS Project Subtotal:	\$1,984,000
All Project Costs Total:	\$1,984,000

Airport Role: Community (Maintain-Only)		AIRPORT NAME: LAKE TEXOMA STATE PARK		ASSOCIATED COMMUNITY: KINGSTON	LOCID: F31
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	AIRPORT IS DESIGNATED AS MAINTAIN ONLY	NO COSTS GENERATED FOR MAINTAIN ONLY AIRPORTS
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-I or B-I Small	A-I Small	No	Meet A-I or B-I Small ARC Standards	-
Primary Runway Length	3,200 ft	3,000 ft	No		-
Primary Runway Width	60 ft	50 ft	No		-
Taxiway Type	Not an Objective	Turnaround One RWY End	Not an Objective		-
Runway Lighting	MIRL (if paved)	MIRL	Yes		-
Taxiway Lighting	Not an Objective	None	Not an Objective		-
Approach Type	Not an Objective	Visual	Not an Objective		-
Approach Lighting System	Not an Objective	None	Not an Objective		-
Rotating Beacon	Yes	Yes	Yes		-
Segmented Circle	Yes	No	No		-
Wind Cone	Yes	Yes	Yes		-
Visual Guidance Slope Indicator	Not an Objective	Neither End	Not an Objective		-
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective		-
Weather Reporting	Not an Objective	None	Not an Objective		-
Primary RWY PCI	70	31	No		-
Weight Capacity	12,500 SW	4,000 SW	No		-
Covered Storage	95% of Forecasted Based AC	No Aircraft Forecasted for Hangars	Yes		-
Ramp Area	2,000 SY (3 spaces)	4,800 SY	Yes		-
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	No Terminal	Not an Objective		-
Restroom (24/7 or key code)	Not an Objective	No	Not an Objective		-
Conference Area	Not an Objective	No	Not an Objective		-
Pilot's Lounge	Not an Objective	No	Not an Objective		-
Office Space for Airport Manager	Not an Objective	No	Not an Objective		-
Public Waiting Area	Not an Objective	No	Not an Objective		-
<b>SERVICES</b>					
Fuel	Not an Objective	No Fuel	Not an Objective		-
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective		-
Fixed-Base Operator	Not an Objective	No	Not an Objective		-
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective		-
Ground Transportation	Not an Objective	No	Not an Objective		-
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective		-
GPU	Not an Objective	No	Not an Objective		-
LAV Service Cart	Not an Objective	No	Not an Objective		-
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 18	-
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes		-
Runway/Taxiway Separation	150 ft	N/A	-		-
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	-
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 18 / 36	No	Address Obstruction on RWY Ends 18 / 36	-
<b>System Plan Project Cost Subtotal:</b>					<b>\$0</b>



Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
Construct Apron	Turnaround and holding aprons at both ends of runway	6 - 10	\$150,000
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
	No Projects Reported		
LIGHTING, NAVAIDS, & SIGNAGE			
Install Runway Lighting	Upgrade Electrical Systems and Install new MIRLs with radio control	6 - 10	\$250,000
PAVEMENT MAINTENANCE			
Rehabilitate Runway	(Note: Changes made per request in May 31, 2012 letter to OAC) Overlay	6 - 10	\$1,000,000
PLANS & STUDIES			
	No Projects Reported		
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
Install Perimeter Fencing	Install access control fencing.	6 - 10	\$125,000
TAXIWAYS			
	No Projects Reported		
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
Improve Airport Drainage	Grading & drainage.	6 - 10	\$80,000
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

NPIAS Project Subtotal:	\$1,605,000
All Project Costs Total:	\$1,605,000

AIRPORT ROLE: COMMUNITY (LOW ACTIVITY)		AIRPORT NAME: LINDSAY MUNICIPAL		ASSOCIATED COMMUNITY: LINDSAY	LOCID: 1K2
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	B-1 Small	Yes	-	
Primary Runway Length	3,200 ft	3,010 ft	No	Lengthen Runway 190 ft	\$1,000,000
Primary Runway Width	60 ft	60 ft	Yes	-	
Taxiway Type	Not an Objective	Partial Parallel	Not an Objective	-	
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	
Taxiway Lighting	Not an Objective	Non-Standard Lighting	Not an Objective	-	
Approach Type	Not an Objective	Visual	Not an Objective	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Not an Objective	Neither End	Not an Objective	-	
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective	-	
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	71	Yes	-	
Weight Capacity	12,500 SW	4,000 SW	No	Increase Weight Bearing Capacity	\$3,250,800
Covered Storage	95% of Forecasted Based AC	100%	Yes	-	
Ramp Area	2,000 SY (3 spaces)	4,600 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	No Terminal	Not an Objective	-	
Restroom (24/7 or key code)	Not an Objective	No	Not an Objective	-	
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Not an Objective	No	Not an Objective	-	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Ramp Area	2,000 SY (3 spaces)	4,600 SY	Yes	-	
Fuel	Not an Objective	No Fuel	Not an Objective	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Not an Objective	No	Not an Objective	-	
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 1 / 19	\$315,895
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	150 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	*
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 1 / 19	No	Address Obstruction on RWY Ends 1 / 19	*
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$4,567,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
Construct Apron	Construct T-Hgr Apron & Twys	6 - 10	\$166,316
AUTO PARKING & GROUND ACCESS			
No Projects Reported			
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
No Projects Reported			
LIGHTING, NAVAIDS, & SIGNAGE			
Install Miscellaneous NAVAIDS	Install PAPIs on Rwy 17/35	6 - 10	\$83,000
Install Taxiway Lighting		6 - 10	\$111,000
PAVEMENT MAINTENANCE			
Rehabilitate Taxiway	Improve parallel taxiway	6 - 10	\$334,191
Rehabilitate Runway		1 - 5	\$189,474
PLANS & STUDIES			
No Projects Reported			
RUNWAYS			
No Projects Reported			
SAFETY & SECURITY			
No Projects Reported			
TAXIWAYS			
Construct Taxiway	Construct parallel taxiway.	6 - 10	\$333,684
Construct Taxiway	New T-hgr access taxiway.	6 - 10	\$75,000
TERMINALS & OTHER BUILDINGS			
No Projects Reported			
UTILITIES, DRAINAGE, & OTHER/MISC.			
No Projects Reported			
COMPLIANCE WITH STANDARDS			
No Projects Reported			

NPIAS Project Subtotal:	\$1,293,000
All Project Costs Total:	\$5,860,000

AIRPORT ROLE: COMMUNITY (LOW ACTIVITY)		AIRPORT NAME: MEDFORD MUNICIPAL		ASSOCIATED COMMUNITY: MEDFORD	LOCID: O53
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	B-1 Small	Yes	-	
Primary Runway Length	3,200 ft	3,007 ft	No	Lengthen Runway 193 ft	\$1,000,000
Primary Runway Width	60 ft	60 ft	Yes	-	
Taxiway Type	Not an Objective	No Turnarounds	Not an Objective	-	
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	
Taxiway Lighting	Not an Objective	None	Not an Objective	-	
Approach Type	Not an Objective	LNAV	Not an Objective	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Not an Objective	Both Ends 2 Box PAPI	Not an Objective	-	
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective	-	
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	80	Yes	-	
Weight Capacity	12,500 SW	13,000 SW	Yes	-	
Covered Storage	95% of Forecasted Based AC	100%	Yes	-	
Ramp Area	2,000 SY (3 spaces)	2,300 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	No Terminal	Not an Objective	-	
Restroom (24/7 or key code)	Not an Objective	No	Not an Objective	-	
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Not an Objective	No	Not an Objective	-	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Ramp Area	2,000 SY (3 spaces)	2,300 SY	Yes	-	
Fuel	Not an Objective	AvGas	Not an Objective	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Not an Objective	No	Not an Objective	-	
Overnight Aircraft Storage	Not an Objective	No Data	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	*
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Medford - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$1,000,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
Acquire Land for Development	Acquisition for runway extension	1 - 5	\$136,842
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
Construct Fuel Farm [MAP]	Replace fuel tank	1 - 5	\$20,000
HANGARS			
Construct Building	Construct hangars - NO ODO SUBMITTED	1 - 5	\$200,000
LIGHTING, NAVAIDS, & SIGNAGE			
Install Instrument Approach Aid	Install ILS/MALS	11 - 20	\$2,000,000
Install Miscellaneous NAVAIDS	Install poles with GPS	1 - 5	\$80,000
Install Miscellaneous NAVAIDS	Install new rotating beacon	1 - 5	\$35,000
Install Runway Lighting	Rehabilitation RWY Lighting	1 - 5	\$255,000
Install Weather Reporting Equipment	Install AWOS	6 - 10	\$150,000
PAVEMENT MAINTENANCE			
Rehabilitate Runway	Crack seal, seal coat RW, TW & aprons	11 - 20	\$150,000
PLANS & STUDIES			
Conduct Airport Master Plan Study	Prepare/update ALP set	1 - 5	\$75,000
RUNWAYS			
Extend Runway	Includes EA, Paving, MIRLS marking & grading & relocation of NAVAIDS -	1 - 5	\$750,000
SAFETY & SECURITY			
Install Perimeter Fencing	6 ft high chain link fence with 2 ft climb barrier along RW & TW	1 - 5	\$422,816
TAXIWAYS			
Construct Taxiway		1 - 5	\$712,352
TERMINALS & OTHER BUILDINGS			
Construct Terminal Building	Terminal building construction	1 - 5	\$300,000
UTILITIES, DRAINAGE, & OTHER/MISC.			
Construct Heliport/Helipad	Construct helipad 6 inch Concrete - includes markings & lights	1 - 5	\$35,000
COMPLIANCE WITH STANDARDS			
Improve Runway Safety Area	-	6 - 10	\$300,000

<b>NPIAS Project Subtotal:</b>	<b>\$5,622,000</b>
<b>All Project Costs Total:</b>	<b>\$6,622,000</b>

Airport Role: Community (High Activity)		AIRPORT NAME: MIGNON LAIRD MUNICIPAL		ASSOCIATED COMMUNITY: CHEYENNE	LOCID: 93F
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-I or B-I Small	B-I Small	Yes	-	
Primary Runway Length	3,200 ft	4,022 ft	Yes	-	
Primary Runway Width	60 ft	60 ft	Yes	-	
Taxiway Type	Turnaround One RWY End	Turnaround both RWY Ends	Yes	-	
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	
Taxiway Lighting	Not an Objective	None	Not an Objective	-	
Approach Type	Non-Precision	Visual	No	Establish Published Approach	\$150,000
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI on non-Precision approach end	Both Ends 2 Box PAPI	Yes	-	
Runway End Identifier Lights	Not an Objective	No REILS	Not an Objective	-	
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	80	Yes	-	
Weight Capacity	12,500 SW	4,000 SW	No	Increase Weight Bearing Capacity	\$4,343,760
Covered Storage	95% of Forecasted Based AC	100%	Yes	-	
Ramp Area	3,500 SY (5 spaces)	5,400 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	500 sqft	No Terminal	No	Build Terminal of at least 500 sqft	\$325,000
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Not an Objective	Yes	Not an Objective	-	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas	AvGas	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Not an Objective	Yes	Not an Objective	-	
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 18 / 36	*
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Cheyenne - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$4,819,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
Construct Fuel Farm		1 - 5	\$100,000
HANGARS			
Construct Hangar Building	Construct 8 Unit T-Hangar and Apron	1 - 5	\$600,000
LIGHTING, NAVAIDS, & SIGNAGE			
Install Taxiway Lighting	Install MITLs	6 - 10	\$150,000
Install Weather Reporting Equipment	Install AWOS	1 - 5	\$173,217
PAVEMENT MAINTENANCE			
Rehabilitate Taxiway	Crack Seal and Seal Coat	6 - 10	\$75,000
Rehabilitate Taxiway	Crack Seal and Seal Coat	11 - 20	\$100,000
Rehabilitate Runway	Crack Seal and Seal Coat	6 - 10	\$150,000
Rehabilitate Runway	Crack Seal and Seal Coat	11 - 20	\$200,000
Rehabilitate Runway	2" Overlay RW 18/36	1 - 5	\$786,619
PLANS & STUDIES			
Conduct Miscellaneous Study	Implement HZO w/map	1 - 5	\$3,000
Conduct Miscellaneous Study	AGIS Obstruction Survey for New GPS Approaches	1 - 5	\$120,000
RUNWAYS			
Extend Runway	Extend Runway 18/36	11 - 20	\$1,200,000
SAFETY & SECURITY			
	No Projects Reported		
TAXIWAYS			
Construct Taxiway	Construct Taxiway	1 - 5	\$616,234
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$4,274,000</b>
<b>All Project Costs Total:</b>	<b>\$9,093,000</b>

Airport Role: Community (Maintain-Only)		AIRPORT NAME: MOORELAND MUNICIPAL		ASSOCIATED COMMUNITY: MOORELAND	LOCID: MDF
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	AIRPORT IS DESIGNATED AS MAINTAIN ONLY	NO COSTS GENERATED FOR MAINTAIN ONLY AIRPORTS
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	B-1 Small	Yes	-	-
Primary Runway Length	3,200 ft	3,500 ft	Yes	-	-
Primary Runway Width	60 ft	60 ft	Yes	-	-
Taxiway Type	Not an Objective	Turnaround One RWY End	Not an Objective	-	-
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	-
Taxiway Lighting	Not an Objective	None	Not an Objective	-	-
Approach Type	Not an Objective	LNAV	Not an Objective	-	-
Approach Lighting System	Not an Objective	None	Not an Objective	-	-
Rotating Beacon	Yes	Yes	Yes	-	-
Segmented Circle	Yes	No	No	-	-
Wind Cone	Yes	Yes	Yes	-	-
Visual Guidance Slope Indicator	Not an Objective	Neither End	Not an Objective	-	-
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective	-	-
Weather Reporting	Not an Objective	None	Not an Objective	-	-
Primary RWY PCI	70	52	No	-	-
Weight Capacity	12,500 SW	4,000 SW	No	-	-
Covered Storage	95% of Forecasted Based AC	53%	-	-	-
Ramp Area	2,000 SY (3 spaces)	2,300 SY	Yes	-	-
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	1,200 sqft	Not an Objective	-	-
Restroom (24/7 or key code)	Not an Objective	Yes	Not an Objective	-	-
Conference Area	Not an Objective	No	Not an Objective	-	-
Pilot's Lounge	Not an Objective	Yes	Not an Objective	-	-
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	-
Public Waiting Area	Not an Objective	Yes	Not an Objective	-	-
<b>SERVICES</b>					
Fuel	Not an Objective	No Fuel	Not an Objective	-	-
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	-
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	-
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	-
Ground Transportation	Not an Objective	Yes	Not an Objective	-	-
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	-
GPU	Not an Objective	No	Not an Objective	-	-
LAV Service Cart	Not an Objective	No	Not an Objective	-	-
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	-
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	-
Runway/Taxiway Separation	150 ft	N/A	-	-	-
Height Zoning	Jurisdiction with Height Zoning Ordinance	Mooreland - Yes	Yes	-	-
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 35	No	Address Obstruction on RWY End 35	-
<b>System Plan Project Cost Subtotal:</b>					<b>\$0</b>



Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
Acquire Land For Approaches	Acquire Land for RW 17/35 RPZ 17.6 acres	11 - 20	\$276,800
<b>APRON</b>			
	No Projects Reported		
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
	No Projects Reported		
<b>EQUIPMENT</b>			
	No Projects Reported		
<b>FUEL</b>			
Construct Fuel Farm	Install self-serve fuel system	1 - 5	\$217,900
Construct Fuel Farm	Install aboveground jet-A, 10,000 GAL fuel tank	6 - 10	\$797,800
<b>HANGARS</b>			
Construct Hangar Building	Construct 8-unit T-hangar	1 - 5	\$1,376,100
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
Install Miscellaneous NAVAIDS	Install lighted windcone & construct segmented circle	11 - 20	\$25,000
Install Runway Lighting		1 - 5	\$157,895
Install Runway Vertical/Visual Guidance System	Install VAGI RW 17 & RW 35 end	6 - 10	\$80,000
Rehabilitate Runway Lighting		11 - 20	\$165,000
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Apron	Reconstruct terminal apron (250 x150 )	1 - 5	\$547,055
Rehabilitate Taxiway		11 - 20	\$225,000
Rehabilitate Runway	Rehabilitate Runway - 2" overlay	1 - 5	\$764,745
Rehabilitate Runway		11 - 20	\$225,000
<b>PLANS &amp; STUDIES</b>			
Conduct Airport Master Plan Study	Prepare height hazard zoning ordinance w/map	6 - 10	\$5,000
<b>RUNWAYS</b>			
Construct Runway	Add turn around serving Runway 17	6 - 10	\$210,526
Construct Runway	Construct Turf Runway	6 - 10	\$400,330
Extend Runway		6 - 10	\$1,038,200
Extend Runway	Acquire land, EA for extension, Extend to 4,000 ft x 60 ft (500 ft extension), extend MIRLS	11 - 20	\$1,500,000
<b>SAFETY &amp; SECURITY</b>			
Install Perimeter Fencing	Install Perimeter Fencing (Phase 1)	1 - 5	\$356,200
Install Perimeter Fencing	Install Perimeter Fencing (Phase 2)	6 - 10	\$378,900
<b>TAXIWAYS</b>			
Construct Taxiway - Phase I	Construct Parallel Taxiway - Phase I	6 - 10	\$507,900
Construct Taxiway - Phase II	Construct Parallel Taxiway - Phase II	11 - 20	\$589,400
Construct Taxiway - Phase III	Construct Parallel Taxiway - Phase III	11 - 20	\$637,400
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
Improve Terminal Building	Terminal remodel and additions	1 - 5	\$567,300
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
	No Projects Reported		
<b>COMPLIANCE WITH STANDARDS</b>			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$11,049,451</b>
<b>All Project Costs Total:</b>	<b>\$11,049,451</b>

AIRPORT ROLE: COMMUNITY (LOW ACTIVITY)		AIRPORT NAME: OKEMAH MUNICIPAL		ASSOCIATED COMMUNITY: OKEMAH	LOCID: F81
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	B-1 Small	Yes	-	
Primary Runway Length	3,200 ft	3,400 ft	Yes	-	
Primary Runway Width	60 ft	60 ft	Yes	-	
Taxiway Type	Not an Objective	Turnaround both RWY Ends	Not an Objective	-	
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	
Taxiway Lighting	Not an Objective	None	Not an Objective	-	
Approach Type	Not an Objective	Visual	Not an Objective	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	No	No	Add Segmented Circle	\$25,000
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Not an Objective	Neither End	Not an Objective	-	
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective	-	
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	76	Yes	-	
Weight Capacity	12,500 SW	12,500 SW	Yes	-	
Covered Storage	95% of Forecasted Based AC	No Aircraft Forecasted for Hangars	Yes	-	
Ramp Area	2,000 SY (3 spaces)	2,500 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	No Terminal	Not an Objective	-	
Restroom (24/7 or key code)	Not an Objective	No	Not an Objective	-	
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Not an Objective	No	Not an Objective	-	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Ramp Area	2,000 SY (3 spaces)	2,500 SY	Yes	-	
Fuel	Not an Objective	No Fuel	Not an Objective	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Not an Objective	No	Not an Objective	-	
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	*
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$25,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
No Projects Reported			
AUTO PARKING & GROUND ACCESS			
No Projects Reported			
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
No Projects Reported			
LIGHTING, NAVAIDS, & SIGNAGE			
No Projects Reported			
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Improve and pave.	6 - 10	\$300,000
Rehabilitate Taxiway	Improve and pave taxiway.	6 - 10	\$225,000
Rehabilitate Runway	Grade and pave runway.	6 - 10	\$550,000
PLANS & STUDIES			
No Projects Reported			
RUNWAYS			
No Projects Reported			
SAFETY & SECURITY			
No Projects Reported			
TAXIWAYS			
No Projects Reported			
TERMINALS & OTHER BUILDINGS			
No Projects Reported			
UTILITIES, DRAINAGE, & OTHER/MISC.			
No Projects Reported			
COMPLIANCE WITH STANDARDS			
No Projects Reported			

NPIAS Project Subtotal:	\$1,075,000
All Project Costs Total:	\$1,100,000

AIRPORT ROLE: COMMUNITY (LOW ACTIVITY)		AIRPORT NAME: PAWHUSKA MUNICIPAL		ASSOCIATED COMMUNITY: PAWHUSKA	LOCID: H76
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	A-1 Small	No	Meet A-1 or B-1 Small ARC Standards	*
Primary Runway Length	3,200 ft	3,200 ft	Yes	-	-
Primary Runway Width	60 ft	60 ft	Yes	-	-
Taxiway Type	Not an Objective	No Turnarounds	Not an Objective	-	-
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	-
Taxiway Lighting	Not an Objective	None	Not an Objective	-	-
Approach Type	Not an Objective	Visual	Not an Objective	-	-
Approach Lighting System	Not an Objective	None	Not an Objective	-	-
Rotating Beacon	Yes	Yes	Yes	-	-
Segmented Circle	Yes	Yes	Yes	-	-
Wind Cone	Yes	Yes	Yes	-	-
Visual Guidance Slope Indicator	Not an Objective	Neither End	Not an Objective	-	-
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective	-	-
Weather Reporting	Not an Objective	None	Not an Objective	-	-
Primary RWY PCI	70	75	Yes	-	-
Weight Capacity	12,500 SW	12,500 SW	Yes	-	-
Covered Storage	95% of Forecasted Based AC	100%	Yes	-	-
Ramp Area	2,000 SY (3 spaces)	2,500 SY	Yes	-	-
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	No Terminal	Not an Objective	-	-
Restroom (24/7 or key code)	Not an Objective	Yes	Not an Objective	-	-
Conference Area	Not an Objective	No	Not an Objective	-	-
Pilot's Lounge	Not an Objective	Yes	Not an Objective	-	-
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	-
Public Waiting Area	Not an Objective	No	Not an Objective	-	-
<b>SERVICES</b>					
Ramp Area	2,000 SY (3 spaces)	2,500 SY	Yes	-	-
Fuel	Not an Objective	No Fuel	Not an Objective	-	-
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	-
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	-
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	-
Ground Transportation	Not an Objective	No	Not an Objective	-	-
Overnight Aircraft Storage	Not an Objective	1 space	Not an Objective	-	-
GPU	Not an Objective	No	Not an Objective	-	-
LAV Service Cart	Not an Objective	No	Not an Objective	-	-
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	-
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	-
Runway/Taxiway Separation	150 ft	N/A	-	-	-
Height Zoning	Jurisdiction with Height Zoning Ordinance	Pawhuska - Yes	Yes	-	-
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	-
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$0</b>

AIRPORT ROLE: COMMUNITY (LOW ACTIVITY)		AIRPORT NAME: TALIHINA MUNICIPAL		ASSOCIATED COMMUNITY: TALIHINA	LOCID: 6F1
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	B-1 Small	Yes	-	
Primary Runway Length	3,200 ft	3,300 ft	Yes	-	
Primary Runway Width	60 ft	60 ft	Yes	-	
Taxiway Type	Not an Objective	Turnaround both RWY Ends	Not an Objective	-	
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	
Taxiway Lighting	Not an Objective	None	Not an Objective	-	
Approach Type	Not an Objective	Visual	Not an Objective	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	No	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	No	No	Install Wind Cone	\$15,000
Visual Guidance Slope Indicator	Not an Objective	Neither End	Not an Objective	-	
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective	-	
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	58	No	Improve Pavement Condition Index	*
Weight Capacity	12,500 SW	12,000 SW	No	Increase Weight Bearing Capacity	\$3,564,000
Covered Storage	95% of Forecasted Based AC	0%	No	1 space	\$235,000
Ramp Area	2,000 SY (3 spaces)	4,200 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	No Terminal	Not an Objective	-	
Restroom (24/7 or key code)	Not an Objective	No	Not an Objective	-	
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Not an Objective	No	Not an Objective	-	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Ramp Area	2,000 SY (3 spaces)	4,200 SY	Yes	-	
Fuel	Not an Objective	No Fuel	Not an Objective	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Not an Objective	No	Not an Objective	-	
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 1	*
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Talihina - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 1 / 19	No	Address Obstruction on RWY Ends 1 / 19	*
				<b>System Plan Project Cost Subtotal:</b>	<b>\$3,814,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
	No Projects Reported		
LIGHTING, NAVAIDS, & SIGNAGE			
Install Runway Lighting	Install MIRLS (3,300 lf)	6 - 10	\$170,000
Install Runway Vertical/Visual Guidance	Install VASIs	6 - 10	\$85,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Clean and fill cracks and seal coat apron (125 x285 ) 4,000 sy, connecting TW (220 x35 ) 900 sy, TW/turnaround RW 01 end (75 x80 ) 700 sy, TW/turnaround RW 19 end (75 x80	6 - 10	\$300,000
Rehabilitate Runway	Clean and fill cracks and seal coat RW 01/19 (3,300 x60 ) 20,000 sy	1 - 5	\$500,000
PLANS & STUDIES			
	No Projects Reported		
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
Install Perimeter Fencing	Fencing with access control gates	6 - 10	\$150,000
TAXIWAYS			
	No Projects Reported		
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

NPIAS Project Subtotal:	\$1,205,000
All Project Costs Total:	\$5,019,000

Airport Role: Community (High Activity)		AIRPORT NAME: TENKILLER LAKE AIRPARK		ASSOCIATED COMMUNITY: COOKSON	LOCID: 44M
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	A-1 Small	No	Meet A-1 or B-1 Small ARC Standards	*
Primary Runway Length	3,200 ft	2,600 ft	No	Lengthen Runway 600 ft	\$2,400,000
Primary Runway Width	60 ft	75 ft	Yes	-	
Taxiway Type	Turnaround One RWY End	No Turnarounds	No	Provide Turnaround one RWY End	\$510,000
Runway Lighting	MIRL (if paved)	LIRL	Yes	-	
Taxiway Lighting	Not an Objective	None	Not an Objective	-	
Approach Type	Non-Precision	Visual	No	Establish Published Approach	\$150,000
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI on non-Precision approach end	Both Ends 2 Box VASI	Yes	-	
Runway End Identifier Lights	Not an Objective	No REILS	Not an Objective	-	
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	N/A (Turf)	Not an Objective	-	
Weight Capacity	12,500 SW	12,500 SW	Yes	-	
Covered Storage	95% of Forecasted Based AC	100%	Yes	-	
Ramp Area	3,500 SY (5 spaces)	800 SY	No	Increase Ramp Size by 2,700 SY	\$729,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	500 sqft	No Terminal	No	Build Terminal of at least 500 sqft	\$325,000
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Not an Objective	No	Not an Objective	-	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas	AvGas	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	Minor Maintenance	Not an Objective	-	
Ground Transportation	Not an Objective	No	Not an Objective	-	
Overnight Aircraft Storage	Not an Objective	1 space	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 5 / 23	*
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	-	Address non-compliance on RWY 5 and 23 end	
Runway/Taxiway Separation	150 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	*
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 5 / 23	No	Address Obstruction on RWY Ends 5 / 23	*
*Costs are provided only if available from airport identified project list				<b>System Plan Project Cost Subtotal:</b>	<b>\$4,204,000</b>

Airport Role: Community (High Activity)		AIRPORT NAME: TEXHOMA MUNICIPAL		ASSOCIATED COMMUNITY: TEXHOMA	LOCID: K49	
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST	
<b>AIRSIDE FACILITIES</b>						
Airport Reference Code	A-I or B-I Small	A-I Small	No	Meet A-I or B-I Small ARC Standards	*	
Primary Runway Length	3,200 ft	3,564 ft	Yes	-		
Primary Runway Width	60 ft	48 ft	No	Widen Runway 12 ft	\$1,283,040	
Taxiway Type	Turnaround One RWY End	No Turnarounds	No	Provide Turnaround one RWY End	\$450,000	
Runway Lighting	MIRL (if paved)	MIRL	Yes	-		
Taxiway Lighting	Not an Objective	None	Not an Objective	-		
Approach Type	Non-Precision	Visual	No	Establish Published Approach	\$150,000	
Approach Lighting System	Not an Objective	None	Not an Objective	-		
Rotating Beacon	Yes	No	No	Add Rotating Beacon	\$40,000	
Segmented Circle	Yes	No	No	Add Segmented Circle	\$25,000	
Wind Cone	Yes	Yes	Yes	-		
Visual Guidance Slope Indicator	2 box PAPI on non-Precision approach end	Neither End	No	Install 2 Box PAPI on Non-Precision Approach End	\$150,000	
Runway End Identifier Lights	Not an Objective	No REILS	Not an Objective	-		
Weather Reporting	Not an Objective	None	Not an Objective	-		
Primary RWY PCI	70	75	Yes	-		
Weight Capacity	12,500 SW	12,500 SW	Yes	-		
Covered Storage	95% of Forecasted Based AC	100%	Yes	-		
Ramp Area	3,500 SY (5 spaces)	1,000 SY	No	Increase Ramp Size by 2,500 SY	\$675,000	
<b>GENERAL AVIATION FACILITIES</b>						
Terminal Building	500 sqft	No Terminal	No	Build Terminal of at least 500 sqft	\$325,000	
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000	
Conference Area	Not an Objective	No	Not an Objective	-		
Pilot's Lounge	Not an Objective	No	Not an Objective	-		
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-		
Public Waiting Area	Not an Objective	No	Not an Objective	-		
<b>SERVICES</b>						
Fuel	AvGas	No Fuel	No	Add AvGas	\$550,000	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-		
Fixed-Base Operator	Not an Objective	No	Not an Objective	-		
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-		
Ground Transportation	Not an Objective	No	Not an Objective	-		
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-		
GPU	Not an Objective	No	Not an Objective	-		
LAV Service Cart	Not an Objective	No	Not an Objective	-		
<b>COMPLIANCE WITH FAA GUIDANCE</b>						
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-		
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	No	Clear Obstruction on RWY 3 end	*	
Runway/Taxiway Separation	150 ft	N/A	-	-		
Height Zoning	Jurisdiction with Height Zoning Ordinance	Texhoma/Texas - Yes	Yes	-		
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 3 / 21	No	Address Obstruction on RWY Ends 3 / 21	*	
*Costs are provided only if available from airport identified project list					<b>System Plan Project Cost Subtotal:</b>	<b>\$3,738,000</b>



Airport Role: Community (Maintain-Only)		AIRPORT NAME: TIPTON MUNICIPAL		ASSOCIATED COMMUNITY: TIPTON	LOCID: 108
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	AIRPORT IS DESIGNATED AS MAINTAIN ONLY	NO COSTS GENERATED FOR MAINTAIN ONLY AIRPORTS
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	B-1 Small	Yes	-	-
Primary Runway Length	3,200 ft	3,062 ft	No	-	-
Primary Runway Width	60 ft	50 ft	No	-	-
Taxiway Type	Not an Objective	No Turnarounds	Not an Objective	-	-
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	-
Taxiway Lighting	Not an Objective	None	Not an Objective	-	-
Approach Type	Not an Objective	Visual	Not an Objective	-	-
Approach Lighting System	Not an Objective	None	Not an Objective	-	-
Rotating Beacon	Yes	Yes	Yes	-	-
Segmented Circle	Yes	No	No	-	-
Wind Cone	Yes	Yes	Yes	-	-
Visual Guidance Slope Indicator	Not an Objective	Neither End	Not an Objective	-	-
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective	-	-
Weather Reporting	Not an Objective	None	Not an Objective	-	-
Primary RWY PCI	70	39	No	-	-
Weight Capacity	12,500 SW	12,000 SW	Yes	-	-
Covered Storage	95% of Forecasted Based AC	100%	Yes	-	-
Ramp Area	2,000 SY (3 spaces)	5,200 SY	Yes	-	-
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	No Terminal	Not an Objective	-	-
Restroom (24/7 or key code)	Not an Objective	No	Not an Objective	-	-
Conference Area	Not an Objective	No	Not an Objective	-	-
Pilot's Lounge	Not an Objective	No	Not an Objective	-	-
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	-
Public Waiting Area	Not an Objective	No	Not an Objective	-	-
<b>SERVICES</b>					
Fuel	Not an Objective	No Fuel	Not an Objective	-	-
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	-
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	-
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	-
Ground Transportation	Not an Objective	No	Not an Objective	-	-
Overnight Aircraft Storage	Not an Objective	No Data	Not an Objective	-	-
GPU	Not an Objective	No	Not an Objective	-	-
LAV Service Cart	Not an Objective	No	Not an Objective	-	-
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17	-
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	No	Clear Obstruction on RWY 35 end	-
Runway/Taxiway Separation	150 ft	N/A	-	-	-
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	-
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 17 / 35	No	Address Obstruction on RWY Ends 17 / 35	-
<b>System Plan Project Cost Subtotal:</b>					<b>\$0</b>

Airport Role: Community (Maintain-Only)		AIRPORT NAME: TISHOMINGO AIRPARK		ASSOCIATED COMMUNITY: TISHOMINGO	LOCID: 0F9
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	AIRPORT IS DESIGNATED AS MAINTAIN ONLY	NO COSTS GENERATED FOR MAINTAIN ONLY AIRPORTS
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	B-1 Small	Yes	-	-
Primary Runway Length	3,200 ft	3,100 ft	No	-	-
Primary Runway Width	60 ft	60 ft	Yes	-	-
Taxiway Type	Not an Objective	Turnaround both RWY Ends	Not an Objective	-	-
Runway Lighting	MIRL (if paved)	None	No	-	-
Taxiway Lighting	Not an Objective	None	Not an Objective	-	-
Approach Type	Not an Objective	Visual	Not an Objective	-	-
Approach Lighting System	Not an Objective	None	Not an Objective	-	-
Rotating Beacon	Yes	Yes	Yes	-	-
Segmented Circle	Yes	No	No	-	-
Wind Cone	Yes	Yes	Yes	-	-
Visual Guidance Slope Indicator	Not an Objective	Neither End	Not an Objective	-	-
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective	-	-
Weather Reporting	Not an Objective	None	Not an Objective	-	-
Primary RWY PCI	70	85	Yes	-	-
Weight Capacity	12,500 SW	12,000 SW	Yes	-	-
Covered Storage	95% of Forecasted Based AC	No Aircraft Forecasted for Hangars	Yes	-	-
Ramp Area	2,000 SY (3 spaces)	2,300 SY	Yes	-	-
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	No Terminal	Not an Objective	-	-
Restroom (24/7 or key code)	Not an Objective	No	Not an Objective	-	-
Conference Area	Not an Objective	No	Not an Objective	-	-
Pilot's Lounge	Not an Objective	No	Not an Objective	-	-
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	-
Public Waiting Area	Not an Objective	No	Not an Objective	-	-
<b>SERVICES</b>					
Fuel	Not an Objective	No Fuel	Not an Objective	-	-
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	-
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	-
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	-
Ground Transportation	Not an Objective	No	Not an Objective	-	-
Overnight Aircraft Storage	Not an Objective	No Data	Not an Objective	-	-
GPU	Not an Objective	No	Not an Objective	-	-
LAV Service Cart	Not an Objective	No	Not an Objective	-	-
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	-
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	-
Runway/Taxiway Separation	150 ft	N/A	-	-	-
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	-
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 17 / 35	No	Address Obstruction on RWY Ends 17 / 35	-
<b>System Plan Project Cost Subtotal:</b>					<b>\$0</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
No Projects Reported			
AUTO PARKING & GROUND ACCESS			
No Projects Reported			
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
No Projects Reported			
LIGHTING, NAVAIDS, & SIGNAGE			
Install Miscellaneous NAVAIDS	Rehabilitate rotating beacon	6 - 10	\$100,000
Install Runway Lighting		6 - 10	\$358,000
Install Runway Vertical/Visual Guidance System		6 - 10	\$80,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron		6 - 10	\$150,000
Rehabilitate Taxiway	Coat Seal	6 - 10	\$50,000
Rehabilitate Runway	Seal Joints	6 - 10	\$100,000
Rehabilitate Runway	Complete Runway Rehabilitation (2" overlay)	6 - 10	\$615,000
PLANS & STUDIES			
No Projects Reported			
RUNWAYS			
Extend Runway	-	6 - 10	\$300,000
SAFETY & SECURITY			
Install Perimeter Fencing		6 - 10	\$50,000
TAXIWAYS			
No Projects Reported			
TERMINALS & OTHER BUILDINGS			
No Projects Reported			
UTILITIES, DRAINAGE, & OTHER/MISC.			
No Projects Reported			
COMPLIANCE WITH STANDARDS			
No Projects Reported			

<b>NPIAS Project Subtotal:</b>	<b>\$1,803,000</b>
<b>All Project Costs Total:</b>	<b>\$1,803,000</b>

Airport Role: Community (Maintain-Only)		AIRPORT NAME: WALTERS MUNICIPAL		ASSOCIATED COMMUNITY: WALTERS	LOCID: 305
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	AIRPORT IS DESIGNATED AS MAINTAIN ONLY	NO COSTS GENERATED FOR MAINTAIN ONLY AIRPORTS
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	A-1 Small	No	Meet A-1 or B-1 Small ARC Standards	-
Primary Runway Length	3,200 ft	2,900 ft	No		-
Primary Runway Width	60 ft	50 ft	No		-
Taxiway Type	Not an Objective	Turnaround both RWY Ends	Not an Objective		-
Runway Lighting	MIRL (if paved)	MIRL	Yes		-
Taxiway Lighting	Not an Objective	None	Not an Objective		-
Approach Type	Not an Objective	Visual	Not an Objective		-
Approach Lighting System	Not an Objective	None	Not an Objective		-
Rotating Beacon	Yes	Yes	Yes		-
Segmented Circle	Yes	Yes	Yes		-
Wind Cone	Yes	Yes	Yes		-
Visual Guidance Slope Indicator	Not an Objective	Neither End	Not an Objective		-
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective		-
Weather Reporting	Not an Objective	None	Not an Objective		-
Primary RWY PCI	70	75	Yes		-
Weight Capacity	12,500 SW	7,000 SW	No		-
Covered Storage	95% of Forecasted Based AC	100%	-		-
Ramp Area	2,000 SY (3 spaces)	5,000 SY	Yes		-
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	No Terminal	Not an Objective		-
Restroom (24/7 or key code)	Not an Objective	No	Not an Objective		-
Conference Area	Not an Objective	No	Not an Objective		-
Pilot's Lounge	Not an Objective	No	Not an Objective		-
Office Space for Airport Manager	Not an Objective	No	Not an Objective		-
Public Waiting Area	Not an Objective	No	Not an Objective		-
<b>SERVICES</b>					
Fuel	Not an Objective	No Fuel	Not an Objective		-
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective		-
Fixed-Base Operator	Not an Objective	No	Not an Objective		-
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective		-
Ground Transportation	Not an Objective	No	Not an Objective		-
Overnight Aircraft Storage	Not an Objective	No Data	Not an Objective		-
GPU	Not an Objective	No	Not an Objective		-
LAV Service Cart	Not an Objective	No	Not an Objective		-
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes		-
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes		-
Runway/Taxiway Separation	150 ft	N/A	-		-
Height Zoning	Jurisdiction with Height Zoning Ordinance	Walters - Yes	Yes		-
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes		-
<b>System Plan Project Cost Subtotal:</b>					<b>\$0</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
Acquire Land for Development	Acquire Land for new runway	6 - 10	\$320,000
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
	No Projects Reported		
LIGHTING, NAVAIDS, & SIGNAGE			
Install Miscellaneous NAVAIDS	Install new beacon	6 - 10	\$15,000
Install Runway Lighting	Install RW lights (MIRLs)	11 - 20	\$500,000
Install Taxiway Lighting	Install TW lights (MITLs)	11 - 20	\$500,000
Rehabilitate Runway Lighting	Rehabilitate RW lights (MIRLs)	6 - 10	\$105,263
PAVEMENT MAINTENANCE			
	No Projects Reported		
PLANS & STUDIES			
Conduct Airport Master Plan Study	Develop Airport Action Plan	6 - 10	\$67,980
RUNWAYS			
Construct Runway	Construct New Runway offset from existing (existing runway to become parallel taxiway)	6 - 10	\$2,750,000
SAFETY & SECURITY			
Install Perimeter Fence	Construct Perimeter Fence around entire property	11 - 20	\$300,000
TAXIWAYS			
Construct Taxiway	Construct connecting taxiway for pending hangar	6 - 10	\$25,000
Extend Taxiway	Extend parallel Runway	11 - 20	\$800,000
TERMINALS & OTHER BUILDINGS			
Construct Terminal Building	Construct New Terminal Building	11 - 20	\$1,000,000
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

NPIAS Project Subtotal:	\$6,383,243
All Project Costs Total:	\$6,383,243

Airport Role: Community (Maintain-Only)		AIRPORT NAME: WAYNOKA MUNICIPAL		ASSOCIATED COMMUNITY: WAYNOKA	LOCID: 1K5
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	AIRPORT IS DESIGNATED AS MAINTAIN ONLY	NO COSTS GENERATED FOR MAINTAIN ONLY AIRPORTS
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	B-1 Small	Yes	-	-
Primary Runway Length	3,200 ft	3,532 ft	Yes	-	-
Primary Runway Width	60 ft	60 ft	Yes	-	-
Taxiway Type	Not an Objective	No Turnarounds	Not an Objective	-	-
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	-
Taxiway Lighting	Not an Objective	None	Not an Objective	-	-
Approach Type	Not an Objective	Visual	Not an Objective	-	-
Approach Lighting System	Not an Objective	None	Not an Objective	-	-
Rotating Beacon	Yes	Yes	Yes	-	-
Segmented Circle	Yes	No	No	-	-
Wind Cone	Yes	Yes	Yes	-	-
Visual Guidance Slope Indicator	Not an Objective	Neither End	Not an Objective	-	-
Runway End Identifier Lights	Not an Objective	Base End REILs	Not an Objective	-	-
Weather Reporting	Not an Objective	None	Not an Objective	-	-
Primary RWY PCI	70	75	Yes	-	-
Weight Capacity	12,500 SW	8,000 SW	No	-	-
Covered Storage	95% of Forecasted Based AC	100%	Yes	-	-
Ramp Area	2,000 SY (3 spaces)	1,200 SY	No	-	-
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	965 sqft	Not an Objective	-	-
Restroom (24/7 or key code)	Not an Objective	Yes	Not an Objective	-	-
Conference Area	Not an Objective	Yes	Not an Objective	-	-
Pilot's Lounge	Not an Objective	Yes	Not an Objective	-	-
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	-
Public Waiting Area	Not an Objective	Yes	Not an Objective	-	-
<b>SERVICES</b>					
Fuel	Not an Objective	No Fuel	Not an Objective	-	-
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	-
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	-
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	-
Ground Transportation	Not an Objective	Yes	Not an Objective	-	-
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	-
GPU	Not an Objective	No	Not an Objective	-	-
LAV Service Cart	Not an Objective	No	Not an Objective	-	-
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	-
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	-
Runway/Taxiway Separation	150 ft	N/A	-	-	-
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	-
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	-
<b>System Plan Project Cost Subtotal:</b>					<b>\$0</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
Construct Apron	Runup Apron	6 - 10	\$150,000
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
Construct Fuel Farm	Construct Fuel Farm	11 - 20	\$750,000
HANGARS			
Construct Hangars	Construct Hangars	11 - 20	\$3,000,000
LIGHTING, NAVAIDS, & SIGNAGE			
Install Miscellaneous NAVAIDS	Rehabilitate Airport Beacon	6 - 10	\$20,000
Rehabilitate Runway Lighting	Rehabilitate runway edge lights	11 - 20	\$325,000
PAVEMENT MAINTENANCE			
Rehabilitate Taxiway	Rehabilitate portion of parallel TW and hangar access TWs, Rehab Hangars	6 - 10	\$250,000
Rehabilitate Taxiway	Rehabilitate taxiways and aprons	11 - 20	\$100,000
Rehabilitate Runway	Crack seal, seal coat runway, taxiway, and aprons	6 - 10	\$125,000
Rehabilitate Runway	Overlay Runway	11 - 20	\$1,000,000
Rehabilitate Runway	2" mill & overlay of asphalt portions of the runway ends	1 - 5	\$375,000
PLANS & STUDIES			
Conduct Airport Master Plan Study	Prepare Height hazard zoning ordinance w/map	6 - 10	\$5,000
RUNWAYS			
Extend Runway	Extend RW 17/35 (500 ft x 60ft):12,500#; Includes EA for extension	6 - 10	\$500,000
SAFETY & SECURITY			
	No Projects Reported		
TAXIWAYS			
Construct Taxiway	Construct taxilanes for hangar development	11 - 20	\$1,105,000
TERMINALS & OTHER BUILDINGS			
Improve Terminal Building	Rehabilitate Terminal Building	11 - 20	\$500,000
UTILITIES, DRAINAGE, & OTHER/MISC.			
Improve Airport Drainage	Rainwater collects between out-of-service parallel TW and RW	6 - 10	\$100,000
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$8,305,000</b>
<b>All Project Costs Total:</b>	<b>\$8,305,000</b>

Airport Role: Community (Maintain-Only)		AIRPORT NAME: WESTPORT		ASSOCIATED COMMUNITY: WESTPORT	LOCID: 4F1
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	AIRPORT IS DESIGNATED AS MAINTAIN ONLY	NO COSTS GENERATED FOR MAINTAIN ONLY AIRPORTS
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	B-1 Small	Yes	-	-
Primary Runway Length	3,200 ft	2,900 ft	No	-	-
Primary Runway Width	60 ft	42 ft	No	-	-
Taxiway Type	Not an Objective	Turnaround both RWY Ends	Not an Objective	-	-
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	-
Taxiway Lighting	Not an Objective	None	Not an Objective	-	-
Approach Type	Not an Objective	Visual	Not an Objective	-	-
Approach Lighting System	Not an Objective	None	Not an Objective	-	-
Rotating Beacon	Yes	No	No	-	-
Segmented Circle	Yes	No	No	-	-
Wind Cone	Yes	No	No	-	-
Visual Guidance Slope Indicator	Not an Objective	Neither End	Not an Objective	-	-
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective	-	-
Weather Reporting	Not an Objective	None	Not an Objective	-	-
Primary RWY PCI	70	50	No	-	-
Weight Capacity	12,500 SW	10,000 SW / 12,500 DW	No	-	-
Covered Storage	95% of Forecasted Based AC	100%	Yes	-	-
Ramp Area	2,000 SY (3 spaces)	2,500 SY	Yes	-	-
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	No Terminal	Not an Objective	-	-
Restroom (24/7 or key code)	Not an Objective	No	Not an Objective	-	-
Conference Area	Not an Objective	No	Not an Objective	-	-
Pilot's Lounge	Not an Objective	No	Not an Objective	-	-
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	-
Public Waiting Area	Not an Objective	No	Not an Objective	-	-
<b>SERVICES</b>					
Fuel	Not an Objective	No Fuel	Not an Objective	-	-
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	-
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	-
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	-
Ground Transportation	Not an Objective	No	Not an Objective	-	-
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	-
GPU	Not an Objective	No	Not an Objective	-	-
LAV Service Cart	Not an Objective	No	Not an Objective	-	-
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 3 / 21	-
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	No	Clear Obstruction on RWY 3 end	-
Runway/Taxiway Separation	150 ft	N/A	-	-	-
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	-
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 21	No	Address Obstruction on RWY End 21	-
<b>System Plan Project Cost Subtotal:</b>					<b>\$0</b>



AIRPORT ROLE: COMMUNITY (LOW ACTIVITY)		AIRPORT NAME: WILBURTON MUNICIPAL		ASSOCIATED COMMUNITY: WILBURTON	LOCID: H05
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	A-1 or B-1 Small	B-1 Small	Yes	-	
Primary Runway Length	3,200 ft	3,000 ft	No	Lengthen Runway 200 ft	\$947,632
Primary Runway Width	60 ft	60 ft	Yes	-	
Taxiway Type	Not an Objective	Full Parallel	Not an Objective	-	
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	
Taxiway Lighting	Not an Objective	None	Not an Objective	-	
Approach Type	Not an Objective	Visual	Not an Objective	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	Not an Objective	Both Ends 2 Box PAPI	Not an Objective	-	
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective	-	
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	80	Yes	-	
Weight Capacity	12,500 SW	2,000 SW	No	Increase Weight Bearing Capacity	\$3,240,000
Covered Storage	95% of Forecasted Based AC	39%	No	6 spaces	\$1,410,000
Ramp Area	2,000 SY (3 spaces)	5,600 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	Not an Objective	No Terminal	Not an Objective	-	
Restroom (24/7 or key code)	Not an Objective	Yes	Not an Objective	-	
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Not an Objective	Yes	Not an Objective	-	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Ramp Area	2,000 SY (3 spaces)	5,600 SY	Yes	-	
Fuel	Not an Objective	No Fuel	Not an Objective	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Not an Objective	Yes	Not an Objective	-	
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	*
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	150 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	*
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 17 / 35	No	Address Obstruction on RWY Ends 17 / 35	*
				<b>System Plan Project Cost Subtotal:</b>	<b>\$5,598,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
Acquire Land for Development		6 - 10	\$200,000
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
Construct Hangar Building	Construct Hangars	1 - 5	\$600,000
LIGHTING, NAVAIDS, & SIGNAGE			
Install Miscellaneous NAVAIDS	Replacement beacon and segmented circle	1 - 5	\$31,667
Install Taxiway Lighting		6 - 10	\$120,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Rehabilitate Apron (Phase III)	1 - 5	\$650,000
Rehabilitate Taxiway	Reconstruct parallel TW	6 - 10	\$1,000,000
PLANS & STUDIES			
Conduct Master Plan Update	Master Plan / ALD Update	6 - 10	\$200,000
Conduct Miscellaneous Study		1 - 5	\$70,722
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
Install Perimeter Fencing	Install perimeter fence	1 - 5	\$337,006
TAXIWAYS			
	No Projects Reported		
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
Improve Airport Drainage		6 - 10	\$473,684
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

NPIAS Project Subtotal:	\$3,683,000
All Project Costs Total:	\$9,281,000

Airport Role: General (Low Activity)		AIRPORT NAME: ANTLERS MUNICIPAL		ASSOCIATED COMMUNITY: ANTLERS	LOCID: 80F
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-I	A-I Small	No	Meet B-I ARC Standards	*
Primary Runway Length	4,000 ft	4,001 ft	Yes	-	-
Primary Runway Width	75 ft	75 ft	Yes	-	-
Taxiway Type	Turnaround both RWY ends	Turnaround both RWY Ends	Yes	-	-
Runway Lighting	MIRL	MIRL	Yes	-	-
Taxiway Lighting	Not an Objective	None	Not an Objective	-	-
Approach Type	Non-Precision	LPV	Yes	-	-
Approach Lighting System	Not an Objective	None	Not an Objective	-	-
Rotating Beacon	Yes	Yes	Yes	-	-
Segmented Circle	Yes	Yes	Yes	-	-
Wind Cone	Yes	Yes	Yes	-	-
Visual Guidance Slope Indicator	2 box PAPI both RW ends	Neither End	No	Install 2 Box PAPI on both RWY Ends	\$80,000
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs on RWY 17 / 35**	\$115,000
Weather Reporting	Not an Objective	None	Not an Objective	-	-
Primary RWY PCI	70	76	Yes	-	-
Weight Capacity	12,500 SW or 30,000 DW	12,000 SW	No	Widen and strengthen RWY pavement**	\$1,631,273
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	-
Ramp Area	3,500 SY (5 spaces)	6,300 SY	Yes	-	-
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	750 sqft	1,550 sqft	Yes	-	-
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Not an Objective	No	Not an Objective	-	-
Pilot's Lounge	Yes	No	No	Add Pilot's Lounge	\$80,000
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	-
Public Waiting Area	Not an Objective	No	Not an Objective	-	-
<b>SERVICES</b>					
Fuel	AvGas	AvGas	Yes	-	-
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	-
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	-
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	-
Ground Transportation	Yes	Yes	Yes	-	-
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	-
GPU	Not an Objective	No	Not an Objective	-	-
LAV Service Cart	Not an Objective	No	Not an Objective	-	-
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 35	\$31,579
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	-
Runway/Taxiway Separation	150 ft	N/A	-	-	-
Height Zoning	Jurisdiction with Height Zoning Ordinance	Antlers/Pushmataha - Yes	Yes	-	-
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 17	No	Address Obstruction on RWY End 17	*
<b>System Plan Project Cost Subtotal:</b>					<b>\$2,028,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
Acquire Land for Development	Acquire land for development	1 - 5	\$200,000
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
Modify Access Road	Relocation Necessary to Construct Parallel TW RW 17/35	11 - 20	\$433,333
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
Construct Hangar Building	Construct Box Hangars	1 - 5	\$450,000
LIGHTING, NAVAIDS, & SIGNAGE			
Install Runway Lighting	Replace LIRLs with MIRLs (LED)	6 - 10	\$200,000
PAVEMENT MAINTENANCE			
Rehabilitate Runway	Overlay	1 - 5	\$750,000
Rehabilitate Runway	Crack Seal and seal coat all asphalt surfaces	6 - 10	\$261,635
PLANS & STUDIES			
	No Projects Reported		
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
	No Projects Reported		
TAXIWAYS			
Construct Parallel Taxiway	Construct Parallel TW RW 17/35	11 - 20	\$1,500,000
Construct Taxiway	Construct taxiway for access to proposed Hangars	1 - 5	\$500,000
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

NPIAS Project Subtotal:	\$4,295,000
All Project Costs Total:	\$6,323,000

Airport Role: General (High Activity)		AIRPORT NAME: ATOKA MUNICIPAL		ASSOCIATED COMMUNITY: ATOKA	LOCID: AQR
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-1	B-1 Small	No	Meet B-1 ARC Standards	*
Primary Runway Length	4,000 ft	3,015 ft	No	Extend Runway - Extend RWY 1000' to the North**	\$600,000
Primary Runway Width	75 ft	60 ft	No	Widen Runway 15 ft	\$795,786
Taxiway Type	Partial Parallel & Turnaround	Turnaround One RWY End	No	Construct Parallel TWY**	\$750,000
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	None	No	Install MITL	\$140,000
Approach Type	Non-Precision	Visual	No	Establish Published Approach	\$150,000
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	No	No	Add Segmented Circle	\$25,000
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI both RWY ends	Both Ends 2 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs one One RWY End	\$50,000
Weather Reporting	AWOS or ASOS	AWOS IIIIP/T	Yes	-	
Primary RWY PCI	70	65	No	Improve Pavement Condition Index	*
Weight Capacity	12,500 SW or 30,000 DW	4,000 SW	No	Increase Weight Bearing Capacity	\$3,256,200
Covered Storage	100% of Forecasted Based AC	83%	No	3 spaces	\$705,000
Ramp Area	7,000 SY (10 spaces)	7,000 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	1,500 sqft	No Terminal	No	Build Terminal of at least 1,500 sqft	\$400,000
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Yes	No	No	Add Pilot's Lounge	\$80,000
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas	No	Add Jet A	\$550,000
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 18 / 36	*
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Atoka/Atoka - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 18 / 36	No	Address Obstruction on RWY Ends 18 / 36	*
<b>System Plan Project Cost Subtotal:</b>					<b>\$7,592,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
Acquire Land for Development	Land needed to construct new runway and protect future extensions (64 acres)	6 - 10	\$347,895
<b>APRON</b>			
Construct Taxiway and Apron	Construct Taxiway and Apron	1 - 5	\$429,000
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
	No Projects Reported		
<b>EQUIPMENT</b>			
	No Projects Reported		
<b>FUEL</b>			
	No Projects Reported		
<b>HANGARS</b>			
	No Projects Reported		
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
Install Airfield Guidance Signs	Install TW signage	1 - 5	\$35,000
Install Miscellaneous NAVAIDS	Install PAPI s and REIL s	1 - 5	\$130,000
Install Runway Lighting	Install MIRLs, wind-cone, and airport beacon	1 - 5	\$165,000
Install Runway Vertical/Visual Guidance System	Install VAGIs both ends (PAPI's Planned)	6 - 10	\$80,000
Install Weather Reporting Equipment		6 - 10	\$300,000
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Runway 16-34	Crack repair, re-seal, remark runway	1 - 5	\$300,000
<b>PLANS &amp; STUDIES</b>			
Conduct Environmental Study	EA for RW extension	11 - 20	\$35,000
<b>RUNWAYS</b>			
	No Projects Reported		
<b>SAFETY &amp; SECURITY</b>			
Install Perimeter Fencing	Install perimeter fencing (12,000 lf)	11 - 20	\$180,000
<b>TAXIWAYS</b>			
Extend Taxiway	Extend parallel TW	11 - 20	\$300,000
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
	No Projects Reported		
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
	No Projects Reported		
<b>COMPLIANCE WITH STANDARDS</b>			
Improve Runway Safety Area	Improve the existing RSA	1 - 5	\$90,000

<b>NPIAS Project Subtotal:</b>	<b>\$2,392,000</b>
<b>All Project Costs Total:</b>	<b>\$9,984,000</b>

Airport Role: General (High Activity)		AIRPORT NAME: BLACKWELL-TONKAWA MUNICIPAL		ASSOCIATED COMMUNITY: BLACKWELL		LOCID: BKN
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST	
<b>AIRSIDE FACILITIES</b>						
Airport Reference Code	B-I	B-II	Yes	-		
Primary Runway Length	4,000 ft	3,501 ft	No	Extend RWY and Parallel TWY to south 1000'***	\$1,000,000	
Primary Runway Width	75 ft	60 ft	No	Widen Runway 15 ft	\$850,000	
Taxiway Type	Partial Parallel & Turnaround	Full Parallel	Yes	-		
Runway Lighting	MIRL	MIRL	Yes	-		
Taxiway Lighting	MITL	Reflectors	No	Install MITL	\$350,000	
Approach Type	Non-Precision	LPV	Yes	-		
Approach Lighting System	Not an Objective	None	Not an Objective	-		
Rotating Beacon	Yes	Yes	Yes	-		
Segmented Circle	Yes	Yes	Yes	-		
Wind Cone	Yes	Yes	Yes	-		
Visual Guidance Slope Indicator	2 box PAPI both RWY ends	Both Ends 2 Box PAPI	Yes	-		
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs one One RWY End	\$50,000	
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-		
Primary RWY PCI	70	68	No	Improve Pavement Condition Index	*	
Weight Capacity	12,500 SW or 30,000 DW	30,000 SW / 48,000 DW	Yes	-		
Covered Storage	100% of Forecasted Based AC	100%	Yes	-		
Ramp Area	7,000 SY (10 spaces)	11,000 SY	Yes	-		
<b>GENERAL AVIATION FACILITIES</b>						
Terminal Building	1,500 sqft	8,000 sqft	Yes	-		
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000	
Conference Area	Not an Objective	Yes	Not an Objective	-		
Pilot's Lounge	Yes	Yes	Yes	-		
Office Space for Airport Manager	Not an Objective	Yes	Not an Objective	-		
Public Waiting Area	Not an Objective	Yes	Not an Objective	-		
<b>SERVICES</b>						
Fuel	AvGas and Jet A	AvGas	No	Add Jet A	\$550,000	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-		
Fixed-Base Operator	Not an Objective	Yes	Not an Objective	-		
Aircraft Maintenance	Not an Objective	Major/ Full Service Maintenance	Not an Objective	-		
Ground Transportation	Yes	Yes	Yes	-		
Overnight Aircraft Storage	Not an Objective	3 spaces	Not an Objective	-		
GPU	Not an Objective	No	Not an Objective	-		
LAV Service Cart	Not an Objective	No	Not an Objective	-		
<b>COMPLIANCE WITH FAA GUIDANCE</b>						
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-		
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-		
Runway/Taxiway Separation	225 ft	240 ft	Yes	-		
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	*	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-		
<b>System Plan Project Cost Subtotal:</b>					<b>\$2,890,000</b>	

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
	No Projects Reported		
<b>APRON</b>			
	No Projects Reported		
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
	No Projects Reported		
<b>EQUIPMENT</b>			
	No Projects Reported		
<b>FUEL</b>			
	No Projects Reported		
<b>HANGARS</b>			
Construct Hangar Building	Construct 8 Unit T-Hangar and Apron	1 - 5	\$750,000
Construct Hangar Building	Construct 8 Unit T-Hangar and Apron	11 - 20	\$650,000
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
	No Projects Reported		
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Taxiway	Crack Seal and Seal Coat	6 - 10	\$100,000
Rehabilitate Taxiway	Overlay North 3500'	11 - 20	\$350,000
Rehabilitate Runway	Overlay	1 - 5	\$1,350,000
Rehabilitate Runway	Crack Seal and Seal Coat	6 - 10	\$150,000
Rehabilitate Runway	Overlay North 3500'	11 - 20	\$750,000
<b>PLANS &amp; STUDIES</b>			
Conduct Airport Master Plan Study	Implement HZO with map	6 - 10	\$5,000
<b>RUNWAYS</b>			
	No Projects Reported		
<b>SAFETY &amp; SECURITY</b>			
	No Projects Reported		
<b>TAXIWAYS</b>			
Construct Taxiway	Straighten Parallel TW	1 - 5	\$301,622
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
Construct Terminal Building		6 - 10	\$400,000
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
	No Projects Reported		
<b>COMPLIANCE WITH STANDARDS</b>			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$4,807,000</b>
<b>All Project Costs Total:</b>	<b>\$7,697,000</b>



Airport Role: General (High Activity)		AIRPORT NAME: BOISE CITY		ASSOCIATED COMMUNITY: BOISE CITY	LOCID: 17K
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-1	B-1 Small	No	Meet B-1 ARC Standards	*
Primary Runway Length	4,000 ft	4,211 ft	Yes	-	
Primary Runway Width	75 ft	60 ft	No	Widen Runway 15 ft	\$1,894,950
Taxiway Type	Partial Parallel & Turnaround	Turnaround both RWY Ends	No	Provide Partial Parallel Taxiway	\$2,400,000
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	None	No	Install MITL	\$140,000
Approach Type	Non-Precision	LNAV	Yes	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI both RWY ends	Neither End	No	Install 2 Box PAPI on both RWY Ends	\$150,000
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs on RWY End 4	\$50,000
Weather Reporting	AWOS or ASOS	None	No	Install AWOS or ASOS	\$90,000
Primary RWY PCI	70	86	Yes	-	
Weight Capacity	12,500 SW or 30,000 DW	4,000 SW	No	Increase Weight Bearing Capacity	\$4,547,880
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	
Ramp Area	7,000 SY (10 spaces)	5,500 SY	No	Increase Ramp Size by 1,500 SY	\$405,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	1,500 sqft	No Terminal	No	Build Terminal of at least 1,500 sqft	\$200,000
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Yes	No	No	Add Pilot's Lounge	\$80,000
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	No Fuel	No	Add AvGas & Jet A	\$450,000
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Yes	No	No	Establish Mode of Ground Transportation	*
Overnight Aircraft Storage	Not an Objective	1 space	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	\$40,000
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	*
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 4 / 22	No	Address Obstruction on RWY Ends 4 / 22	*
<b>System Plan Project Cost Subtotal:</b>					<b>\$10,538,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
Construct Access Road		1 - 5	\$100,000
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
Rehabilitate Hangars		6 - 10	\$360,000
LIGHTING, NAVAIDS, & SIGNAGE			
Install Runway Vertical/Visual Guidance System	Install ODALS RW 22 end	11 - 20	\$225,000
Rehabilitate Runway Lights	Rehabilitate Runway Lighting	11 - 20	\$150,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Crack Seal and Seal Coat	6 - 10	\$60,000
Rehabilitate Apron	Reconstruct Apron	11 - 20	\$444,444
Rehabilitate Apron	Crack seal and seal coat	11 - 20	\$90,000
Rehabilitate Taxiway	Rehabilitate Taxiway	1 - 5	\$222,222
Rehabilitate Taxiway	Crack Seal and Seal Coat	6 - 10	\$90,000
Rehabilitate Taxiway	Crack seal and seal coat	11 - 20	\$120,000
Rehabilitate Runway	Overlay	11 - 20	\$1,500,000
Rehabilitate Runway	Crack Seal and Seal Coat	6 - 10	\$150,000
Rehabilitate Runway	Crack seal and seal coat	6 - 10	\$180,000
PLANS & STUDIES			
Update Airport Master Plan Study	Include AGIS survey for WAAS approaches	6 - 10	\$150,000
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
Install Perimeter Fencing		1 - 5	\$100,000
TAXIWAYS			
Construct Taxiway	Construct taxilanes for future hangar development	11 - 20	\$300,000
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$4,242,000</b>
<b>All Project Costs Total:</b>	<b>\$14,780,000</b>

Airport Role: General (Low Activity)		AIRPORT NAME: CLEVELAND MUNICIPAL		ASSOCIATED COMMUNITY: CLEVELAND	LOCID: 95F
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-I	B-I Small	No	Meet B-I ARC Standards	*
Primary Runway Length	4,000 ft	4,000 ft	Yes	-	
Primary Runway Width	75 ft	60 ft	No	Widen Runway 15 ft	\$1,800,000
Taxiway Type	Turnaround both RWY ends	No Turnarounds	No	Provide Turnarounds on both RWY Ends	\$600,000
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	Not an Objective	None	Not an Objective	-	
Approach Type	Non-Precision	Visual	No	Establish Published Approach	\$150,000
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	No	No	Add Segmented Circle	\$25,000
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI both RW ends	Both Ends 2 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs one One RWY End	\$50,000
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	49	No	Improve Pavement Condition Index	*
Weight Capacity	12,500 SW or 30,000 DW	4,000 SW	No	Increase Weight Bearing Capacity	\$4,320,000
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	
Ramp Area	3,500 SY (5 spaces)	5,500 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	750 sqft	No Terminal	No	Build Terminal of at least 750 sqft	\$487,500
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Yes	No	No	Add Pilot's Lounge	\$80,000
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas	No Fuel	No	Add AvGas	\$107,000
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Yes	No	No	Establish Mode of Ground Transportation	*
Overnight Aircraft Storage	Not an Objective	No Data	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 18 / 36	*
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	*
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 18 / 36	No	Address Obstruction on RWY Ends 18 / 36	*
<b>System Plan Project Cost Subtotal:</b>					<b>\$7,710,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
	No Projects Reported		
LIGHTING, NAVAIDS, & SIGNAGE			
Install Miscellaneous NAVAIDS	Install Rotating Beacon	6 - 10	\$45,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	-	6 - 10	\$150,000
Rehabilitate Runway	Pavement Maintenance (Crack Seal/Seal Coat)	6 - 10	\$157,895
PLANS & STUDIES			
	No Projects Reported		
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
	No Projects Reported		
TAXIWAYS			
	No Projects Reported		
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
Improve Runway Safety Area	Relocate golf cart paths and oil-field service roads that encroach into the RWY Safety Area	6 - 10	\$157,895

NPIAS Project Subtotal:	\$511,000
All Project Costs Total:	\$8,221,000

Airport Role: General (High Activity)		AIRPORT NAME: DAVID JAY PERRY		ASSOCIATED COMMUNITY: GOLDSBY	LOCID: 1K4
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-1	B-1	Yes	-	
Primary Runway Length	4,000 ft	3,004 ft	No	Lengthen Runway 996 ft	\$800,000
Primary Runway Width	75 ft	60 ft	No	Widen Runway 15 ft	\$600,000
Taxiway Type	Partial Parallel & Turnaround	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	Reflectors	No	Install MITL	\$690,000
Approach Type	Non-Precision	LNAV	Yes	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI both RWY ends	Neither End	No	Install 2 Box PAPI on both RWY Ends	\$80,000
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs on RWY End 31	\$50,000
Weather Reporting	AWOS or ASOS	None	No	Install AWOS or ASOS	\$170,000
Primary RWY PCI	70	99	Yes	-	
Weight Capacity	12,500 SW or 30,000 DW	30,000 SW	Yes	-	
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	
Ramp Area	7,000 SY (10 spaces)	4,000 SY	No	Increase Ramp Size by 3,000 SY	\$810,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	1,500 sqft	3,000 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Not an Objective	Yes	Not an Objective	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Not an Objective	Yes	Not an Objective	-	
Public Waiting Area	Not an Objective	Yes	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas	No	Add Jet A	\$550,000
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 13 / 31, RWY End 17 / 35	*
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	225 ft	240 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Goldsby - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 13 / 31	No	Address Obstruction on RWY Ends 13 / 31	*
<b>System Plan Project Cost Subtotal:</b>					<b>\$3,750,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
Acquire Land For Development	Acquire Property for RW 31 Extension	6 - 10	\$120,000
<b>APRON</b>			
	No Projects Reported		
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
	No Projects Reported		
<b>EQUIPMENT</b>			
	No Projects Reported		
<b>FUEL</b>			
	No Projects Reported		
<b>HANGARS</b>			
Construct Hangars	T-Hangars	6 - 10	\$600,000
Construct Hangars	Large Corporate Hangar for large aircraft storage and Overnight Traffic	11 - 20	\$750,000
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
Install Airfield Guidance Signs	Install guidance signs.	1 - 5	\$50,000
Install Runway Lighting	Replace LIRL Rwy 17/35.	1 - 5	\$115,789
Rehabilitate Runway Lighting	Install LED Lighting System for RW 13/31	11 - 20	\$250,000
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Apron	Rehabilitate Main Parking Apron	1 - 5	\$400,000
Rehabilitate Apron	Crack Seal and Seal Coat	11 - 20	\$100,000
Rehabilitate Taxiway	Sealcoat taxiways.	1 - 5	\$100,000
Rehabilitate Taxiway	Crack Seal and Seal Coat	6 - 10	\$90,000
Rehabilitate Taxiway	Crack Seal and Seal Coat	11 - 20	\$110,000
Rehabilitate Runway	Rehabilitate PCC panels and remark	1 - 5	\$325,000
Rehabilitate Runway	Joint Seal and Spall Patching	11 - 20	\$325,000
Rehabilitate Runway	Crack Seal and Seal Coat	11 - 20	\$120,000
Rehabilitate Runway 17-35	Crack Seal and Seal Coat	6 - 10	\$80,000
<b>PLANS &amp; STUDIES</b>			
Update Master Plan	Include AGIS survey for WAAS approaches	6 - 10	\$150,000
<b>RUNWAYS</b>			
	No Projects Reported		
<b>SAFETY &amp; SECURITY</b>			
Install Perimeter Fencing	Install Fencing on the East Side and Reconfigure Entrance Fence	1 - 5	\$240,000
<b>TAXIWAYS</b>			
Construct Taxiway	Construct taxilanes to support new hangars	1 - 5	\$550,000
Construct Taxiway	Construct taxilanes to support new hangars	11 - 20	\$550,000
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
	No Projects Reported		
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
	No Projects Reported		
<b>COMPLIANCE WITH STANDARDS</b>			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$5,026,000</b>
<b>All Project Costs Total:</b>	<b>\$8,776,000</b>

Airport Role: General (High Activity)		AIRPORT NAME: FAIRVIEW MUNICIPAL		ASSOCIATED COMMUNITY: FAIRVIEW	LOCID: 6K4
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-I	B-II	Yes	-	
Primary Runway Length	4,000 ft	4,400 ft	Yes	-	
Primary Runway Width	75 ft	75 ft	Yes	-	
Taxiway Type	Partial Parallel & Turnaround	Partial Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	Non-Standard Lighting	No	Install MITL	\$230,000
Approach Type	Non-Precision	LPV	Yes	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI both RWY ends	Neither End	No	Install 2 Box PAPI on both RWY Ends	\$80,000
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs one One RWY End	\$115,000
Weather Reporting	AWOS or ASOS	None	No	Install AWOS or ASOS	\$150,000
Primary RWY PCI	70	72	Yes	-	
Weight Capacity	12,500 SW or 30,000 DW	30,000 SW	Yes	-	
Covered Storage	100% of Forecasted Based AC	93%	No	Construct Hangar Building - New T-hangar units**	\$600,000
Ramp Area	7,000 SY (10 spaces)	6,000 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	1,500 sqft	2,500 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	Yes	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	Yes	Not an Objective	-	
Aircraft Maintenance	Not an Objective	Minor Maintenance	Not an Objective	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	\$106,000
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	240 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Fairview - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 35	No	Address Obstruction on RWY End 35	*
<b>System Plan Project Cost Subtotal:</b>					<b>\$1,371,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
	No Projects Reported		
LIGHTING, NAVAIDS, & SIGNAGE			
Install Runway Lighting	Install LED Runway Lights	6 - 10	\$250,000
Install Runway Vertical/Visual Guidance System	ODALS for RW 17	6 - 10	\$115,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Rehabilitate Aprons Serving Hangars	1 - 5	\$450,000
Rehabilitate Apron		11 - 20	\$350,000
Rehabilitate Taxiway		11 - 20	\$200,000
Rehabilitate Runway	Crack Seal the Existing Runway	1 - 5	\$200,000
Rehabilitate Runway	Crack seal and seal coat on asphalt portion, joint seal and spall repair on concrete portion.	11 - 20	\$625,000
PLANS & STUDIES			
Update Master Plan		6 - 10	\$150,000
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
Install Perimeter Fencing	Access control fencing.	1 - 5	\$37,000
TAXIWAYS			
Construct Taxiway	Construct the parallel and connecting taxiways serving Runway 17-35	1 - 5	\$2,000,000
Construct Taxiway	Construct taxilanes for future hangar development	6 - 10	\$450,000
TERMINALS & OTHER BUILDINGS			
Rehabilitate Terminal Building		11 - 20	\$150,000
UTILITIES, DRAINAGE, & OTHER/MISC.			
Improve Airport Drainage	Improve airfield drainage.	1 - 5	\$36,842
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$5,014,000</b>
<b>All Project Costs Total:</b>	<b>\$6,385,000</b>



Airport Role: General (High Activity)		AIRPORT NAME: FREDERICK REGIONAL		ASSOCIATED COMMUNITY: FREDERICK	LOCID: FDR
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-I	B-II	Yes	-	
Primary Runway Length	4,000 ft	6,099 ft	Yes	-	
Primary Runway Width	75 ft	150 ft	Yes	-	
Taxiway Type	Partial Parallel & Turnaround	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	Non-Precision	LPV	Yes	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI both RWY ends	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs on RWY 17 / 35**	\$100,000
Weather Reporting	AWOS or ASOS	ASOS	Yes	-	
Primary RWY PCI	70	80	Yes	-	
Weight Capacity	12,500 SW or 30,000 DW	35,000 SW / 50,000 DW	Yes	-	
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	
Ramp Area	7,000 SY (10 spaces)	100,000+ SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	1,500 sqft	1,200 sqft	No	Increase Terminal Size by 300 sqft	\$195,000
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Not an Objective	Yes	Not an Objective	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Not an Objective	Yes	Not an Objective	-	
Public Waiting Area	Not an Objective	Yes	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas	No	Add Jet A	\$550,000
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	Not an Objective	6 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 35	*
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	525 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Frederick/Tillman - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
<b>System Plan Project Cost Subtotal:</b>					<b>\$935,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
Acquire Land For Approaches	Prepare environmental assessment for land acquisition and acquire land	1 - 5	\$190,000
<b>APRON</b>			
	No Projects Reported		
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
	No Projects Reported		
<b>EQUIPMENT</b>			
	No Projects Reported		
<b>FUEL</b>			
	No Projects Reported		
<b>HANGARS</b>			
Construct Hangar Building	Construct 8 Unit T-Hangar	6 - 10	\$400,000
Construct Hangar Building	Construct 8 Unit T-Hangar	11 - 20	\$450,000
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
Install Taxiway Lights	Install Taxiway Lights on Parallel Taxiway	11 - 20	\$375,000
Rehabilitate Runway Lighting		1 - 5	\$400,000
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Apron	Crack and Joint Seal	6 - 10	\$150,000
Rehabilitate Apron	Crack and Joint Seal	11 - 20	\$150,000
Rehabilitate Runway		1 - 5	\$500,000
Rehabilitate Runway		1 - 5	\$350,000
Rehabilitate Runway	Crack Seal and Seal Coat	6 - 10	\$250,000
Rehabilitate Runway	Crack Seal and Seal Coat	11 - 20	\$300,000
Rehabilitate Taxiway	Crack Seal and Seal Coat	6 - 10	\$175,000
Rehabilitate Taxiway	Crack Seal and Seal Coat	11 - 20	\$200,000
Rehabilitate Runway	Overlay	11 - 20	\$2,500,000
<b>PLANS &amp; STUDIES</b>			
	No Projects Reported		
<b>RUNWAYS</b>			
	No Projects Reported		
<b>SAFETY &amp; SECURITY</b>			
	No Projects Reported		
<b>TAXIWAYS</b>			
	No Projects Reported		
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
	No Projects Reported		
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
	No Projects Reported		
<b>COMPLIANCE WITH STANDARDS</b>			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$6,390,000</b>
<b>All Project Costs Total:</b>	<b>\$7,325,000</b>

Airport Role: General (Low Activity)		AIRPORT NAME: GAGE		ASSOCIATED COMMUNITY: GAGE	LOCID: GAG
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-I	B-II	Yes	-	
Primary Runway Length	4,000 ft	5,033 ft	Yes	-	
Primary Runway Width	75 ft	75 ft	Yes	-	
Taxiway Type	Turnaround both RWY ends	Turnaround One RWY End	No	Provide Turnaround on one RWY End	\$630,000
Runway Lighting	MIRL	Non-Standard	No	Install MIRL	\$500,000
Taxiway Lighting	Not an Objective	Non-Standard Lighting	Not an Objective	-	
Approach Type	Non-Precision	Visual	No	Establish Published Approach	\$150,000
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	No	No	Add Segmented Circle	\$25,000
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI both RW ends	Neither End	No	Install 2 Box PAPI on both RWY Ends	\$150,000
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs one One RWY End	\$50,000
Weather Reporting	Not an Objective	ASOS	Not an Objective	-	
Primary RWY PCI	70	80	Yes	-	
Weight Capacity	12,500 SW or 30,000 DW	4,000 SW	No	Increase Weight Bearing Capacity	\$6,794,550
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	
Ramp Area	3,500 SY (5 spaces)	7,500 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	750 sqft	400 sqft	No	Increase Terminal Size by 350 sqft	\$1,000,000
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Yes	No	No	Add Pilot's Lounge	\$80,000
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas	No Fuel	No	Add AvGas	\$750,000
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Yes	No	No	Establish Mode of Ground Transportation	*
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17	*
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Gage - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
<b>System Plan Project Cost Subtotal:</b>					<b>\$10,220,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
Construct Hangars	Construct Hangars	11 - 20	\$3,000,000
LIGHTING, NAVAIDS, & SIGNAGE			
	No Projects Reported		
PAVEMENT MAINTENANCE			
Rehabilitate Apron		6 - 10	\$296,842
Rehabilitate Apron		6 - 10	\$695,393
Rehabilitate Taxiway		6 - 10	\$526,316
Rehabilitate Taxiway	Crack and joint seal and seal coat taxiway and apron pavement	11 - 20	\$205,000
Rehabilitate Runway 17-35	Overlay Runway	11 - 20	\$1,000,000
PLANS & STUDIES			
	No Projects Reported		
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
	No Projects Reported		
TAXIWAYS			
Construct Taxiway	Construct taxilanes for hangar development	11 - 20	\$1,105,000
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

NPIAS Project Subtotal:	\$6,829,000
All Project Costs Total:	\$17,049,000

Airport Role: General (High Activity)		AIRPORT NAME: HEFNER-EASLEY		ASSOCIATED COMMUNITY: WAGONER	LOCID: H68
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-1	B-1 small	No	Meet B-1 ARC Standards	*
Primary Runway Length	4,000 ft	3,401 ft	No	Lengthen Runway 599 ft	\$2,396,000
Primary Runway Width	75 ft	60 ft	No	Widen Runway 15 ft	\$1,530,450
Taxiway Type	Partial Parallel & Turnaround	Partial Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	None	No	Install MITL	\$475,000
Approach Type	Non-Precision	LNAV	Yes	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI both RWY ends	Both Ends 2 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs both RWY Ends**	\$125,000
Weather Reporting	AWOS or ASOS	None	No	Install AWOS or ASOS	\$170,000
Primary RWY PCI	70	61	No	Improve Pavement Condition Index	*
Weight Capacity	12,500 SW or 30,000 DW	12,500 SW	Yes	-	
Covered Storage	100% of Forecasted Based AC	83%	No	7 spaces	\$1,645,000
Ramp Area	7,000 SY (10 spaces)	1,800 SY	No	Increase Ramp Size by 5,200 SY	\$1,404,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	1,500 sqft	No Terminal	No	Build Terminal of at least 1,500 sqft	\$500,000
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Yes	No	No	Add Pilot's Lounge	\$80,000
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	No Fuel	No	Add AvGas & Jet A	\$1,000,000
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	Major/ Full Service Maintenance	Not an Objective	-	
Ground Transportation	Yes	No	No	Establish Mode of Ground Transportation	*
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 36	\$85,000
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	200 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Wagoner/Wagoner - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 18 / 36	No	Address Obstruction on RWY Ends 18 / 36	\$50,000
<b>System Plan Project Cost Subtotal:</b>					<b>\$9,550,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
East Side Terminal Apron Construction	East Side Terminal Apron Construction	6 - 10	\$2,000,000
AUTO PARKING & GROUND ACCESS			
Construct Access Road	Access Road (West Perimeter Road)	1 - 5	\$542,000
Construct Access Road	Construct Access Road	6 - 10	\$500,000
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
No Projects Reported			
LIGHTING, NAVAIDS, & SIGNAGE			
Rehabilitate Runway Lighting	Rehabilitate RW Lights	11 - 20	\$375,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	East side Apron Rehabilitation (60 x 260)	1 - 5	\$45,000
Rehabilitate Apron	Rehabilitate East Apron	11 - 20	\$45,000
Rehabilitate Taxiway	Rehabilitate Parallel Taxiway System (Crack Seal and Seal Coat)	1 - 5	\$190,000
Rehabilitate Taxiway	Rehabilitate Taxiway	6 - 10	\$125,000
Rehabilitate Taxiway	Rehabilitate west TW (2" Overlay)	11 - 20	\$250,000
Rehabilitate Runway	Rehabilitate Runway 18/36 Crack Seal & Seal Coat	6 - 10	\$320,000
Rehabilitate Runway	2 inches Overlay full Runway	6 - 10	\$700,000
PLANS & STUDIES			
Conduct Airport Master Plan Study	Conduct Airport Master Plan & 18B Survey for WAAS approaches	6 - 10	\$130,000
RUNWAYS			
No Projects Reported			
SAFETY & SECURITY			
Install Perimeter Fencing		6 - 10	\$442,000
TAXIWAYS			
Construct Taxiway	Construct Taxiway Bravo	11 - 20	\$500,000
Extend Taxiway	Extend TW at North End	11 - 20	\$730,000
TERMINALS & OTHER BUILDINGS			
No Projects Reported			
UTILITIES, DRAINAGE, & OTHER/MISC.			
No Projects Reported			
COMPLIANCE WITH STANDARDS			
No Projects Reported			

<b>NPIAS Project Subtotal:</b>	<b>\$6,894,000</b>
<b>All Project Costs Total:</b>	<b>\$16,444,000</b>

Airport Role: General (High Activity)		AIRPORT NAME: HINTON MUNICIPAL		ASSOCIATED COMMUNITY: HINTON	LOCID: 208
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-1	B-1 Small	No	Meet B-1 ARC Standards	*
Primary Runway Length	4,000 ft	4,001 ft	Yes	-	
Primary Runway Width	75 ft	60 ft	No	Widen Runway 15 ft	\$1,800,450
Taxiway Type	Partial Parallel & Turnaround	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	None	No	Install MITL	\$610,000
Approach Type	Non-Precision	LNAV/VNAV	Yes	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI both RWY ends	Both Ends 2 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs on RWY 17 / 35**	\$75,000
Weather Reporting	AWOS or ASOS	None	No	Install AWOS or ASOS	\$90,000
Primary RWY PCI	70	76	Yes	-	
Weight Capacity	12,500 SW or 30,000 DW	12,500 SW	Yes	-	
Covered Storage	100% of Forecasted Based AC	83%	No	Construct Hangars**	\$1,200,000
Ramp Area	7,000 SY (10 spaces)	7,000 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	1,500 sqft	2,500 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Yes	No	No	Add Pilot's Lounge	\$80,000
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas	No	Add Jet A	\$550,000
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	Yes	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	Not an Objective	No Data	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	\$315,789
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	225 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Hinton/Caddo - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
<b>System Plan Project Cost Subtotal:</b>					<b>\$4,811,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
Construct Access Road to New Hangars	Construct Access Road to New Hangars	1 - 5	\$120,000
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
	No Projects Reported		
LIGHTING, NAVAIDS, & SIGNAGE			
	No Projects Reported		
PAVEMENT MAINTENANCE			
Overlay RW 17-35	Overlay RW 17-35	1 - 5	\$750,000
Rehabilitate Apron	Rehabilitate Apron	11 - 20	\$350,000
Rehabilitate Aprons and Taxiways	Crack Seal, Seal Coat, Joint Seal	6 - 10	\$220,000
Rehabilitate Taxiway	Rehabilitate Taxiway	11 - 20	\$200,000
Rehabilitate Terminal	Rehabilitate Terminal	11 - 20	\$150,000
Rehabilitate Runway	Rehabilitate Runway	11 - 20	\$625,000
PLANS & STUDIES			
Update Master Plan	Update Master Plan	6 - 10	\$150,000
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
	No Projects Reported		
TAXIWAYS			
Install Taxilanes to New Hangars	Install Taxilanes to New Hangars	6 - 10	\$450,000
Install Taxilanes to New Hangars	Install Taxilanes to New Hangars	11 - 20	\$450,000
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
Improve Drainage	Washout Areas, Northwest Property	1 - 5	\$90,000
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

NPIAS Project Subtotal:	\$3,555,000
All Project Costs Total:	\$8,366,000



Airport Role: General (Low Activity)		AIRPORT NAME: HOLLIS MUNICIPAL		ASSOCIATED COMMUNITY: HOLLIS	LOCID: O35
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-I	B-I Small	No	Meet B-I ARC Standards	*
Primary Runway Length	4,000 ft	3,000 ft	No	Lengthen Runway 1,000 ft	\$1,000,000
Primary Runway Width	75 ft	60 ft	No	Widen Runway 15 ft	\$500,000
Taxiway Type	Turnaround both RWY ends	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	Not an Objective	MITL	Not an Objective	-	
Approach Type	Non-Precision	LNAV	Yes	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI both RW ends	Neither End	No	Install 2 Box PAPI on both RWY Ends	\$180,000
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs one One RWY End	\$50,000
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	75	Yes	-	
Weight Capacity	12,500 SW or 30,000 DW	4,000 SW	No	Increase Weight Bearing Capacity	\$3,240,000
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	
Ramp Area	3,500 SY (5 spaces)	3,500 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	750 sqft	1,100 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Yes	No	No	Add Pilot's Lounge	\$80,000
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas	AvGas	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Yes	No	No	Establish Mode of Ground Transportation	*
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 18	*
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Hollis - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 18	No	Address Obstruction on RWY End 18	*
<b>System Plan Project Cost Subtotal:</b>					<b>\$5,140,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
Construct Apron	Extend Apron and New Taxilane	11 - 20	\$1,548,000
AUTO PARKING & GROUND ACCESS			
Rehabilitate Access Road	1000 x 28 with 2 inch overlay	6 - 10	\$80,800
EQUIPMENT			
No Projects Reported			
FUEL			
Improve Fuel Farm	Rehabilitate Fuel Farm	11 - 20	\$355,700
HANGARS			
Improve Building	Construct 3- 30x50 Hangars	6 - 10	\$311,500
LIGHTING, NAVAIDS, & SIGNAGE			
Install Miscellaneous NAVAIDS	Relocate Beacon	1 - 5	\$107,600
Install Miscellaneous NAVAIDS	Install Windsock Lighting	1 - 5	\$31,500
Install Taxiway Lighting	Install Taxiway Edge Lights	6 - 10	\$720,000
Rehabilitate runway lighting & electrical vault	Rehab Electrical Vault and airfield lights and signs	11 - 20	\$165,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Reconstruct Apron and Taxiway Pavements	1 - 5	\$844,000
Rehabilitate Apron	Joint and Spall Repair	6 - 10	\$210,200
Rehabilitate Taxiways	Joint and Spall Repair	6 - 10	\$371,800
Rehabilitate Runway	Overlay with asphalt and mark RW & connecting taxiway	1 - 5	\$875,000
Rehabilitate Runway	Crack seal, seal coat RW, TW & apron	6 - 10	\$100,000
Rehabilitate Runway	Seal Coat	11 - 20	\$390,000
PLANS & STUDIES			
No Projects Reported			
RUNWAYS			
No Projects Reported			
SAFETY & SECURITY			
Install Perimeter Fencing	Perimeter fence with access gates	6 - 10	\$487,100
Install Perimeter Fencing		6 - 10	\$780,000
TAXIWAYS			
Construct Taxiway	Hangar Access TW	6 - 10	\$354,700
Construct Taxiway	Construct New Taxilanes	11 - 20	\$878,000
TERMINALS & OTHER BUILDINGS			
No Projects Reported			
UTILITIES, DRAINAGE, & OTHER/MISC.			
Improve Airport Drainage	-	6 - 10	\$350,000
COMPLIANCE WITH STANDARDS			
Improve Runway Safety Area	Grading off each end of RW	6 - 10	\$100,000

NPIAS Project Subtotal:	\$9,061,000
All Project Costs Total:	\$14,201,000

Airport Role: General (Low Activity)		AIRPORT NAME: HOOKER MUNICIPAL		ASSOCIATED COMMUNITY: HOOKER	LOCID: O45
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-I	B-I Small	No	Meet B-I ARC Standards	*
Primary Runway Length	4,000 ft	3,312 ft	No	Lengthen Runway 688 ft	\$2,752,000
Primary Runway Width	75 ft	60 ft	No	Widen Runway 15 ft	\$1,490,400
Taxiway Type	Turnaround both RWY ends	Turnaround both RWY Ends	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	Not an Objective	None	Not an Objective	-	
Approach Type	Non-Precision	Visual	No	Establish Published Approach	\$150,000
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI both RW ends	Both Ends 2 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs one One RWY End	\$50,000
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	70	Yes	-	
Weight Capacity	12,500 SW or 30,000 DW	12,500 SW	Yes	-	
Covered Storage	100% of Forecasted Based AC	91%	No	1 space	\$95,000
Ramp Area	3,500 SY (5 spaces)	5,000 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	750 sqft	1,300 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Yes	No	No	Add Pilot's Lounge	\$80,000
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas	AvGas	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Yes	No	No	Establish Mode of Ground Transportation	*
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17	*
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Hooker/Texas - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 35	No	Address Obstruction on RWY End 35	\$250,000
<b>System Plan Project Cost Subtotal:</b>					<b>\$4,867,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
Construct Hangar Building	Construct 15 Unit T-Hangar and Aprons	11 - 20	\$1,405,000
LIGHTING, NAVAIDS, & SIGNAGE			
Install Runway Vertical/Visual Guidance System		1 - 5	\$125,000
Rehabilitate Runway Lights	Rehabilitate Runway Lights	1 - 5	\$350,000
PAVEMENT MAINTENANCE			
Reconstruct Apron	Rehabilitate East Side of T-Hangar Apron	1 - 5	\$400,000
Rehabilitate Apron	Crack/Joint Seal Terminal Apron	6 - 10	\$100,000
Rehabilitate Apron	Crack/Joint Seal and Patch Terminal Apron	11 - 20	\$200,000
Rehabilitate Taxiway	Crack Seal and Seal Coat	11 - 20	\$250,000
Rehabilitate Runway	Overlay Runway 17/35	6 - 10	\$600,000
Rehabilitate Runway	Crack Seal and Seal Coat	11 - 20	\$200,000
PLANS & STUDIES			
	No Projects Reported		
RUNWAYS			
Extend Runway	Extend, mark and light runway to 4,000 x 60 (approx. 700 extension)	1 - 5	\$800,000
SAFETY & SECURITY			
Install Perimeter Fencing	Install airport perimeter and hangar area fence and gates	1 - 5	\$250,000
TAXIWAYS			
Construct Taxiway	Construct Parallel Taxiway	6 - 10	\$1,000,000
TERMINALS & OTHER BUILDINGS			
Rehabilitate Terminal Buiding		6 - 10	\$200,000
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

NPIAS Project Subtotal:	\$5,880,000
All Project Costs Total:	\$10,747,000

Airport Role: General (High Activity)		AIRPORT NAME: JONES MEMORIAL		ASSOCIATED COMMUNITY: BRISTOW	LOCID: 3F7
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-I	B-II	Yes	-	
Primary Runway Length	4,000 ft	4,001 ft	Yes	-	
Primary Runway Width	75 ft	75 ft	Yes	-	
Taxiway Type	Partial Parallel & Turnaround	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	None	No	Install MITL	\$450,000
Approach Type	Non-Precision	LPV	Yes	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	No	No	Add Segmented Circle	\$25,000
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI both RWY ends	Neither End	No	Install 4-Box PAPI on both RWY ends**	\$200,000
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs one One RWY End	\$50,000
Weather Reporting	AWOS or ASOS	None	No	Install AWOS or ASOS	\$175,000
Primary RWY PCI	70	100	Yes	-	
Weight Capacity	12,500 SW or 30,000 DW	15,000 SW	Yes	-	
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	
Ramp Area	7,000 SY (10 spaces)	9,100 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	1,500 sqft	2,800 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Yes	No	No	Establish Mode of Ground Transportation	*
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	240 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Bristow/Creek - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 36	No	Address Obstruction on RWY End 36	*
<b>System Plan Project Cost Subtotal:</b>					<b>\$990,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
Relocate Rotating Beacon	New Rotating Beacon and Tower	1 - 5	\$75,000
<b>APRON</b>			
Expand Apron	Construct Terminal Parking Apron at New Terminal Building	1 - 5	\$500,000
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
Construct Access Road	Construct Access Road to East side development	11 - 20	\$1,000,000
<b>EQUIPMENT</b>			
	No Projects Reported		
<b>FUEL</b>			
	No Projects Reported		
<b>HANGARS</b>			
Construct Building	Design and construction of new T-hangars.	1 - 5	\$750,000
Construct Building	Construct 3 Box Hangars	1 - 5	\$700,000
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
	No Projects Reported		
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Apron	Rehabilitate South Ramp	1 - 5	\$300,000
Rehabilitate Runway	Crack seal and seal coat	6 - 10	\$250,000
Rehabilitate Taxiway	Crack seal and seal coat	6 - 10	\$175,000
<b>PLANS &amp; STUDIES</b>			
	No Projects Reported		
<b>RUNWAYS</b>			
	No Projects Reported		
<b>SAFETY &amp; SECURITY</b>			
Install Perimeter Fencing (non-Part 107)	Install Perimeter Fencing and Gates	1 - 5	\$250,000
<b>TAXIWAYS</b>			
Construct Taxilanes	Expansion of facility area on the East side of the runway	11 - 20	\$1,500,000
Construct Taxiway	Convert/Rehab old Rwy to parallel taxiway.	1 - 5	\$2,750,000
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
	No Projects Reported		
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
	No Projects Reported		
<b>COMPLIANCE WITH STANDARDS</b>			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$8,250,000</b>
<b>All Project Costs Total:</b>	<b>\$9,240,000</b>

Airport Role: General (High Activity)		AIRPORT NAME: KINGFISHER		ASSOCIATED COMMUNITY: KINGFISHER	LOCID: F92
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-1	A-1 Small	No	Meet B-1 ARC Standards	*
Primary Runway Length	4,000 ft	2,800 ft	No	Lengthen Runway 1,200 ft	\$4,800,000
Primary Runway Width	75 ft	60 ft	No	Widen Runway 15 ft	\$1,260,000
Taxiway Type	Partial Parallel & Turnaround	Turnaround One RWY End	No	Provide Partial Parallel Taxiway	\$1,200,000
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	None	No	Install MITL	\$180,000
Approach Type	Non-Precision	Visual	No	Establish Published Approach	\$150,000
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	No	No	Add Rotating Beacon	\$40,000
Segmented Circle	Yes	No	No	Add Segmented Circle	\$25,000
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI both RWY ends	Neither End	No	Install 2 Box PAPI on both RWY Ends	\$150,000
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs one One RWY End	\$50,000
Weather Reporting	AWOS or ASOS	None	No	Install AWOS or ASOS	\$170,000
Primary RWY PCI	70	99	Yes	-	
Weight Capacity	12,500 SW or 30,000 DW	12,500 SW	Yes	-	
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	
Ramp Area	7,000 SY (10 spaces)	3,000 SY	No	Increase Ramp Size by 4,000 SY	\$1,080,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	1,500 sqft	670 sqft	No	Increase Terminal Size by 830 sqft	\$539,500
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas	No	Add Jet A	\$550,000
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 36	*
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Kingfisher - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 18	No	Address Obstruction on RWY End 18	*
<b>System Plan Project Cost Subtotal:</b>					<b>\$10,195,000</b>

\*Costs are provided only if available from airport identified project list

Airport Role: General (High Activity)		AIRPORT NAME: MADILL MUNICIPAL		ASSOCIATED COMMUNITY: MADILL	LOCID: 1F4	
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST	
<b>AIRSIDE FACILITIES</b>						
Airport Reference Code	B-1	B-1 Small	No	Meet B-1 ARC Standards	*	
Primary Runway Length	4,000 ft	3,005 ft	No	Lengthen Runway 995 ft	\$3,980,000	
Primary Runway Width	75 ft	60 ft	No	Widen Runway 15 ft	\$1,352,250	
Taxiway Type	Partial Parallel & Turnaround	No Turnarounds	No	Construct Parallel TWY**	\$600,000	
Runway Lighting	MIRL	MIRL	Yes	-		
Taxiway Lighting	MITL	None	No	Install MITL	\$150,000	
Approach Type	Non-Precision	LNAV	Yes	-		
Approach Lighting System	Not an Objective	None	Not an Objective	-		
Rotating Beacon	Yes	Yes	Yes	-		
Segmented Circle	Yes	Yes	Yes	-		
Wind Cone	Yes	Yes	Yes	-		
Visual Guidance Slope Indicator	2 box PAPI both RWY ends	Neither End	No	Install 2 Box PAPI on both RWY Ends	\$80,000	
Runway End Identifier Lights	On RWY end with Approach	Both Ends REILs	Yes	-		
Weather Reporting	AWOS or ASOS	None	No	Install AWOS or ASOS	\$170,000	
Primary RWY PCI	70	100	Yes	-		
Weight Capacity	12,500 SW or 30,000 DW	8,000 SW	No	Increase Weight Bearing Capacity	\$3,245,400	
Covered Storage	100% of Forecasted Based AC	100%	Yes	-		
Ramp Area	7,000 SY (10 spaces)	2,000 SY	No	Increase Ramp Size by 5,000 SY	\$450,000	
<b>GENERAL AVIATION FACILITIES</b>						
Terminal Building	1,500 sqft	4,500 sqft	Yes	-		
Restroom (24/7 or key code)	Yes	Yes	Yes	-		
Conference Area	Not an Objective	No	Not an Objective	-		
Pilot's Lounge	Yes	Yes	Yes	-		
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-		
Public Waiting Area	Not an Objective	Yes	Not an Objective	-		
<b>SERVICES</b>						
Fuel	AvGas and Jet A	No Fuel	No	Add AvGas & Jet A	\$840,000	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-		
Fixed-Base Operator	Not an Objective	No	Not an Objective	-		
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-		
Ground Transportation	Yes	Yes	Yes	-		
Overnight Aircraft Storage	Not an Objective	No Data	Not an Objective	-		
GPU	Not an Objective	No	Not an Objective	-		
LAV Service Cart	Not an Objective	No	Not an Objective	-		
<b>COMPLIANCE WITH FAA GUIDANCE</b>						
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-		
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-		
Runway/Taxiway Separation	150 ft	N/A	-	-		
Height Zoning	Jurisdiction with Height Zoning Ordinance	Madill/Marshall - Yes	Yes	-		
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 18 / 36	No	Address Obstruction on RWY Ends 18 / 36	\$213,000	
<b>*Costs are provided only if available from airport identified project list</b>					<b>System Plan Project Cost Subtotal:</b>	<b>\$11,081,000</b>



Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
Acquire Land For Approaches	Acquire land for NP RPZ s	11-20	\$136,000
Acquire Land for Development	Acquire land for new runway	1 - 5	\$400,000
<b>APRON</b>			
	No Projects Reported		
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
	No Projects Reported		
<b>EQUIPMENT</b>			
	No Projects Reported		
<b>FUEL</b>			
Improve Fuel Farm	Relocate fuel farm	11-20	\$82,000
<b>HANGARS</b>			
	No Projects Reported		
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
Install Miscellaneous NAVAIDS	Relocate rotating beacon, segmented circle & wind-sock	6-10	\$15,000
<b>PAVEMENT MAINTENANCE</b>			
	No Projects Reported		
<b>PLANS &amp; STUDIES</b>			
Conduct Environmental Study	Prepare EA for new RW	1 - 5	\$200,000
<b>RUNWAYS</b>			
Construct Runway	Construct new RW (4,200 x 75 ), 12,500#. Plan is to turn existing RW into parallel TW and construct a new RW outboard.	1 - 5	\$4,000,000
<b>SAFETY &amp; SECURITY</b>			
	No Projects Reported		
<b>TAXIWAYS</b>			
	No Projects Reported		
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
	No Projects Reported		
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
	No Projects Reported		
<b>COMPLIANCE WITH STANDARDS</b>			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$4,833,000</b>
<b>All Project Costs Total:</b>	<b>\$15,914,000</b>

Airport Role: General (Low Activity)		AIRPORT NAME: PRAGUE MUNICIPAL		ASSOCIATED COMMUNITY: PRAGUE	LOCID: O47
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-I	A-I Small	No	Meet B-I ARC Standards	*
Primary Runway Length	4,000 ft	3,600 ft	No	Extend RWY South 1,243 ft**	\$418,900
Primary Runway Width	75 ft	60 ft	No	Widen Runway 15 ft	\$600,000
Taxiway Type	Turnaround both RWY ends	Turnaround One RWY End	No	Construct Parallel TWY**	\$514,587
Runway Lighting	MIRL	MIRL	Yes	-	-
Taxiway Lighting	Not an Objective	None	Not an Objective	-	-
Approach Type	Non-Precision	LNAV	Yes	-	-
Approach Lighting System	Not an Objective	None	Not an Objective	-	-
Rotating Beacon	Yes	Yes	Yes	-	-
Segmented Circle	Yes	Yes	Yes	-	-
Wind Cone	Yes	Yes	Yes	-	-
Visual Guidance Slope Indicator	2 box PAPI both RW ends	Both Ends 2 Box PAPI	Yes	-	-
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs one One RWY End	\$50,000
Weather Reporting	Not an Objective	None	Not an Objective	-	-
Primary RWY PCI	70	73	Yes	-	-
Weight Capacity	12,500 SW or 30,000 DW	4,000 SW	No	Increase Weight Bearing Capacity	\$3,888,000
Covered Storage	100% of Forecasted Based AC	84%	No	3 spaces	\$705,000
Ramp Area	3,500 SY (5 spaces)	7,900 SY	Yes	-	-
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	750 sqft	4,000 sqft	Yes	-	-
Restroom (24/7 or key code)	Yes	Yes	Yes	-	-
Conference Area	Not an Objective	No	Not an Objective	-	-
Pilot's Lounge	Yes	Yes	Yes	-	-
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	-
Public Waiting Area	Not an Objective	No	Not an Objective	-	-
<b>SERVICES</b>					
Fuel	AvGas	AvGas	Yes	-	-
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	-
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	-
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	-
Ground Transportation	Yes	Yes	Yes	-	-
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	-
GPU	Not an Objective	No	Not an Objective	-	-
LAV Service Cart	Not an Objective	No	Not an Objective	-	-
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	*
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	-
Runway/Taxiway Separation	150 ft	N/A	-	-	-
Height Zoning	Jurisdiction with Height Zoning Ordinance	Prague/Lincoln - Yes	Yes	-	-
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 17 / 35	No	Address Obstruction on RWY Ends 17 / 35	*
<b>System Plan Project Cost Subtotal:</b>					<b>\$6,176,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
Expand Apron	Expand aircraft parking apron.	1 - 5	\$350,000
AUTO PARKING & GROUND ACCESS			
Construct Access Road	Construct South Access Road	1 - 5	\$300,000
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
Construct Building	Construct 3 50'x50' Hangars	6 - 10	\$450,000
LIGHTING, NAVAIDS, & SIGNAGE			
Rehabilitate Runway Lights	Install New LED fixtures and replace circuit.	1 - 5	\$450,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Reconstruct Terminal Apron	1 - 5	\$414,875
Rehabilitate Runway	Crack Repair and Seal Coat	1 - 5	\$200,000
PLANS & STUDIES			
	No Projects Reported		
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
	No Projects Reported		
TAXIWAYS			
Construct Taxiway	Correct non-standard condition by extending Taxiway width from 30 feet to 35 feet	6 - 10	\$500,000
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

NPIAS Project Subtotal:	\$2,665,000
All Project Costs Total:	\$8,841,000

Airport Role: General (Low Activity)		AIRPORT NAME: PURCELL MUNICIPAL		ASSOCIATED COMMUNITY: PURCELL	LOCID: 303	
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST	
<b>AIRSIDE FACILITIES</b>						
Airport Reference Code	B-I	B-I Small	No	Meet B-I ARC Standards	*	
Primary Runway Length	4,000 ft	3,003 ft	No	Lengthen Runway 997 ft	\$3,988,000	
Primary Runway Width	75 ft	60 ft	No	Widen Runway 15 ft	\$1,351,350	
Taxiway Type	Turnaround both RWY ends	Turnaround One RWY End	No	Construct Partial Parallel TWY**	\$894,737	
Runway Lighting	MIRL	MIRL	Yes	-	-	
Taxiway Lighting	Not an Objective	None	Not an Objective	-	-	
Approach Type	Non-Precision	Visual	No	Establish Published Approach	\$150,000	
Approach Lighting System	Not an Objective	None	Not an Objective	-	-	
Rotating Beacon	Yes	Yes	Yes	-	-	
Segmented Circle	Yes	Yes	Yes	-	-	
Wind Cone	Yes	Yes	Yes	-	-	
Visual Guidance Slope Indicator	2 box PAPI both RW ends	Neither End	No	Install 2 Box PAPI on both RWY Ends	\$100,000	
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs one One RWY End	\$100,000	
Weather Reporting	Not an Objective	None	Not an Objective	-	-	
Primary RWY PCI	70	66	Yes	-	-	
Weight Capacity	12,500 SW or 30,000 DW	9,500 SW	No	Increase Weight Bearing Capacity	\$3,243,240	
Covered Storage	100% of Forecasted Based AC	83%	No	2 spaces	\$120,000	
Ramp Area	3,500 SY (5 spaces)	4,800 SY	Yes	-	-	
<b>GENERAL AVIATION FACILITIES</b>						
Terminal Building	750 sqft	No Terminal	No	Build Terminal of at least 750 sqft	\$487,500	
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000	
Conference Area	Not an Objective	No	Not an Objective	-	-	
Pilot's Lounge	Yes	No	No	Add Pilot's Lounge	\$80,000	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	-	
<b>SERVICES</b>						
Fuel	AvGas	AvGas	Yes	-	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	-	
Ground Transportation	Yes	No	No	Establish Mode of Ground Transportation	*	
Overnight Aircraft Storage	Not an Objective	No Data	Not an Objective	-	-	
GPU	Not an Objective	No	Not an Objective	-	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>						
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	-	
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	-	
Runway/Taxiway Separation	150 ft	N/A	-	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Purcell/McClain - Yes	Yes	-	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	-	
<b>*Costs are provided only if available from airport identified project list</b>					<b>System Plan Project Cost Subtotal:</b>	<b>\$10,605,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
Construct Apron	Construct Earthwork and Paving for 10 Unit T-Hangar	6 - 10	\$1,000,000
Construct Apron - Phase II	Paving	1 - 5	\$200,000
Construct Apron - Phase III	Additional Earthwork on west side	1 - 5	\$250,000
AUTO PARKING & GROUND ACCESS			
Construct Access Road	Construct New Entrance Road to West side hangar development	1 - 5	\$350,000
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
Construct Hangar Buildings	Construct 5 60'x60' Individual Hangars - west side	1 - 5	\$1,000,000
Construct Hangar Buildings	Construct 8 Unit T-Hangar	6 - 10	\$480,000
LIGHTING, NAVAIDS, & SIGNAGE			
Install Airfield Guidance Signs	Install guidance signs.	1 - 5	\$52,632
Rehabilitate Runway Lights		1 - 5	\$250,000
PAVEMENT MAINTENANCE			
Strengthen Runway	Provide increased strength for heavier aircraft	11 - 20	\$1,528,000
Rehabilitate Runway	Overlay Runway	1 - 5	\$400,000
Rehabilitate Runway	Seal RWY.	11 - 20	\$281,481
PLANS & STUDIES			
No Projects Reported			
RUNWAYS			
No Projects Reported			
SAFETY & SECURITY			
No Projects Reported			
TAXIWAYS			
No Projects Reported			
TERMINALS & OTHER BUILDINGS			
No Projects Reported			
UTILITIES, DRAINAGE, & OTHER/MISC.			
No Projects Reported			
COMPLIANCE WITH STANDARDS			
No Projects Reported			

NPIAS Project Subtotal:	\$5,792,000
All Project Costs Total:	\$16,397,000

Airport Role: General (Low Activity)		AIRPORT NAME: SAYRE MUNICIPAL		ASSOCIATED COMMUNITY: SAYRE	LOCID: 304
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-I	B-II	Yes	-	
Primary Runway Length	4,000 ft	4,276 ft	Yes	-	
Primary Runway Width	75 ft	130 ft	Yes	-	
Taxiway Type	Turnaround both RWY ends	No Turnarounds	No	Construct Parallel TWY**	\$503,684
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	Not an Objective	None	Not an Objective	-	
Approach Type	Non-Precision	Visual	No	Establish Published Approach	\$150,000
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI both RW ends	Both Ends 2 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs one One RWY End	\$50,000
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	97	Yes	-	
Weight Capacity	12,500 SW or 30,000 DW	30,000 SW	Yes	-	
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	
Ramp Area	3,500 SY (5 spaces)	4,000 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	750 sqft	No Terminal	No	Build Terminal of at least 750 sqft	\$330,000
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Yes	No	No	Add Pilot's Lounge	\$80,000
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas	AvGas	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	\$100,000
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance	*
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
<b>*Costs are provided only if available from airport identified project list</b>					
<b>System Plan Project Cost Subtotal:</b>					<b>\$1,214,000</b>

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
Construct Hangar Building	Relocate County Roads beyond RPZ	6-10	\$810,735
Construct Hangar Building	Construct New Hangars	11-20	\$810,735
Construct Hangar Building	Construct New Hangars	1 - 5	\$810,735
LIGHTING, NAVAIDS, & SIGNAGE			
	No Projects Reported		
PAVEMENT MAINTENANCE			
Reconstruct North Apron	Crack and Slurry Seal Both North and South Aprons	1 - 5	\$455,170
Reconstruct Taxiways	Crack and Slurry Seal Both North and South Aprons	1 - 5	\$575,000
Rehabilitate Runway		11-20	\$450,000
PLANS & STUDIES			
Conduct Miscellaneous Study	Implement HZO with Map	6-10	\$5,000
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
	No Projects Reported		
TAXIWAYS			
	No Projects Reported		
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
Remove Obstructions (county roads)	Relocate County Roads beyond RPZ	11-20	\$489,850

NPIAS Project Subtotal:	\$4,407,000
All Project Costs Total:	\$5,621,000

Airport Role: General (Low Activity)		AIRPORT NAME: SCOTT FIELD		ASSOCIATED COMMUNITY: MANGUM	LOCID: 2K4
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-I	B-I Small	No	Meet B-I ARC Standards	*
Primary Runway Length	4,000 ft	4,199 ft	Yes	-	
Primary Runway Width	75 ft	75 ft	Yes	-	
Taxiway Type	Turnaround both RWY ends	Partial Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	Not an Objective	None	Not an Objective	-	
Approach Type	Non-Precision	LPV	Yes	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI both RW ends	Neither End	No	Install 2 Box PAPI on both RWY Ends	\$42,222
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs one One RWY End	\$50,000
Weather Reporting	Not an Objective	None	Not an Objective	-	
Primary RWY PCI	70	41	Yes	-	
Weight Capacity	12,500 SW or 30,000 DW	12,500 SW	Yes	-	
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	
Ramp Area	3,500 SY (5 spaces)	4,500 SY	Yes	-	
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	750 sqft	12,000 sqft	Yes	-	
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Not an Objective	Yes	Not an Objective	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	Yes	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas	AvGas	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	Minor Maintenance	Not an Objective	-	
Ground Transportation	Yes	No	No	Establish Mode of Ground Transportation	*
Overnight Aircraft Storage	Not an Objective	No Data	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	240 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Mangum/Greer - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
				<b>*Costs are provided only if available from airport identified project list</b>	
				<b>System Plan Project Cost Subtotal:</b>	<b>\$92,000</b>



Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
APRON			
Expand Apron	Expand Aircraft Parking Apron	1 - 5	\$165,300
Expand Apron	Expand Aircraft Parking Apron	1 - 5	\$165,300
AUTO PARKING & GROUND ACCESS			
Construct Access Road	Construct road to T-hangar	1 - 5	\$145,835
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
Construct Building	Hangar construction	1 - 5	\$266,296
LIGHTING, NAVAIDS, & SIGNAGE			
Install Airport Beacons		1 - 5	\$33,333
Install Runway Vertical/Visual Guidance System	Due date: 01/15/2012 for installation due to TSS and 20:1 penetration mitigation for GPS approach.	1 - 5	\$40,000
Install Taxiway Lighting	Install taxiway lighting	1 - 5	\$196,091
PAVEMENT MAINTENANCE			
Rehabilitate Apron		11 - 20	\$22,222
Rehabilitate Taxiway		11 - 20	\$22,222
Rehabilitate Runway		11 - 20	\$130,256
PLANS & STUDIES			
	No Projects Reported		
RUNWAYS			
	No Projects Reported		
SAFETY & SECURITY			
	No Projects Reported		
TAXIWAYS			
	No Projects Reported		
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
Improve Airport Drainage		6 - 10	\$50,000
COMPLIANCE WITH STANDARDS			
Remove Obstructions	Remove obstruction to Runway 35 approach (Hill and Road)	6 - 10	\$268,000

<b>NPIAS Project Subtotal:</b>	<b>\$1,638,000</b>
<b>All Project Costs Total:</b>	<b>\$1,730,000</b>

Airport Role: General (High Activity)		AIRPORT NAME: SKIATOOK MUNICIPAL		ASSOCIATED COMMUNITY: SKIATOOK		LOCID: 2F6	
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST		
<b>AIRSIDE FACILITIES</b>							
Airport Reference Code	B-1	B-1 Small	No	Meet B-1 ARC Standards			*
Primary Runway Length	4,000 ft	3,000 ft	No	Lengthen Runway 1,000 ft		\$4,000,000	
Primary Runway Width	75 ft	60 ft	No	Widen Runway 15 ft		\$1,350,000	
Taxiway Type	Partial Parallel & Turnaround	Full Parallel	Yes	-			
Runway Lighting	MIRL	MIRL	Yes	-			
Taxiway Lighting	MITL	MITL	Yes	-			
Approach Type	Non-Precision	Visual	No	Establish Published Approach		\$150,000	
Approach Lighting System	Not an Objective	None	Not an Objective	-			
Rotating Beacon	Yes	Yes	Yes	-			
Segmented Circle	Yes	Yes	Yes	-			
Wind Cone	Yes	Yes	Yes	-			
Visual Guidance Slope Indicator	2 box PAPI both RWY ends	Both Ends 2 Box PAPI	Yes	-			
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs one One RWY End		\$50,000	
Weather Reporting	AWOS or ASOS	None	No	Install AWOS or ASOS		\$170,000	
Primary RWY PCI	70	100	Yes	-			
Weight Capacity	12,500 SW or 30,000 DW	4,000 SW	No	Increase Weight Bearing Capacity		\$3,240,000	
Covered Storage	100% of Forecasted Based AC	98%	No	-			
Ramp Area	7,000 SY (10 spaces)	4,500 SY	No	Increase Ramp Size by 2,500 SY		\$675,000	
<b>GENERAL AVIATION FACILITIES</b>							
Terminal Building	1,500 sqft	1,000 sqft	No	Increase Terminal Size by 500 sqft		\$150,000	
Restroom (24/7 or key code)	Yes	Yes	Yes	-			
Conference Area	Not an Objective	Yes	Not an Objective	-			
Pilot's Lounge	Yes	Yes	Yes	-			
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-			
Public Waiting Area	Not an Objective	Yes	Not an Objective	-			
<b>SERVICES</b>							
Fuel	AvGas and Jet A	AvGas	No	Add Jet A		\$550,000	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-			
Fixed-Base Operator	Not an Objective	No	Not an Objective	-			
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-			
Ground Transportation	Yes	No	No	Establish Mode of Ground Transportation			*
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-			
GPU	Not an Objective	No	Not an Objective	-			
LAV Service Cart	Not an Objective	No	Not an Objective	-			
<b>COMPLIANCE WITH FAA GUIDANCE</b>							
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-			
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	No	Clear Obstruction on RWY 36 end			*
Runway/Taxiway Separation	150 ft	240 ft	Yes	-			
Height Zoning	Jurisdiction with Height Zoning Ordinance	Skiatook - Yes	Yes	-			
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 36	No	Address Obstruction on RWY End 36			*
<b>System Plan Project Cost Subtotal:</b>						<b>\$10,335,000</b>	

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
	No Projects Reported		
<b>APRON</b>			
	No Projects Reported		
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
	No Projects Reported		
<b>EQUIPMENT</b>			
	No Projects Reported		
<b>FUEL</b>			
	No Projects Reported		
<b>HANGARS</b>			
Construct Hangar Building	12 Unit T-hangar	1 - 5	\$1,150,000
Construct Hangar Building	3 - 60'x60' Box Hangars	1 - 5	\$750,000
Construct Hangar Building		11 - 20	\$500,000
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
	No Projects Reported		
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Taxiway	rehabilitate T-Hangar TW	1 - 5	\$400,000
Rehabilitate Taxiway	Crack seal, seal coat parallel TW	1 - 5	\$390,000
Rehabilitate Taxiway	Parallel Taxiway	6 - 10	\$200,000
Rehabilitate Taxiway	Parallel Taxiway	11 - 20	\$350,000
Rehabilitate Runway		6 - 10	\$300,000
Rehabilitate Runway		11 - 20	\$350,000
<b>PLANS &amp; STUDIES</b>			
	No Projects Reported		
<b>RUNWAYS</b>			
	No Projects Reported		
<b>SAFETY &amp; SECURITY</b>			
	No Projects Reported		
<b>TAXIWAYS</b>			
Construct Taxiway	New taxilane for hangar development	1 - 5	\$400,000
Construct Taxiway	New taxilane for hangar development	11 - 20	\$300,000
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
	No Projects Reported		
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
	No Projects Reported		
<b>COMPLIANCE WITH STANDARDS</b>			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$5,090,000</b>
<b>All Project Costs Total:</b>	<b>\$15,425,000</b>

Airport Role: General (High Activity)		AIRPORT NAME: SOUTH GRAND LAKE REGIONAL		ASSOCIATED COMMUNITY: KETCHUM	LOCID: 1K8
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-I	B-II	Yes	-	
Primary Runway Length	4,000 ft	4,730 ft	Yes	-	
Primary Runway Width	75 ft	75 ft	Yes	-	
Taxiway Type	Partial Parallel & Turnaround	Turnaround both RWY Ends	No	Construct Parallel TWY**	\$6,000,000
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	None	No	Install MITL	\$1,000,000
Approach Type	Non-Precision	LPV	Yes	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	No	No	Add Rotating Beacon	\$40,000
Segmented Circle	Yes	No	No	Add Segmented Circle	\$25,000
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI both RWY ends	Both Ends 4 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs on RWY 18 / 36**	\$150,000
Weather Reporting	AWOS or ASOS	AWOS	Yes	-	\$325,000
Primary RWY PCI	70	96	Yes	-	
Weight Capacity	12,500 SW or 30,000 DW	30,000 SW / 60,000 DW	Yes	-	
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	
Ramp Area	7,000 SY (10 spaces)	3,800 SY	No	Expand Apron - Terminal Apron**	\$200,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	1,500 sqft	500 sqft	No	Construct New 2,500 sqft terminal building**	\$1,195,000
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Not an Objective	Yes	Not an Objective	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	Yes	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	Yes	Not an Objective	-	
Fixed-Base Operator	Not an Objective	Yes	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 18 / 36	\$438,158
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-	
Runway/Taxiway Separation	240 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Craig - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 18 / 36	No	Address Obstruction on RWY Ends 18 / 36	\$2,780,000
<b>*Costs are provided only if available from airport identified project list</b>					
<b>System Plan Project Cost Subtotal:</b>					<b>\$12,153,000</b>

Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
Acquire Land for Development	Acquire land east side of RWY 18/36 for design standards.	6 - 10	\$125,000
Acquire Land for Development	Acquire land west of the airport for future development	11 - 20	\$1,110,000
<b>APRON</b>			
	No Projects Reported		
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
Construct Access Road	Construct airport access road.	6 - 10	\$50,000
<b>EQUIPMENT</b>			
	No Projects Reported		
<b>FUEL</b>			
	No Projects Reported		
<b>HANGARS</b>			
Construct Hangar Building	Construct new hangars: 2-T-hangars & 15-box hangars	6 - 10	\$5,280,000
Construct Hangar Building	Construct new hangars: 2-T-hangars & 12-box hangars	11 - 20	\$4,405,000
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
Install Runway 18-36 Visual Guidance System (ODALS)	Install omnidirectional approach lighting system on 36 end of runway	6 - 10	\$215,000
Install Taxiway Lighting	Install lighted RWY hold signs	6 - 10	\$60,000
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Main Apron	Crack & joint seal and sealcoat asphalt portions of apron and joint seal, spall repair, and panel replacement on concrete portions	11 - 20	\$200,000
Rehabilitate Taxiway	Crack & joint seal and sealcoat taxilanes	1 - 5	\$120,000
Rehabilitate Taxiway	Crack & joint seal and sealcoat taxilanes	6 - 10	\$165,000
Rehabilitate Taxiway	Joint seal, spall repair, panel replacement on parallel taxiway	11 - 20	\$450,000
Rehabilitate Runway 18-36	Crack & joint seal and sealcoat runway pavement	6 - 10	\$465,000
<b>PLANS &amp; STUDIES</b>			
Conduct Airport Master Plan Study	Conduct master plan and ALP update	6 - 10	\$180,000
Conduct Miscellaneous Study	Conduct pavement strength / PCI study	1 - 5	\$80,000
<b>RUNWAYS</b>			
Extend Runway 18-36	Reclaim displaced threshold pavements, widen runway to 75', and overlay/strengthen runway pavement	1 - 5	\$800,000
Extend Runway 18-36	Extend Runway 18-36 approximately 1,000' to the south	11 - 20	\$1,780,000
<b>SAFETY &amp; SECURITY</b>			
	No Projects Reported		
<b>TAXIWAYS</b>			
Construct Taxiway	Construct taxilanes for future hangar development	6 - 10	\$1,155,000
Construct Taxiway	Construct taxilanes for future hangar development	11 - 20	\$1,430,000
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
	No Projects Reported		
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
Improve Airport Drainage	Conduct Airport Drainage Study & Install Possible Drainage Structures Under Runway 18-36	11 - 20	\$950,000
<b>COMPLIANCE WITH STANDARDS</b>			
Improve Runway Safety Area	relocate county roads to eliminate displaced thresholds at both ends of RWY (est \$100K).	1 - 5	\$100,000

<b>NPIAS Project Subtotal:</b>	<b>\$19,120,000</b>
<b>All Project Costs Total:</b>	<b>\$31,273,000</b>

Airport Role: General (High Activity)		AIRPORT NAME: STAN STAMPER MUNICIPAL		ASSOCIATED COMMUNITY: HUGO	LOCID: HHW	
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST	
<b>AIRSIDE FACILITIES</b>						
Airport Reference Code	B-I	B-II small	No	Meet B-I ARC Standards	*	
Primary Runway Length	4,000 ft	4,007 ft	Yes	-		
Primary Runway Width	75 ft	75 ft	Yes	-		
Taxiway Type	Partial Parallel & Turnaround	Turnaround One RWY End	No	Construct Parallel TWY**	\$1,400,000	
Runway Lighting	MIRL	MIRL	Yes	-		
Taxiway Lighting	MITL	None	No	Install MITL	\$175,000	
Approach Type	Non-Precision	LPV	Yes	-		
Approach Lighting System	Not an Objective	None	Not an Objective	-		
Rotating Beacon	Yes	Yes	Yes	-		
Segmented Circle	Yes	Yes	Yes	-		
Wind Cone	Yes	Yes	Yes	-		
Visual Guidance Slope Indicator	2 box PAPI both RWY ends	Both Ends 2 Box PAPI	Yes	-		
Runway End Identifier Lights	On RWY end with Approach	Both Ends REILs	Yes	-		
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-		
Primary RWY PCI	70	74	Yes	-		
Weight Capacity	12,500 SW or 30,000 DW	12,500 SW	Yes	-		
Covered Storage	100% of Forecasted Based AC	83%	No	3 spaces	\$705,000	
Ramp Area	7,000 SY (10 spaces)	6,000 SY	Yes	-		
<b>GENERAL AVIATION FACILITIES</b>						
Terminal Building	1,500 sqft	1,160 sqft	No	Construct New Terminal Building**	\$1,000,000	
Restroom (24/7 or key code)	Yes	Yes	Yes	-		
Conference Area	Not an Objective	Yes	Not an Objective	-		
Pilot's Lounge	Yes	Yes	Yes	-		
Office Space for Airport Manager	Not an Objective	Yes	Not an Objective	-		
Public Waiting Area	Not an Objective	Yes	Not an Objective	-		
<b>SERVICES</b>						
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-		
Jet Fuel (24/7 trucking)	Not an Objective	Yes	Not an Objective	-		
Fixed-Base Operator	Not an Objective	Yes	Not an Objective	-		
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-		
Ground Transportation	Yes	Yes	Yes	-		
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-		
GPU	Not an Objective	No	Not an Objective	-		
LAV Service Cart	Not an Objective	No	Not an Objective	-		
<b>COMPLIANCE WITH FAA GUIDANCE</b>						
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	\$242,000	
RSA Standards	Compliance with RSA Standards	150' x 300' beyond RWY end	Yes	-		
Runway/Taxiway Separation	240 ft	N/A	-	-		
Height Zoning	Jurisdiction with Height Zoning Ordinance	Hugo/Choctaw - Yes	Yes	-		
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 17	No	Address Obstruction on RWY End 17	\$64,766	
<b>*Costs are provided only if available from airport identified project list</b>					<b>System Plan Project Cost Subtotal:</b>	<b>\$3,587,000</b>

Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
Acquire Land For Approaches	Future RW 35 Approach	6 - 10	\$179,000
Acquire Land For Development	Acquire Land	11 - 20	\$179,000
<b>APRON</b>			
Construct Apron	Extend terminal apron and expand apron for hangars	6 - 10	\$500,000
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
	No Projects Reported		
<b>EQUIPMENT</b>			
	No Projects Reported		
<b>FUEL</b>			
Improve Fuel Farm	Upgrade Safety Features Fuel Farm	11 - 20	\$100,000
<b>HANGARS</b>			
	No Projects Reported		
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
Install Miscellaneous NAVAIDS	Replace rotating beacon	1 - 5	\$50,000
Install Miscellaneous NAVAIDS	Install REILS at 17 & 35 ends	1 - 5	\$115,000
Install Weather Reporting Equipment	Relocate AWOS and Mesonet	11 - 20	\$155,556
Rehabilitate Runway Lighting	Rehabilitate Runway Lighting	1 - 5	\$350,000
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Runway	Resurface all aircraft use areas	11 - 20	\$250,000
Rehabilitate Runway	Overlay	1 - 5	\$1,500,000
Rehabilitate Runway	Fill and seal longitudinal edge line cracking	6 - 10	\$225,000
Rehabilitate Runway	Overlay	1 - 5	\$1,500,000
Rehabilitate Runway	Fill and seal longitudinal edge line cracking	6 - 10	\$225,000
<b>PLANS &amp; STUDIES</b>			
Conduct Miscellaneous Study	Develop Airport Action Plan with AGIS survey	1 - 5	\$75,000
<b>RUNWAYS</b>			
Extend Runway	Extend RW to 5,001 feet	6 - 10	\$1,350,000
Widen Runway	Widen RW 17/35 25 ft	11 - 20	\$1,350,000
<b>SAFETY &amp; SECURITY</b>			
Install Perimeter Fence	Construct Perimeter Fence around entire property	1 - 5	\$225,000
<b>TAXIWAYS</b>			
Construct Taxiway	Construct Parallel Taxiway to serve hangars	1 - 5	\$465,000
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
	No Projects Reported		
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
Improve Airport Drainage	Grading and drainage	6 - 10	\$500,000
Construct Heliport/Helipad	Construct Helipad, TW & Apron; Update HZO	11 - 20	\$300,000
<b>COMPLIANCE WITH STANDARDS</b>			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$9,594,000</b>
<b>All Project Costs Total:</b>	<b>\$13,181,000</b>

Airport Role: General (High Activity)		AIRPORT NAME: STIGLER REGIONAL		ASSOCIATED COMMUNITY: STIGLER	LOCID: GZL	
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST	
<b>AIRSIDE FACILITIES</b>						
Airport Reference Code	B-1	B-1 Small	No	Meet B-1 ARC Standards	*	
Primary Runway Length	4,000 ft	4,296 ft	Yes	-		
Primary Runway Width	75 ft	60 ft	No	Widen Runway 15 ft	\$1,200,000	
Taxiway Type	Partial Parallel & Turnaround	Turnaround both RWY Ends	No	Construct Parallel TWY**	\$2,200,000	
Runway Lighting	MIRL	LIRL	No	Install MIRL	\$530,000	
Taxiway Lighting	MITL	None	No	Install MITL	\$1,200,000	
Approach Type	Non-Precision	LPV	Yes	-		
Approach Lighting System	Not an Objective	None	Not an Objective	-		
Rotating Beacon	Yes	Yes	Yes	-		
Segmented Circle	Yes	Yes	Yes	-		
Wind Cone	Yes	Yes	Yes	-		
Visual Guidance Slope Indicator	2 box PAPI both RWY ends	Neither End	No	Install 2 Box PAPI on both RWY Ends	\$113,000	
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs one One RWY End	\$50,000	
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-		
Primary RWY PCI	70	80	Yes	-		
Weight Capacity	12,500 SW or 30,000 DW	12,500 SW	Yes	-		
Covered Storage	100% of Forecasted Based AC	79%	No	Construct Box Hangars**	\$1,500,000	
Ramp Area	7,000 SY (10 spaces)	6,900 SY	Yes	-		
<b>GENERAL AVIATION FACILITIES</b>						
Terminal Building	1,500 sqft	2,000 sqft	Yes	-		
Restroom (24/7 or key code)	Yes	Yes	Yes	-		
Conference Area	Not an Objective	No	Not an Objective	-		
Pilot's Lounge	Yes	Yes	Yes	-		
Office Space for Airport Manager	Not an Objective	Yes	Not an Objective	-		
Public Waiting Area	Not an Objective	Yes	Not an Objective	-		
<b>SERVICES</b>						
Fuel	AvGas and Jet A	AvGas	No	Add Jet A	\$25,000	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-		
Fixed-Base Operator	Not an Objective	No	Not an Objective	-		
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-		
Ground Transportation	Yes	Yes	Yes	-		
Overnight Aircraft Storage	Not an Objective	No Data	Not an Objective	-		
GPU	Not an Objective	No	Not an Objective	-		
LAV Service Cart	Not an Objective	No	Not an Objective	-		
<b>COMPLIANCE WITH FAA GUIDANCE</b>						
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17	*	
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-		
Runway/Taxiway Separation	150 ft	N/A	-	-		
Height Zoning	Jurisdiction with Height Zoning Ordinance	Stigler/Haskell - Yes	Yes	-		
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 17	No	Address Obstruction on RWY End 17	*	
<b>*Costs are provided only if available from airport identified project list</b>					<b>System Plan Project Cost Subtotal:</b>	<b>\$6,818,000</b>



Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
No Projects Reported			
AUTO PARKING & GROUND ACCESS			
No Projects Reported			
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
No Projects Reported			
LIGHTING, NAVAIDS, & SIGNAGE			
Install Weather Reporting Equipment	AWOS III	1 - 5	\$125,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Crack Seal and Seal Coat	11 - 20	\$75,000
Rehabilitate Runway	Crack Repair and Seal-Coat	6 - 10	\$315,000
Rehabilitate Runway		11 - 20	\$300,000
PLANS & STUDIES			
Update Airport Master Plan Study	-	11 - 20	\$75,000
RUNWAYS			
No Projects Reported			
SAFETY & SECURITY			
No Projects Reported			
TAXIWAYS			
Construct Taxiway	Construct Taxilanes to New Box Hangars	6 - 10	\$400,000
Construct Taxiway	Construct Taxilanes to New Box Hangars	11 - 20	\$400,000
TERMINALS & OTHER BUILDINGS			
No Projects Reported			
UTILITIES, DRAINAGE, & OTHER/MISC.			
No Projects Reported			
COMPLIANCE WITH STANDARDS			
No Projects Reported			

<b>NPIAS Project Subtotal:</b>	<b>\$1,690,000</b>
<b>All Project Costs Total:</b>	<b>\$8,508,000</b>

Airport Role: General (High Activity)		AIRPORT NAME: STROUD MUNICIPAL		ASSOCIATED COMMUNITY: STROUD	LOCID: SUD
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-1	B-1 Small	No	Meet B-1 ARC Standards	*
Primary Runway Length	4,000 ft	3,000 ft	No	Lengthen Runway 1,000 ft	\$2,000,000
Primary Runway Width	75 ft	60 ft	No	Widen Runway 15 ft	\$1,350,000
Taxiway Type	Partial Parallel & Turnaround	Partial Parallel & Turnarounds	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	None	No	Install MITL	\$750,000
Approach Type	Non-Precision	Visual	No	Establish Published Approach	\$150,000
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	No	No	Add Segmented Circle	\$25,000
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI both RWY ends	Both Ends 2 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs one One RWY End	\$50,000
Weather Reporting	AWOS or ASOS	None	No	Install AWOS or ASOS	\$170,000
Primary RWY PCI	70	65	No	Improve Pavement Condition Index	*
Weight Capacity	12,500 SW or 30,000 DW	12,500 SW	Yes	-	
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	
Ramp Area	7,000 SY (10 spaces)	2,000 SY	No	Increase Ramp Size by 5,000 SY	\$1,350,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	1,500 sqft	1,200 sqft	No	Increase Terminal Size by 300 sqft	\$195,000
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Not an Objective	Yes	Not an Objective	-	
Pilot's Lounge	Yes	Yes	Yes	-	
Office Space for Airport Manager	Not an Objective	Yes	Not an Objective	-	
Public Waiting Area	Not an Objective	Yes	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	Major / Full Service Maintenance	Not an Objective	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 18	\$20,000
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Stroud - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 18	No	Address Obstruction on RWY End 18	*
<b>System Plan Project Cost Subtotal:</b>					<b>\$6,060,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
	No Projects Reported		
<b>APRON</b>			
	No Projects Reported		
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
	No Projects Reported		
<b>EQUIPMENT</b>			
	No Projects Reported		
<b>FUEL</b>			
	No Projects Reported		
<b>HANGARS</b>			
	No Projects Reported		
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
Install Runway Vertical Guidance System PAPI	Rehabilitate/replace runway PAPIs	6 - 10	\$400,000
Rehabilitate Runway Lighting	Rehabilitate/replace runway lighting - LED MIRLS	1 - 5	\$600,000
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Apron	Crack seal and seal coat apron	11 - 20	\$350,000
Rehabilitate Taxiway	Crack Seal and Seal Coat partial parallel taxiway	1 - 5	\$250,000
Strengthen Runway	Overlay and strengthen	11 - 20	\$495,000
Rehabilitate Runway	Crack Seal and Seal Coat	1 - 5	\$450,000
Rehabilitate Runway	Crack Seal and Seal Coat runway	6 - 10	\$850,000
<b>PLANS &amp; STUDIES</b>			
Conduct Airport Master Plan Study		6 - 10	\$175,000
<b>RUNWAYS</b>			
	No Projects Reported		
<b>SAFETY &amp; SECURITY</b>			
	No Projects Reported		
<b>TAXIWAYS</b>			
Construct Taxiway	Construct T-Hangar TWs	6 - 10	\$157,895
Construct Taxiway	Construct taxilanes for hangars	11 - 20	\$500,000
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
Construct Building	Construct terminal building	11 - 20	\$75,000
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
	No Projects Reported		
<b>COMPLIANCE WITH STANDARDS</b>			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$4,303,000</b>
<b>All Project Costs Total:</b>	<b>\$10,363,000</b>

Airport Role: General (Low Activity)		AIRPORT NAME: SULPHUR MUNICIPAL		ASSOCIATED COMMUNITY: SULPHUR	LOCID: F30
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-I	B-I Small	No	Meet B-I ARC Standards	*
Primary Runway Length	4,000 ft	3,500 ft	No	Lengthen Runway 500 ft	\$2,000,000
Primary Runway Width	75 ft	60 ft	No	Widen Runway 15 ft	\$1,575,000
Taxiway Type	Turnaround both RWY ends	No Turnarounds	No	Provide Turnarounds on both RWY Ends	\$900,000
Runway Lighting	MIRL	MIRL	Yes	-	-
Taxiway Lighting	Not an Objective	None	Not an Objective	-	-
Approach Type	Non-Precision	Visual	No	Establish Published Approach	\$150,000
Approach Lighting System	Not an Objective	None	Not an Objective	-	-
Rotating Beacon	Yes	Yes	Yes	-	-
Segmented Circle	Yes	Yes	Yes	-	-
Wind Cone	Yes	Yes	Yes	-	-
Visual Guidance Slope Indicator	2 box PAPI both RW ends	Neither End	No	Install 2 Box PAPI on both RWY Ends	\$135,000
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs one One RWY End	\$135,000
Weather Reporting	Not an Objective	None	Not an Objective	-	-
Primary RWY PCI	70	85	Yes	-	-
Weight Capacity	12,500 SW or 30,000 DW	12,500 SW	Yes	-	-
Covered Storage	100% of Forecasted Based AC	100%	Yes	-	-
Ramp Area	3,500 SY (5 spaces)	3,500 SY	Yes	-	-
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	750 sqft	No Terminal	No	Build Terminal of at least 750 sqft	\$487,500
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Not an Objective	No	Not an Objective	-	-
Pilot's Lounge	Yes	No	No	Add Pilot's Lounge	\$80,000
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	-
Public Waiting Area	Not an Objective	No	Not an Objective	-	-
<b>SERVICES</b>					
Fuel	AvGas	AvGas	Yes	-	-
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	-
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	-
Aircraft Maintenance	Not an Objective	Minor Maintenance	Not an Objective	-	-
Ground Transportation	Yes	Yes	Yes	-	-
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	-
GPU	Not an Objective	No	Not an Objective	-	-
LAV Service Cart	Not an Objective	No	Not an Objective	-	-
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 35	*
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	-
Runway/Taxiway Separation	150 ft	N/A	-	-	-
Height Zoning	Jurisdiction with Height Zoning Ordinance	Sulphur - Yes	Yes	-	-
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	\$1,000
<b>System Plan Project Cost Subtotal:</b>					<b>\$5,554,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
No Projects Reported			
APRON			
No Projects Reported			
AUTO PARKING & GROUND ACCESS			
No Projects Reported			
EQUIPMENT			
No Projects Reported			
FUEL			
No Projects Reported			
HANGARS			
No Projects Reported			
LIGHTING, NAVAIDS, & SIGNAGE			
Install Taxiway Lighting	Install twy lighting	1 - 5	\$275,000
PAVEMENT MAINTENANCE			
Rehabilitate Runway	Rehab RW 17/35	1 - 5	\$450,000
PLANS & STUDIES			
Install Runway Vertical/Visual Guidance System	Approach survey	1 - 5	\$74,444
RUNWAYS			
No Projects Reported			
SAFETY & SECURITY			
Install Perimeter Fencing	Fencing & access control gates	1 - 5	\$155,000
TAXIWAYS			
No Projects Reported			
TERMINALS & OTHER BUILDINGS			
No Projects Reported			
UTILITIES, DRAINAGE, & OTHER/MISC.			
No Projects Reported			
COMPLIANCE WITH STANDARDS			
No Projects Reported			

NPIAS Project Subtotal:	\$954,000
All Project Costs Total:	\$6,508,000

Airport Role: General (High Activity)		AIRPORT NAME: THOMAS MUNICIPAL		ASSOCIATED COMMUNITY: THOMAS	LOCID: 104
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-1	B-1 Small	No	Meet B-1 ARC Standards	*
Primary Runway Length	4,000 ft	3,771 ft	No	Lengthen Runway 500 ft**	\$600,000
Primary Runway Width	75 ft	60 ft	No	Widen Runway 15 ft	\$1,696,950
Taxiway Type	Partial Parallel & Turnaround	Partial Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	Non-Precision	LPV	Yes	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	No	No	Add Segmented Circle	\$25,000
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI both RWY ends	Both Ends 2 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs one One RWY End	\$50,000
Weather Reporting	AWOS or ASOS	None	No	Install AWOS or ASOS	\$170,000
Primary RWY PCI	70	80	Yes	-	
Weight Capacity	12,500 SW or 30,000 DW	4,000 SW	No	Increase Weight Bearing Capacity	\$4,072,680
Covered Storage	100% of Forecasted Based AC	86%	No	2 spaces	\$470,000
Ramp Area	7,000 SY (10 spaces)	3,600 SY	No	Increase Ramp Size by 3,400 SY	\$918,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	1,500 sqft	No Terminal	No	Build Terminal of at least 1,500 sqft	\$460,000
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Yes	No	No	Add Pilot's Lounge	\$80,000
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas	No	Add Jet A	\$550,000
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Yes	No	No	Establish Mode of Ground Transportation	*
Overnight Aircraft Storage	Not an Objective	No Data	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	*
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	225 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Thomas - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY End 17	No	Address Obstruction on RWY End 17	*
<b>System Plan Project Cost Subtotal:</b>					<b>\$9,183,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
Acquire Land for Development	Acquire land for development - 30 acres fee simple to the south of the airport to accommodate RPZ after future runway extension	1 - 5	\$137,500
Acquire Land for Development	Acquire land for development - 7.6 acres fee simple on east side of airport under RWY 17/35 primary surface.	1 - 5	\$54,500
<b>APRON</b>			
Construct Apron	Construct Hangar aprons	1 - 5	\$200,000
Construct Apron	Construct apron and T-Hangar	11 - 20	\$400,000
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
Improve Service Road	improve airport entrance road	11 - 20	\$215,000
<b>EQUIPMENT</b>			
	No Projects Reported		
<b>FUEL</b>			
	No Projects Reported		
<b>HANGARS</b>			
Construct Hangar Building	Construct 8 Unit T-Hangar and Apron	1 - 5	\$650,000
Construct Hangar Building	Construct 8 Unit T-Hangar and Apron	11 - 20	\$750,000
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
Install Taxiway Lighting	Install MITL on Partial Parallel Taxiway	1 - 5	\$400,000
Rehabilitate Runway Lights		11 - 20	\$350,000
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Taxiway	Crack seal/ seal coat	6 - 10	\$250,000
Rehabilitate Taxiway	Overlay Parallel Taxiway	11 - 20	\$500,000
Rehabilitate Runway	Crack seal/ seal coat	1 - 5	\$220,000
Rehabilitate Runway	Overlay Runway	6 - 10	\$600,000
<b>PLANS &amp; STUDIES</b>			
	No Projects Reported		
<b>RUNWAYS</b>			
	No Projects Reported		
<b>SAFETY &amp; SECURITY</b>			
	No Projects Reported		
<b>TAXIWAYS</b>			
Construct Taxiway	Extend Parallel Taxiway South to End of Runway 35	1 - 5	\$750,000
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
	No Projects Reported		
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
	No Projects Reported		
<b>COMPLIANCE WITH STANDARDS</b>			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$5,477,000</b>
<b>All Project Costs Total:</b>	<b>\$14,660,000</b>

Airport Role: General (High Activity)		AIRPORT NAME: VINITA MUNICIPAL		ASSOCIATED COMMUNITY: VINITA	LOCID: H04
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-1	A-1 Small	No	Meet B-1 ARC Standards	*
Primary Runway Length	4,000 ft	4,209 ft	Yes	-	
Primary Runway Width	75 ft	60 ft	No	Widen Runway 15 ft	\$700,000
Taxiway Type	Partial Parallel & Turnaround	Turnaround both RWY Ends	No	Provide Partial Parallel Taxiway	\$2,500,000
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	None	No	Install MITL	\$240,000
Approach Type	Non-Precision	Visual	No	Install GPS Approach**	\$145,000
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI both RWY ends	Both Ends 2 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs one One RWY End	\$50,000
Weather Reporting	AWOS or ASOS	None	No	Install AWOS or ASOS	\$170,000
Primary RWY PCI	70	89	No	-	*
Weight Capacity	12,500 SW or 30,000 DW	12,500 SW	Yes	-	
Covered Storage	100% of Forecasted Based AC	85%	No	6 spaces	\$1,410,000
Ramp Area	7,000 SY (10 spaces)	3,300 SY	No	Increase Ramp Size by 3,700 SY	\$999,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	1,500 sqft	No Terminal	No	Build Terminal of at least 1,500 sqft	\$750,000
Restroom (24/7 or key code)	Yes	No	No	Add Restroom or Add 24/7 access/Key Code	\$90,000
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Yes	No	No	Add Pilot's Lounge	\$80,000
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
Public Waiting Area	Not an Objective	No	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	No Fuel	No	Add AvGas & Jet A	\$840,000
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	Yes	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Partial Control	No	Secure Full Control of RWY End 17 / 35	*
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	150 ft	N/A	-	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Vinita - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
<b>System Plan Project Cost Subtotal:</b>					<b>\$7,974,000</b>

\*Costs are provided only if available from airport identified project list



Airport Identified Project List		Year Range	Cost
<b>ACQUISITIONS, RELOCATIONS, &amp; EASEMENTS</b>			
Acquire Land for Development	Acquire 26 acres of Land to the south	6 - 10	\$100,000
<b>APRON</b>			
	No Projects Reported		
<b>AUTO PARKING &amp; GROUND ACCESS</b>			
	No Projects Reported		
<b>EQUIPMENT</b>			
	No Projects Reported		
<b>FUEL</b>			
	No Projects Reported		
<b>HANGARS</b>			
	No Projects Reported		
<b>LIGHTING, NAVAIDS, &amp; SIGNAGE</b>			
Rehabilitate Runway Lighting	Rehabilitate RW lighting and TW lighting	11 - 20	\$140,000
<b>PAVEMENT MAINTENANCE</b>			
Rehabilitate Apron		1 - 5	\$80,000
Rehabilitate Apron	Crack Seal and Seal Coat	11 - 20	\$100,000
Rehabilitate Taxiway	Rehab taxilanes in hangar area	1 - 5	\$195,000
Rehabilitate Taxiway	Crack seal microsurface connecting taxiway	1 - 5	\$70,000
Rehabilitate Taxiway	Crack Seal and Seal Coat	11 - 20	\$110,000
Rehabilitate Runway	Rehabilitate, RW, TW & Apron	6 - 10	\$520,000
Rehabilitate Runway	Joint Seal and Spall Patching	11 - 20	\$325,000
<b>PLANS &amp; STUDIES</b>			
Update Airport Master Plan Study		6 - 10	\$150,000
<b>RUNWAYS</b>			
	No Projects Reported		
<b>SAFETY &amp; SECURITY</b>			
	No Projects Reported		
<b>TAXIWAYS</b>			
Construct Taxiway	Construct Taxilanes to New Hangars	1 - 5	\$550,000
Construct Taxiway	Construct Taxilanes to New Hangars	11 - 20	\$550,000
<b>TERMINALS &amp; OTHER BUILDINGS</b>			
	No Projects Reported		
<b>UTILITIES, DRAINAGE, &amp; OTHER/MISC.</b>			
	No Projects Reported		
<b>COMPLIANCE WITH STANDARDS</b>			
	No Projects Reported		

<b>NPIAS Project Subtotal:</b>	<b>\$2,890,000</b>
<b>All Project Costs Total:</b>	<b>\$10,864,000</b>

Airport Role: General (High Activity)		AIRPORT NAME: WATONGA REGIONAL		ASSOCIATED COMMUNITY: WATONGA	LOCID: JWG
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED TO MEET OBJECTIVE	ESTIMATED COST
<b>AIRSIDE FACILITIES</b>					
Airport Reference Code	B-1	B-1	Yes	-	
Primary Runway Length	4,000 ft	4,001 ft	Yes	-	
Primary Runway Width	75 ft	60 ft	No	Widen Runway 15 ft	\$800,000
Taxiway Type	Partial Parallel & Turnaround	Full Parallel	Yes	-	
Runway Lighting	MIRL	MIRL	Yes	-	
Taxiway Lighting	MITL	MITL	Yes	-	
Approach Type	Non-Precision	LNAV	Yes	-	
Approach Lighting System	Not an Objective	None	Not an Objective	-	
Rotating Beacon	Yes	Yes	Yes	-	
Segmented Circle	Yes	Yes	Yes	-	
Wind Cone	Yes	Yes	Yes	-	
Visual Guidance Slope Indicator	2 box PAPI both RWY ends	Both Ends 2 Box PAPI	Yes	-	
Runway End Identifier Lights	On RWY end with Approach	No REILs	No	Install REILs one One RWY End	\$50,000
Weather Reporting	AWOS or ASOS	AWOS III	Yes	-	
Primary RWY PCI	70	65	No	Improve Pavement Condition Index	*
Weight Capacity	12,500 SW or 30,000 DW	12,500 SW	Yes	-	
Covered Storage	100% of Forecasted Based AC	56%	No	16 spaces	\$1,250,000
Ramp Area	7,000 SY (10 spaces)	4,700 SY	No	Increase Ramp Size by 2,300 SY	\$621,000
<b>GENERAL AVIATION FACILITIES</b>					
Terminal Building	1,500 sqft	690 sqft	No	Increase Terminal Size by 810 sqft	\$500,000
Restroom (24/7 or key code)	Yes	Yes	Yes	-	
Conference Area	Not an Objective	No	Not an Objective	-	
Pilot's Lounge	Yes	No	No	Add Pilot's Lounge	\$80,000
Office Space for Airport Manager	Not an Objective	Yes	Not an Objective	-	
Public Waiting Area	Not an Objective	Yes	Not an Objective	-	
<b>SERVICES</b>					
Fuel	AvGas and Jet A	AvGas / Jet A	Yes	-	
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Fixed-Base Operator	Not an Objective	Yes	Not an Objective	-	
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
Ground Transportation	Yes	Yes	Yes	-	
Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
GPU	Not an Objective	No	Not an Objective	-	
LAV Service Cart	Not an Objective	No	Not an Objective	-	
<b>COMPLIANCE WITH FAA GUIDANCE</b>					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	
Runway/Taxiway Separation	225 ft	240 ft	Yes	-	
Height Zoning	Jurisdiction with Height Zoning Ordinance	Watonga - Yes	Yes	-	
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	No Obstruction	Yes	-	
<b>System Plan Project Cost Subtotal:</b>					<b>\$3,301,000</b>

\*Costs are provided only if available from airport identified project list

Airport Identified Project List		Year Range	Cost
ACQUISITIONS, RELOCATIONS, & EASEMENTS			
	No Projects Reported		
APRON			
	No Projects Reported		
AUTO PARKING & GROUND ACCESS			
	No Projects Reported		
EQUIPMENT			
	No Projects Reported		
FUEL			
	No Projects Reported		
HANGARS			
	No Projects Reported		
LIGHTING, NAVAIDS, & SIGNAGE			
Install Taxiway Lighting	Install taxiway lighting on north portion of existing parallel taxiway	1 - 5	\$200,000
PAVEMENT MAINTENANCE			
Rehabilitate Apron	Rehab hangar aircraft parking apron.	1 - 5	\$342,105
Rehabilitate Apron	Crack Seal and Seal Coat	6 - 10	\$100,000
Rehabilitate Apron	Crack Seal and Seal Coat	11 - 20	\$100,000
Rehabilitate Taxiway	Crack Seal and Seal Coat	1 - 5	\$100,000
Rehabilitate Taxiway	Overlay Parallel Taxiway	11 - 20	\$300,000
Rehabilitate Runway	Crack Seal and Seal Coat	11 - 20	\$100,000
PLANS & STUDIES			
	No Projects Reported		
RUNWAYS			
Extend Runway	-	6 - 10	\$591,507
SAFETY & SECURITY			
	No Projects Reported		
TAXIWAYS			
Construct Taxilanes	Construct taxilanes for hangar development on west side of airport property	1 - 5	\$400,000
Construct Taxiway	Construct Partial Parallel Taxiway, on west side - Phase I	1 - 5	\$550,000
TERMINALS & OTHER BUILDINGS			
	No Projects Reported		
UTILITIES, DRAINAGE, & OTHER/MISC.			
	No Projects Reported		
COMPLIANCE WITH STANDARDS			
	No Projects Reported		

NPIAS Project Subtotal:	\$2,784,000
All Project Costs Total:	\$6,085,000

Input for this study was obtained from: Oklahoma airport representatives, Oklahoma airport tenants, Oklahoma aviation and aerospace businesses, Oklahoma Universities, the Oklahoma Aeronautics Commission (OAC), the Federal Aviation Administration (FAA), and other public and private sources. Analysis completed in this study was based on information collected between January 2021 and June 2022. The final report was released in October 2022. Preparation of this report was financed in part through a grant from the FAA as approved under the Airport and Airways Improvement Act of 1982. The contents of this report reflect the views of the Consultant Team, which is responsible for the facts and accuracy of the data depicted herein, and do not necessarily reflect the official views or policies of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein, nor does it indicate that the proposed development is justified and environmentally acceptable in accordance with applicable public laws

## OKLAHOMA AERONAUTICS COMMISSION

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