



OKLAHOMA
Aeronautics

Oklahoma Aeronautics Commission

FY 2023 Budget Hearing Presentation

Submitted by: Grayson Ardies, State Director of Aeronautics

Grayson Ardies

State Director of Aeronautics



The **Oklahoma Aeronautics Commission** serves as the lead government agency for providing support, funding, planning, programming and engineering, advocacy, and promotion of Oklahoma's airports and is a core partner in ensuring the viability of our state's aerospace industry. The agency is responsible for the administration and/or coordination of a statewide system of airports, cooperating with and assisting local, state, and federal authorities in the development of aviation, and fostering the growth of the state's aerospace industry. The Commission administers a robust aerospace and aviation education grant program to help the aviation and aerospace industry with their workforce challenges by introducing Oklahoman students to the available STEM careers that the industry has to offer.

Founded in 1963, this agency now encompasses the following divisions: **Administration/Operations, Airport Development, Aerospace & Aviation Education.**

Agency Vision, Mission and Core Values

Vision: To be an efficient, innovative, customer-driven organization working collaboratively to provide safe, modernized, integrated and sustainable transportation options throughout Oklahoma.

Mission: The mission of the OAC is to promote aviation and aerospace, which includes ensuring that the needs of commerce and communities across the state are met by the state's 108 public airports that comprise the Oklahoma Airport System, to foster the growth of the aerospace industry, and to help ensure the workforce needs of the aerospace industry are addressed by educating and making Oklahomans aware of the job opportunities that are available.

Core Values: We value our people for individual and team contributions, empowering them to make decisions through productive partnerships. We are accountable for meeting the transportation needs of citizens, business and industry in the safest, most proficient manner possible.



Accomplishments & Challenges

Top accomplishments for FY 2021

- 1) Advocated for and passed legislation naming OAC as the state's UAS/AAM clearinghouse.
- 2) Received a \$2 million appropriation to start the OAC Hangar Program.
- 3) Awarded \$365,804 of aerospace and aviation education grants to 50 different entities to encourage, foster and grow a healthy workforce for the aerospace industry in the state. This was the largest number of recipients and largest amount of grants awarded in the history of the program.
- 4) Completed several notable airport construction projects including:
 - 1) Reconstructing runways at Skiatook, South Grand Lake Regional, and Ponca City Regional
 - 2) First phase of the terminal building rehabilitation at Lawton-Ft. Sill Regional
 - 3) Improving taxiways at Ardmore Downtown Executive, Jones Memorial (Bristow), Max Westheimer Airport (Norman), and Mid-America Industrial (Pryor)
 - 4) Rehabilitating electrical systems at Atoka, Carlton Landing Field, Chattanooga, Christman Airfield (Okeene), Clinton, Cordell, Mid-America Industrial (Pryor), and Wiley Post (Oklahoma City)
- 5) Completed the Transportation Cabinet's modernization initiative to find opportunities for shared resources and cost and efficiency savings.

Challenges (current & upcoming years)

- 1) Funding for the state's aging airport infrastructure, particularly in the area of vertical development such as hangars, control towers, terminal buildings, and fueling systems.
- 2) Maintaining and growing Oklahoma's workforce to support the aerospace industry - finding new and innovative ways to educate Oklahoman's youth on opportunities within the industry from skilled laborers to very technical positions and everything in between. Additional workforce focus area is the shortage of mechanics and skilled workers, engineers, and pilots and the flight instructors so that all facets of the industry in Oklahoma can grow and succeed.
- 3) Tulsa International Airport air traffic control tower - this is the number one aviation infrastructure need in our state, replacing the 60-year-old control tower. OAC has provided \$300,000 to fund a study that has been the critical first step which will determine the tower's location and cost. Funding sources for the estimated \$45-60 million cost to construct the FAA staffed tower are not known at this time and the airport cannot bear the entire cost of the construction by itself.
- 4) Increase aerospace industry awareness among Oklahomans.
- 5) Ensuring that Oklahoma's airspace for both military and civilian operations can remain protected and that an appropriate balance between commercial/private development and aircraft operations can be achieved.



Goals & Projects for FY 2023

Goals

- 1) Decrease average age of our Regional Business Airport runway lighting systems by 3 years (current average age is 14.2 years) over the next 5 years
- 2) Increase primary runway Pavement Condition Index (PCI) by 5% over the next 5 years
- 3) Reduce runways with 20:1 visual approach surface penetrations
- 4) Bring AOPA high school curriculum to more schools in the state and make Oklahoma #1 in the country for the number of schools teaching the curriculum (currently #2 behind Texas) starting with the 2022-2023 school year.
- 5) Publish and implement a public awareness and mapping tool for military airspace across the state
- 6) Implement the provisions of SB 659 making the agency the clearinghouse for UAS/AAM activities in state government
- 7) Address at least two public policy initiatives to help support Oklahoma's aviation and aerospace industry

Projects

- 1) Hangar Program Implementation: provided the legislature continues supporting the agency with appropriated dollars, we hope to expand upon the early successes of the hangar program.
- 2) Major airport construction projects anticipated for grant award and/or construction project completion during FY 2023 include:
 - 1) Runway rehabilitations/reconstructions at Boise City Municipal, Clinton Regional, Grove Regional, Guymon Municipal, McCurtain County Regional (Idabel), and Watonga Municipal.
 - 2) Terminal buildings at El Reno, Jones Memorial (Bristow), Ponca City, and Thomas P Stafford (Weatherford).
 - 3) Lighting and electrical improvement projects at Ardmore Municipal and Downtown Executive, Elk City Regional Business, Frederick Regional, Muskogee Davis, Stigler Regional, and Wiley Post (Oklahoma City).
- 3) Working with the Secretary of Transportation to organize the Advanced Mobility Council and develop a strategic plan for the state on Advanced Air Mobility and Unmanned Aircraft Systems.
- 4) Complete the agency's development of a mobile application for aviation and aerospace which will act as an informational and promotional tool to enhance aero-tourism within the state.
- 5) Continue outreach to educate Oklahomans about the aviation and aerospace industry by hosting and growing events like Aero Day at the Capitol and Women in Aviation and Aerospace Day. Develop a strategic plan for how tell the aviation and aerospace story to the general public.

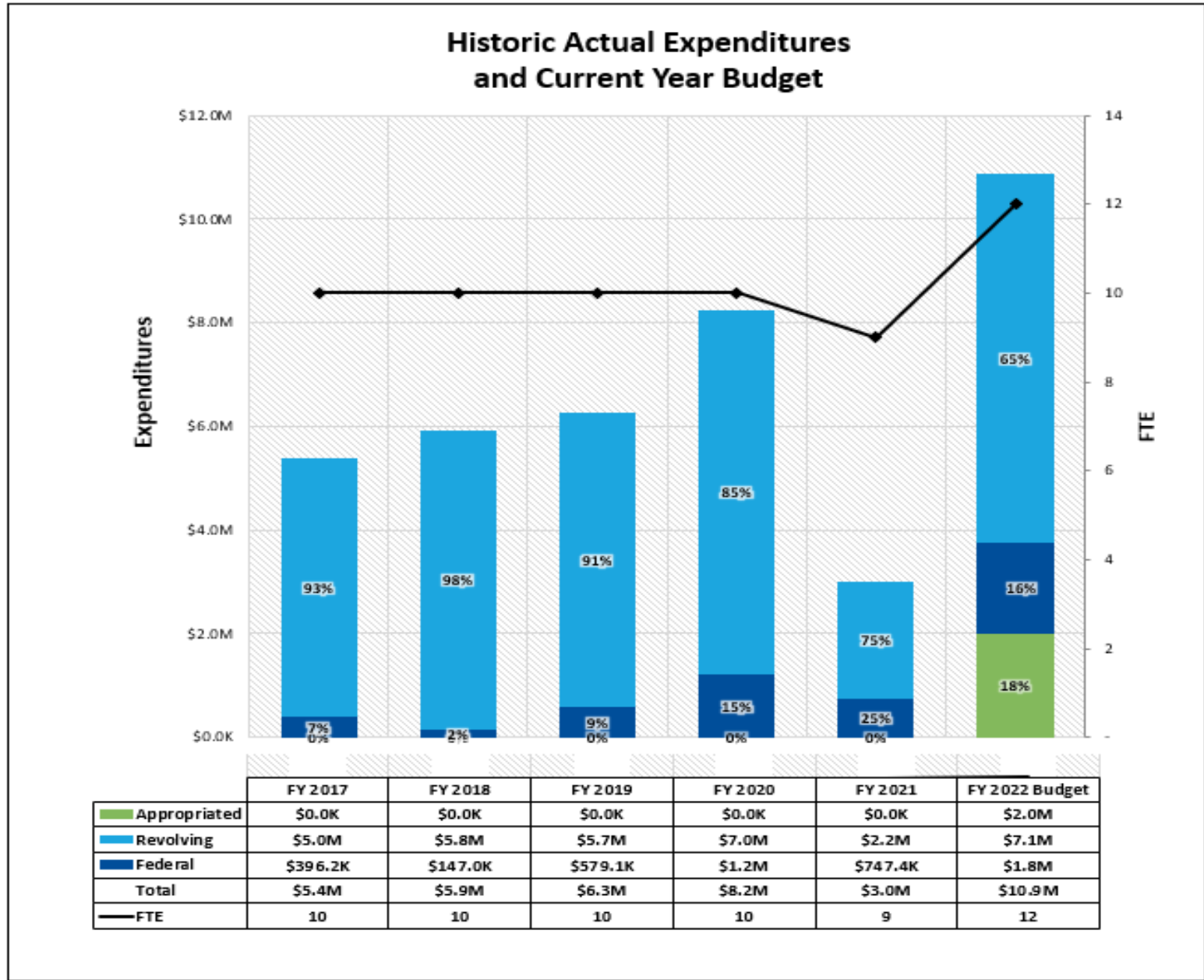


Savings & Efficiencies

- **Transportation Cabinet Modernization Initiative**
 - Integration and coordination of activities, expertise, and resources across all transportation cabinet agencies, including shared services with personnel, event planning, print services, and other activities.
- **Technology Modernization**
 - Transitioned all staff to laptops enabling more efficient remote work capabilities.



Historic Actual Expenditures (FY 17-21) and Current Year Budget (FY 22)



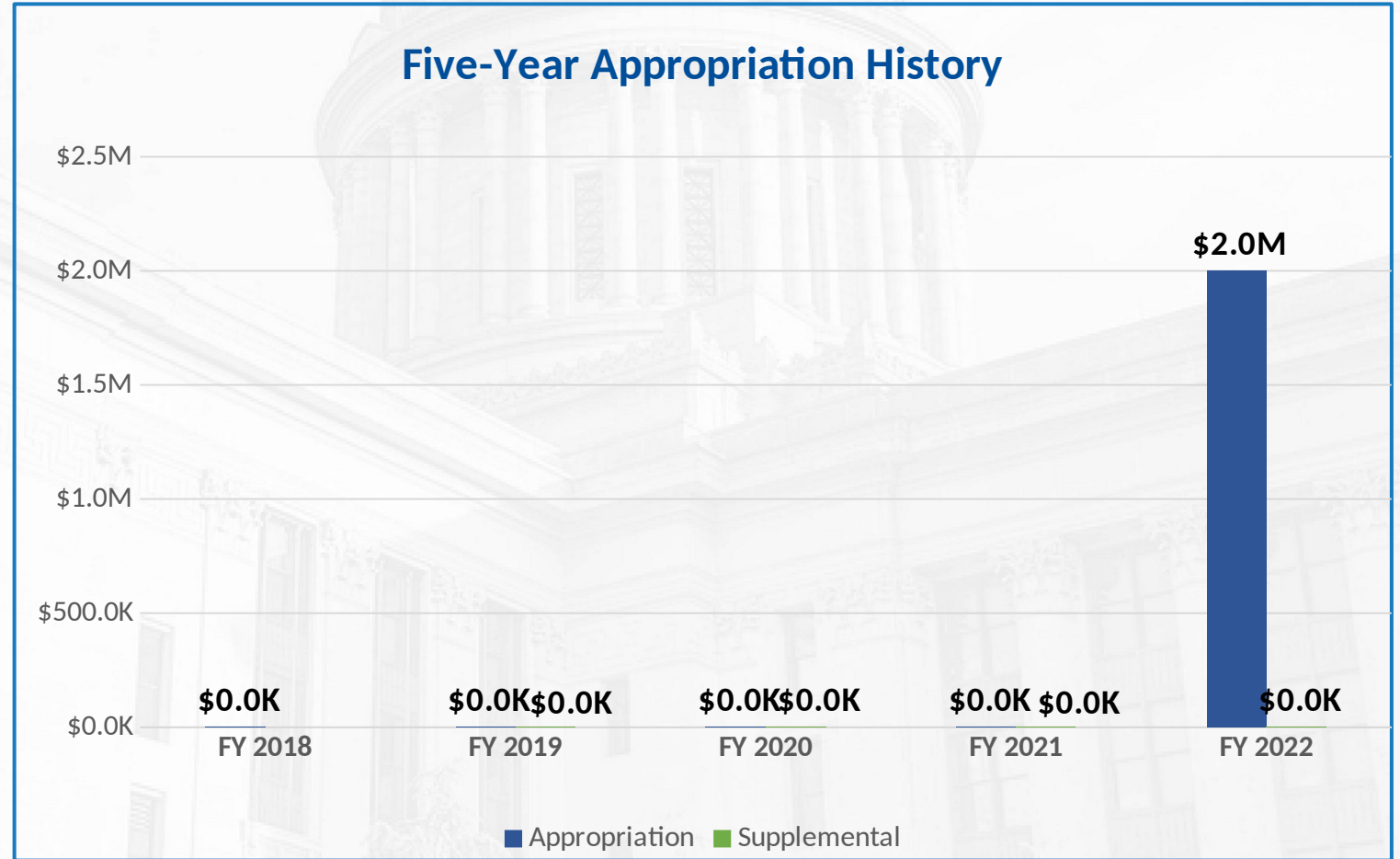


FY 2022 Budgeted Full Time Equivalents (FTE)

	FY 2022 Budgeted FTE
Total FTE	12
Supervisor FTE	2
Supervisors to Total FTE Ratio (%)	16%

Appropriation History

Fiscal Year	Appropriation (\$) (include supplemental if applicable)
FY 2018	\$0
FY 2019	\$0
FY 2020	\$0
FY 2021	\$0
FY 2022	\$2,000,000



Appropriated Carryover History and Justification

	FY 2017 (Actuals)	FY 2018 (Actuals)	FY 2019 (Actuals)	FY 2020 (Actuals)	FY 2021 (Actuals)	FY 2022 (Planned)
Total appropriated carryover amount expended (\$)	\$0	\$0	\$0	\$0	\$0	\$0

Fiscal Year of the original appropriation	Projected amount carried over to FY 2023 (\$)	Describe how projected carryover will be used in FY 2023
FY 2022	\$1,000,000	Airport construction projects using appropriated funds will have been identified and likely granted as a part of OAC's Hangar Program in Q1 of CY 2022. Due to the nature of construction, and the longer lead times for metal materials the industry is currently experiencing, the entire \$2M OAC received will not be paid out by the end of the fiscal year. Funds will be expended as soon as invoices are received during the course of construction projects and upon the closeout and final acceptance of each project.
FY 2021		
Total projected FY 23 Carryover (\$)	\$1,000,000	



Available Cash Description and Justification

Class Fund #	Available Cash amount (\$)
191	
200	\$1,196,658
400	
Total Available Cash:	

Available cash is unbudgeted cash that is not restricted by federal partners, statute, or contractual obligations.

Fiscal Year	Agency's plan to deploy available cash (include amounts):
FY 2023	Any available cash that OAC has will be used to continue to support and improve the Oklahoma Airport System. Increased revenue in FY2021 has allowed us to award more airport construction grants in FY2022 and expenses will pay out on those during fiscal years 2022-2023.
FY 2024	Any available cash that OAC has will be used to continue to support and improve the Oklahoma Airport System.
FY 2025	Any available cash that OAC has will be used to continue to support and improve the Oklahoma Airport System.



Agency Key Performance Metrics

Metric		Goal	FY 20 Actuals	FY 21 Actuals	FY 22 Target	FY 23 Target
1	During each fiscal year, grant at least 85% of the programmed funds for airport construction identified in the current state fiscal and federal fiscal year.	Development of a statewide airport system.	95%	100%	85%	85%
2	Increase the number of participants applying for the Aerospace & Aviation Education Grant Program.	To increase the overall awareness and workforce of the aviation and aerospace industry.	46	44	55	60
3	Conduct a 5010 safety and standards inspection on a three-year cycle on the State's 135 public-use airports	Conduct 5010 airport safety & standards inspections to ensure each airport is operating in a safe manner and meets FAA and Commission standards.	29	36	45	45
4	Conduct airport pavement inspections on a three-year cycle for the 95 airports in the pavement inspection program.	Conduct airport pavement inspections to ensure each airport is operating in a safe manner and meets FAA and Commission standards..	N/A	14	33	33
5	Maintain Regional Business Airport Primary Runway Pavement Condition Index (PCI) at or above an average score of 70.	Conduct airport pavement inspections to ensure each airport is operating in a safe manner and meets FAA and Commission standards..	N/A	78	70	70



Budget & Supplemental Request Summary

Request Name		FY 23 Appropriated Request Amount (\$)	Type of Request: Operating, One-time, or Supplemental
1	Airport Construction Program	\$3,000,000	Operating
2			
3			
4			
5			



(1) Budget Request

Name of Request: Airport Construction Program

Type: Operating

\$ Amount Requested for FY 2023: \$3,000,000

With the current \$2M appropriation we received for FY 2022, OAC developed the framework of a new hangar program. That program was initially rolled out to airports in mid to late summer and requests to participate were due by October. We received requests from over 24 airports to participate in the hangar program. With the current \$2M it is anticipated that we will be able to complete 5 – 7 hangar projects. Given we received requests from over 24 airports, it is expected that additional funding in the future will continue to be used for the hangar program and give us the ability to reach more airports and construct additional hangars. There is also the possibility that additional funding could be utilized to address other vertical infrastructure needs such as terminal buildings and/or fueling systems.

