



**OKLAHOMA**  
**Aerospace &**  
**Aeronautics**

# PREP PROJECT STATUS

# AND FY2025 BUDGET REQUEST

Oklahoma State Senate

**Appropriations Subcommittee on**

**General Government and Transportation Meeting**

**Tuesday, May 7, 2024**

# Grayson Ardies

Executive Director



**OKLAHOMA  
Aerospace &  
Aeronautics**



The **Oklahoma Department of Aerospace and Aeronautics** serves as the lead government agency to support, promote, and advocate for the state's second largest industry, aviation and aerospace. This includes providing support, funding, and planning, programming and engineering expertise for Oklahoma's airports and aviation infrastructure as well as 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 infrastructure. The Department administers a robust aerospace education program to help the aviation and aerospace industry with their workforce challenges by introducing Oklahoma students to the available STEM careers that the industry has to offer.

Founded in 1945, the Department now encompasses the four major focus areas: **Aviation Infrastructure, Industry Support & Advocacy, Advanced Air Mobility (UAS/AAM), AERO Education & Workforce Development.**

# Agency Vision, Mission and Core Values



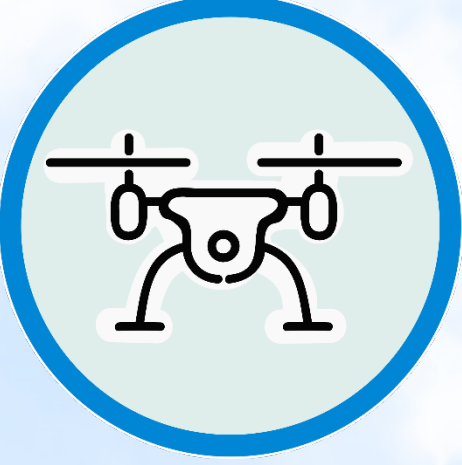
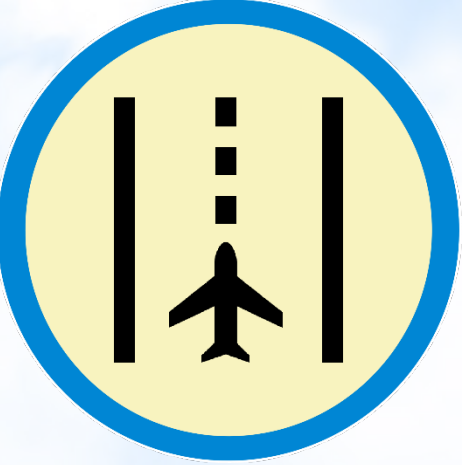
**Vision:** To be an efficient, innovative, customer-driven organization working collaboratively to provide safe, modernized, integrated and sustainable transportation options throughout Oklahoma.

**Mission:** The mission of the Oklahoma Department of Aerospace and Aeronautics 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.



# AIR TRANSPORTATION INFRASTRUCTURE

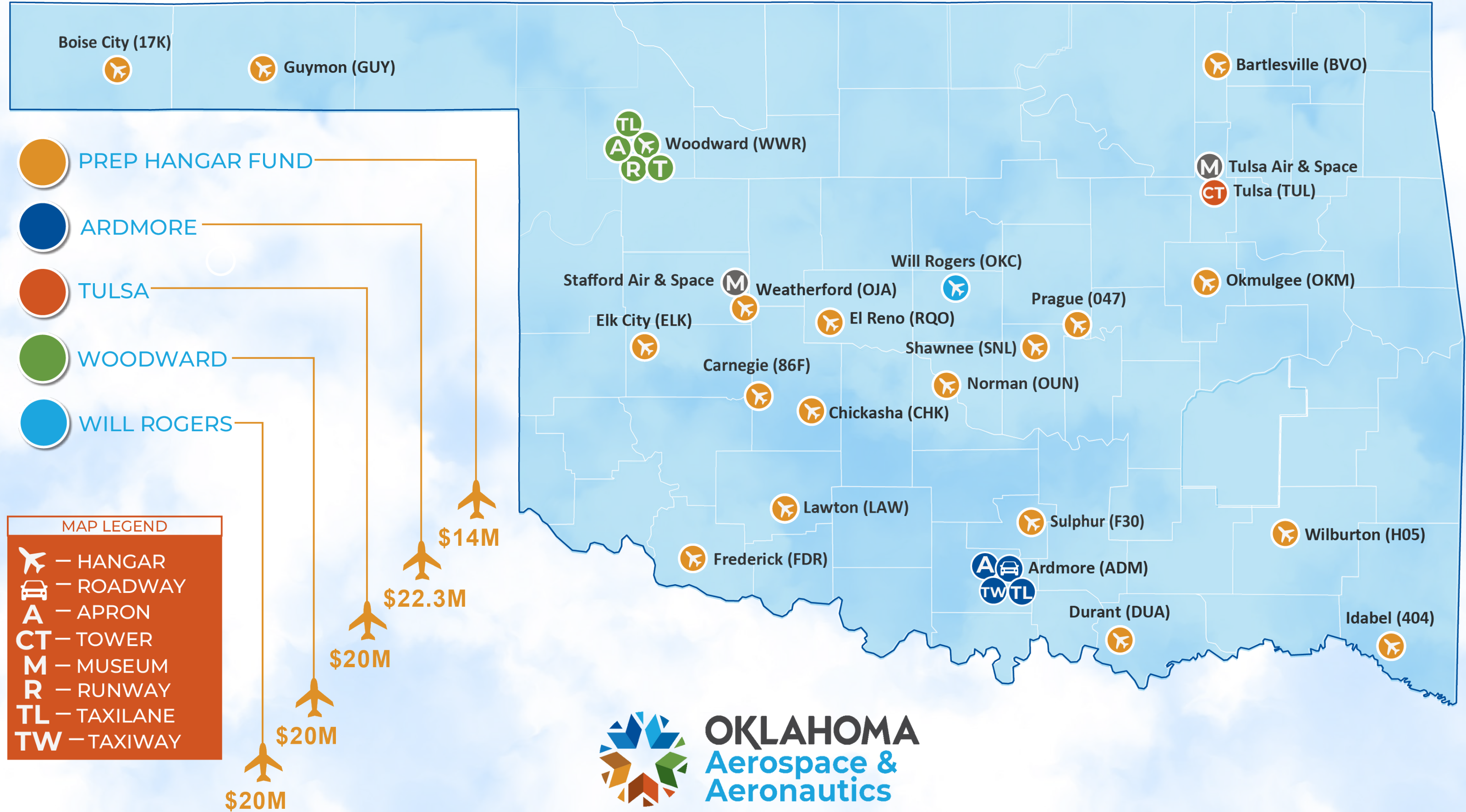




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**PREP FUND  
AIR TRANSPORTATION  
INFRASTRUCTURE PROJECTS**

# ARPA/PREP INFRASTRUCTURE FUNDING



# ARDMORE



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## **Planning & Design:**

\$650K

## **Taxiway Echo:**

\$8.5M

## **Cargo Apron:**

\$3M

## **Utilities/roadway construction for cargo area:**

\$10.2M



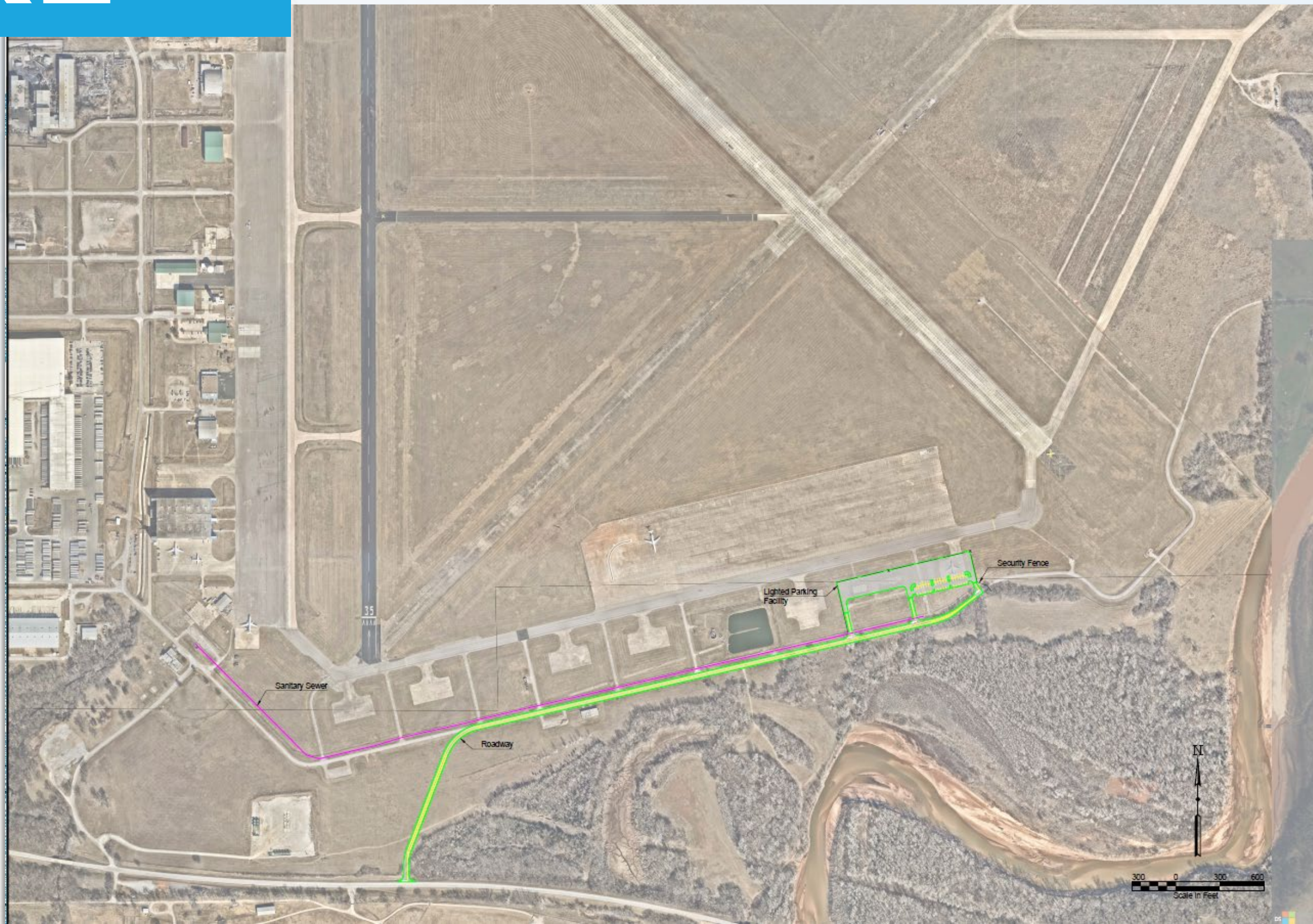
# ARDMORE



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# ARDMORE



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# TULSA

## New Air Traffic Control Tower

**Design**  
**Cost:** \$3.6M

**Construction**  
**Cost:** \$16.4M



*Updated ATCT Rendering, November 2023*

### Project Costs

Engineering Design: \$4,671,935

Engineer's Construction Estimate: \$78,900,000

FAA's Proposed Fee (Time and Equipment): \$34,700,000

**TOTAL Estimated Project Cost: \$118,271,935**



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# WILL ROGERS

**MRO Hangar**

**Construction**

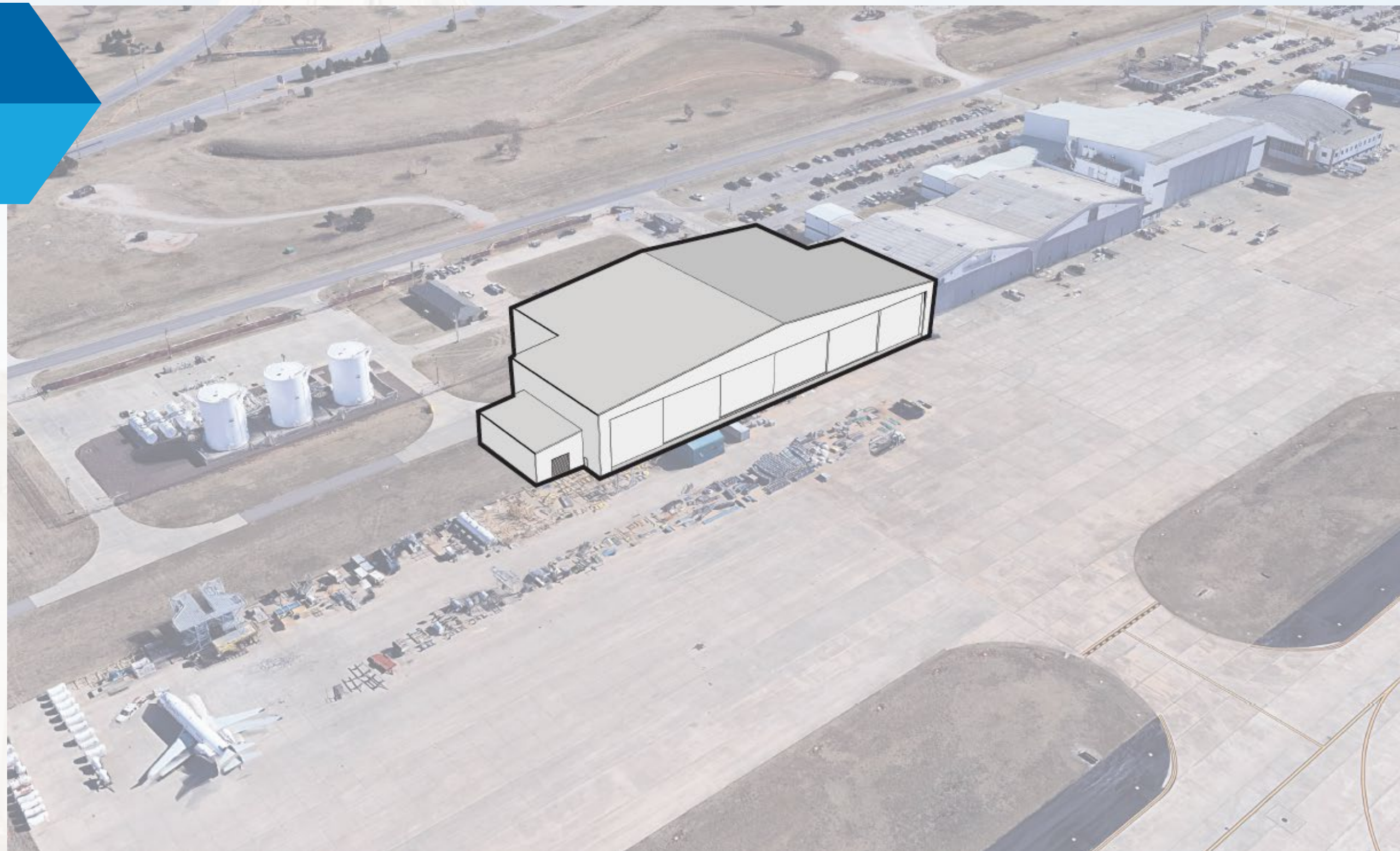
**Cost: \$20M**



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# WILL ROGERS



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# WOODWARD



## WEST WOODWARD

**Planning & Design:**  
\$1.67M

**Runway Extension to  
6,000 ft:** \$6.4M

**Terminal Building:** \$3.5M

**Taxilane for new 50-acre  
development area:** \$1M

**Utilities/Access for new  
development area:** \$2.5M

**Large Corporate/MRO  
hangar:** \$3M

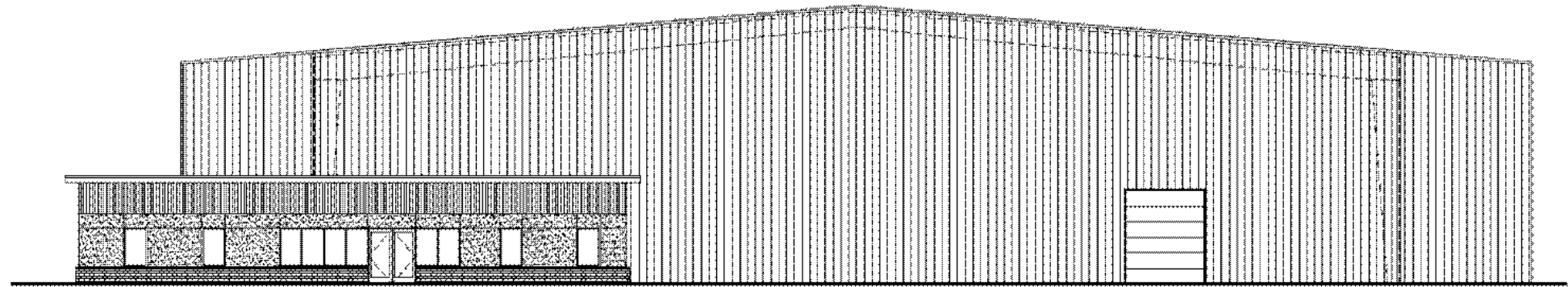
**Reconstruct fueling apron:**  
\$1.3M

**Land/Hangar Acquisitions:**  
\$530k

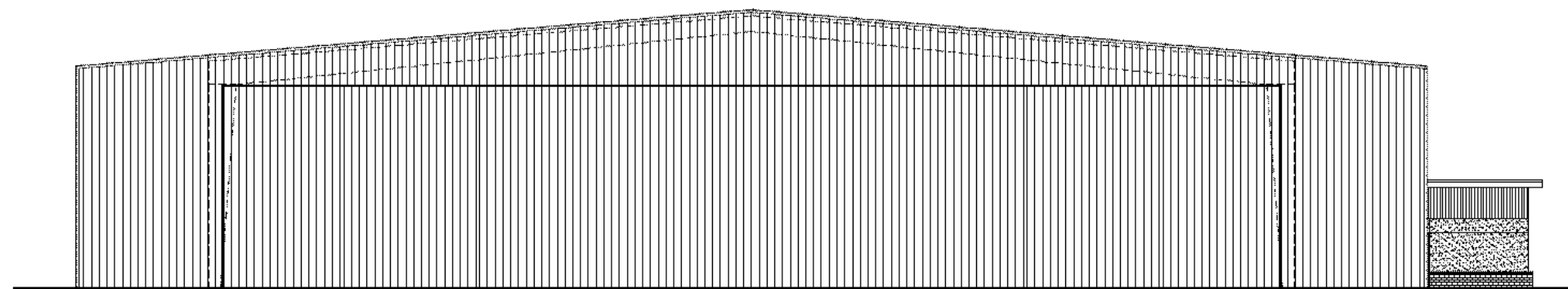


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# WOODWARD



1 NORTH ELEVATION



1 SOUTH ELEVATION

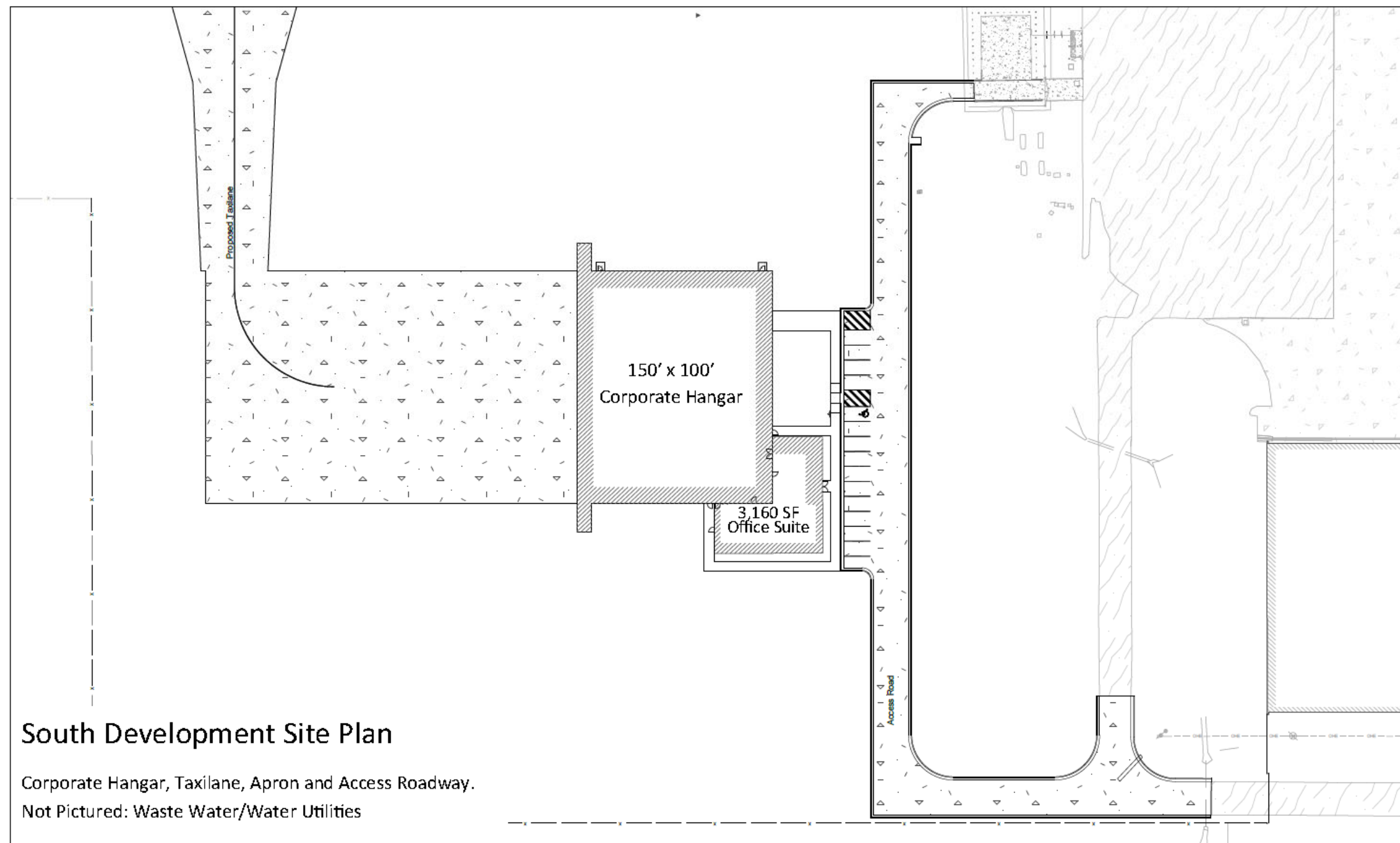
Corporate Hangar Front and Back Elevations



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# WOODWARD



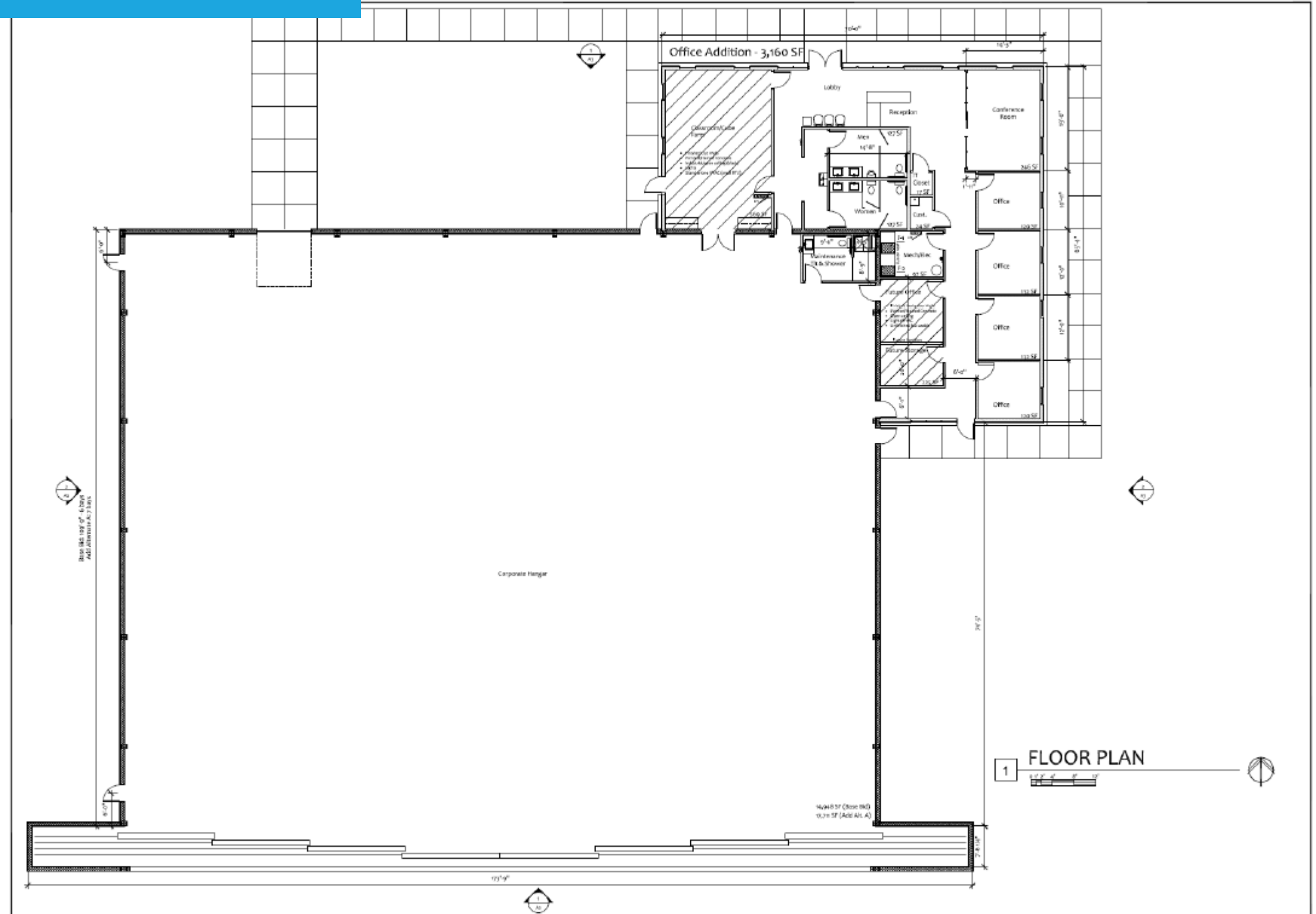
## South Development Site Plan

Corporate Hangar, Taxilane, Apron and Access Roadway.  
Not Pictured: Waste Water/Water Utilities



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# WOODWARD



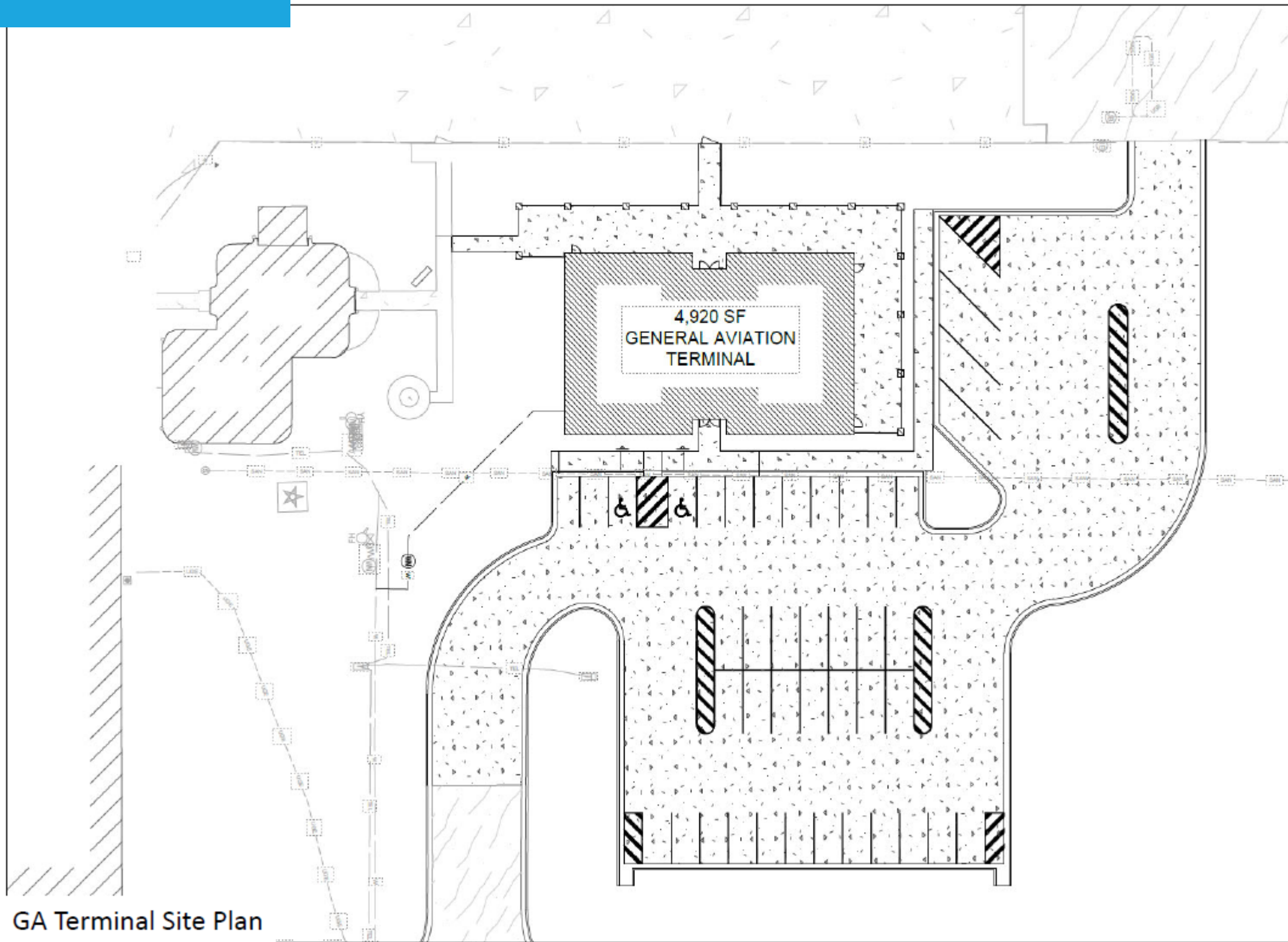
Corporate Hangar Floor Plan



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# WOODWARD

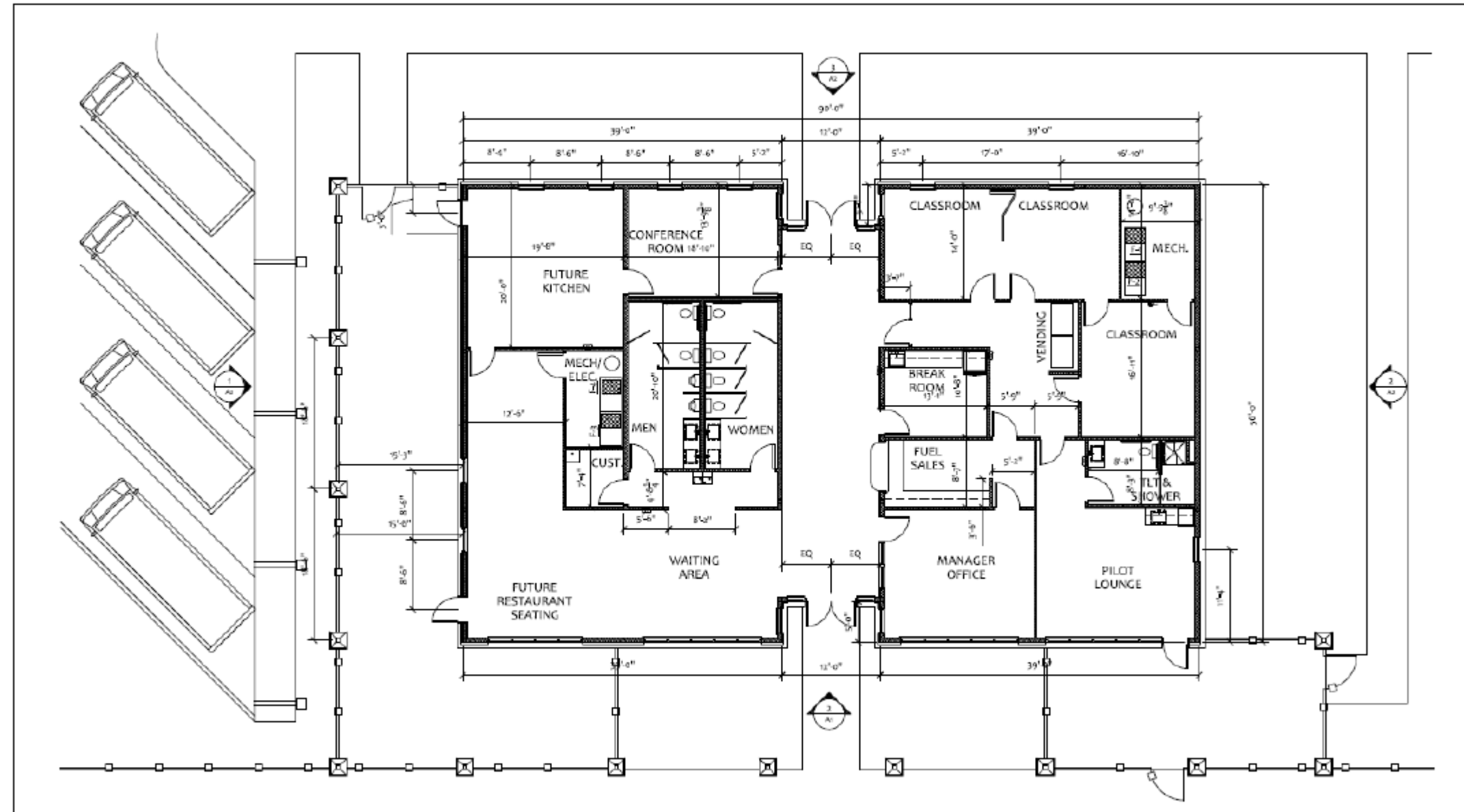


GA Terminal Site Plan



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# WOODWARD

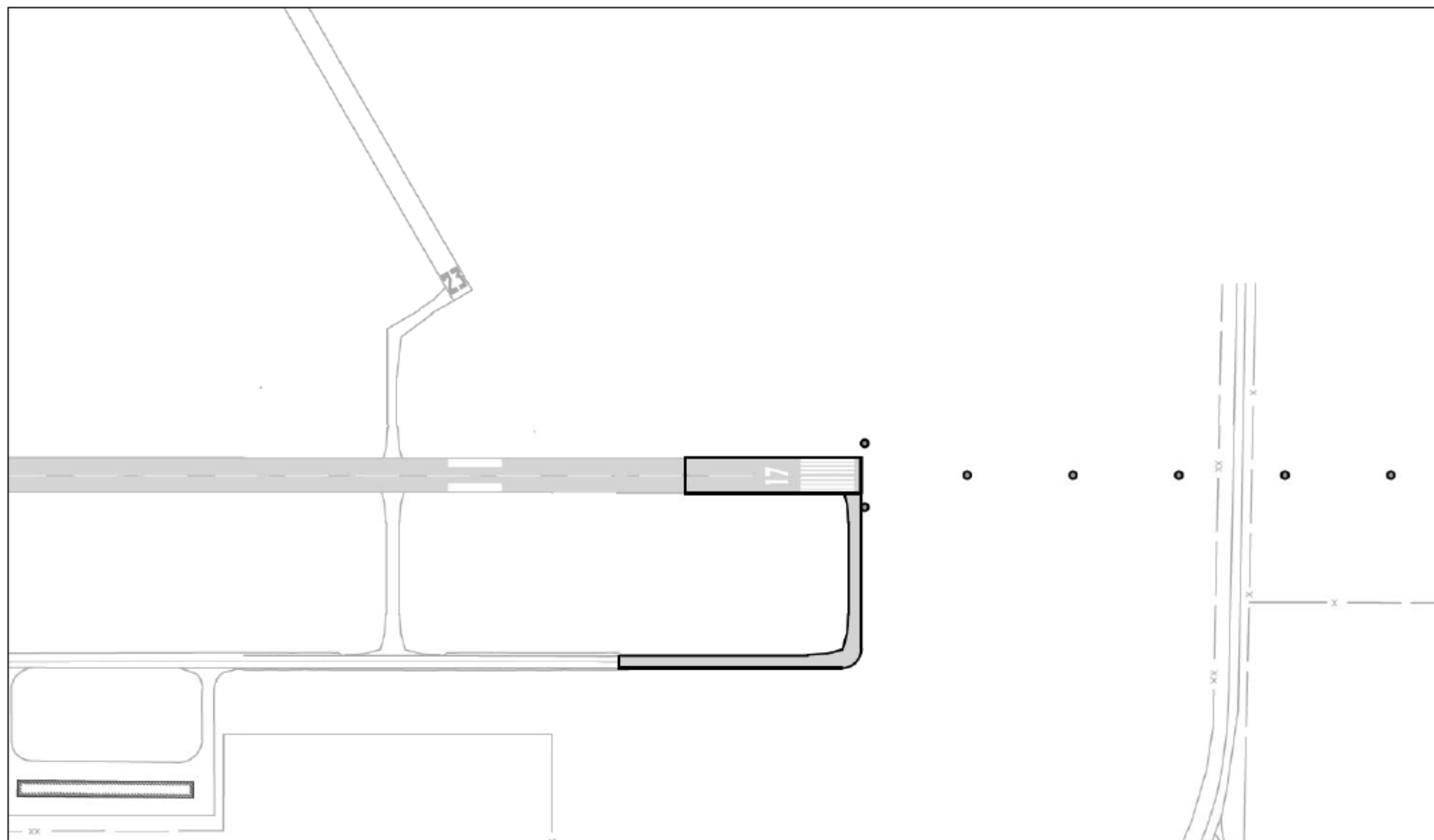


GA Terminal Floor Plan



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# WOODWARD

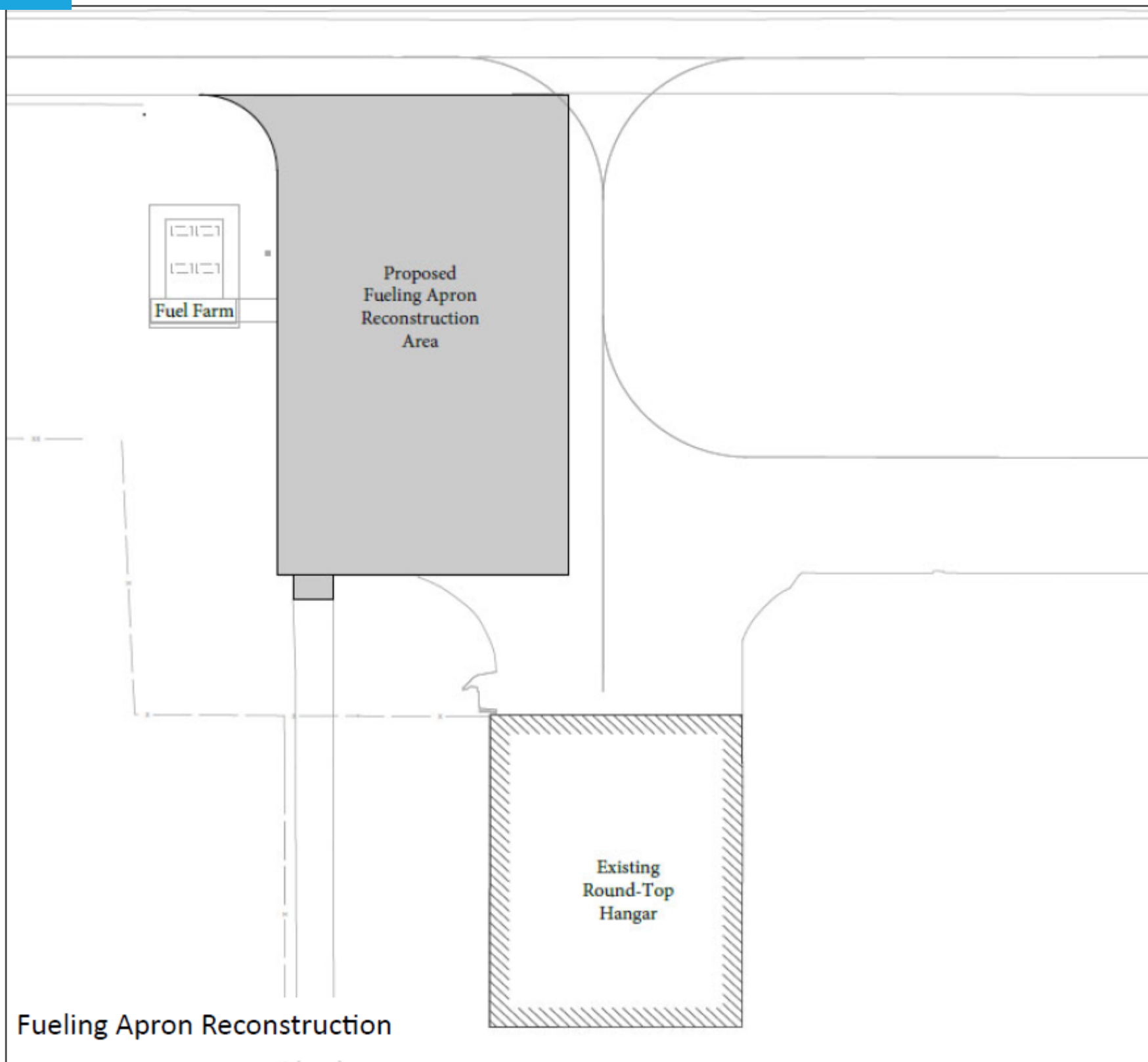


Runway 17-35 Extension



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# WOODWARD



# PREP Directed Funding



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➤ **22.35M** ➤ **20M** ➤ **20M** ➤ **20M**

## **Ardmore Municipal**

*Spent*

\$1,669,716

*Encumbered*

\$7,537,764

*Programmed*

\$12,695,519

## **Tulsa International**

*Spent*

\$2,044,910

*Encumbered*

\$1,555,664

*Programmed*

\$15,999,425

## **Will Rogers World**

*Spent*

\$0.00

*Encumbered*

\$19,600,000

*Programmed*

\$0.00

## **West Woodward**

*Spent*

\$998,330

*Encumbered*

\$1,208,600

*Programmed*

\$17,393,069

# PREP Competitive Funding

**PREP Hangars  
Spent**  
\$32,280

*Encumbered*  
\$3,472,977

*Programmed*  
\$10,214,743

**14 MILLION** of PREP Hangar Funding will be matched with 18.1 Million of Federal and Local Funds



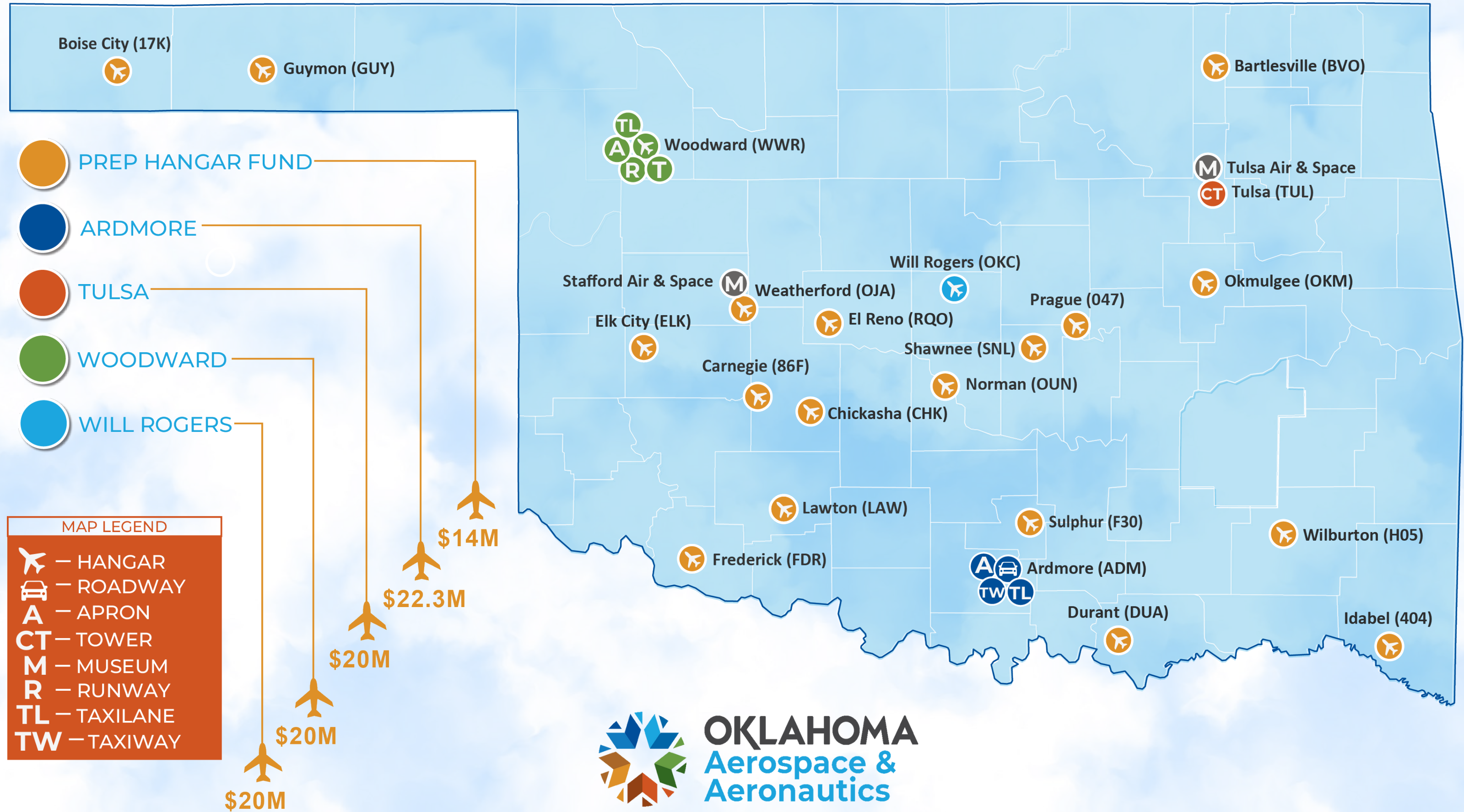
*These funds will support the construction of nearly*

**200,000** Sq Ft. of new hangar space across the state for **18** different communities



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# ARPA/PREP INFRASTRUCTURE FUNDING

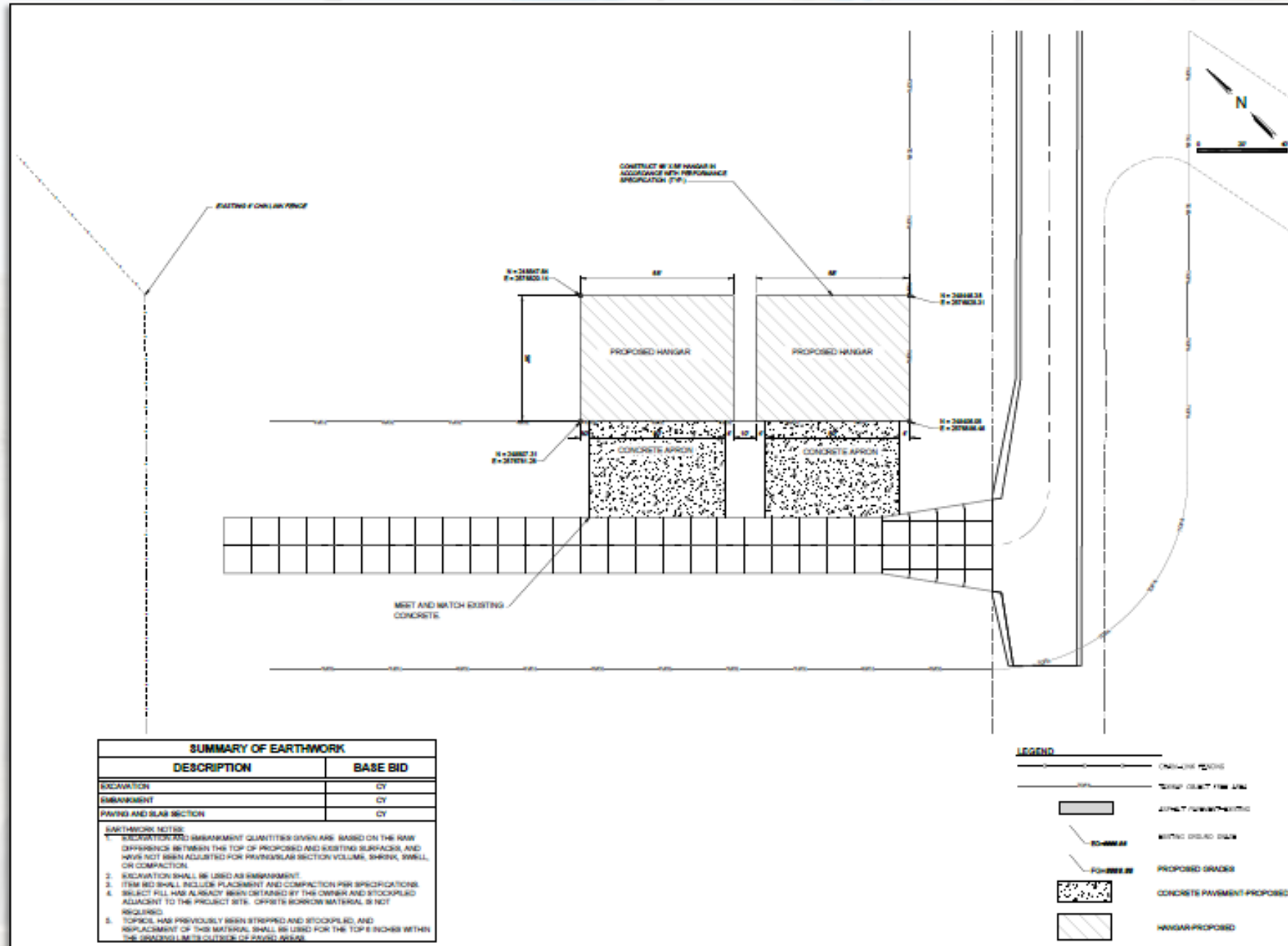


# Hangar Construction

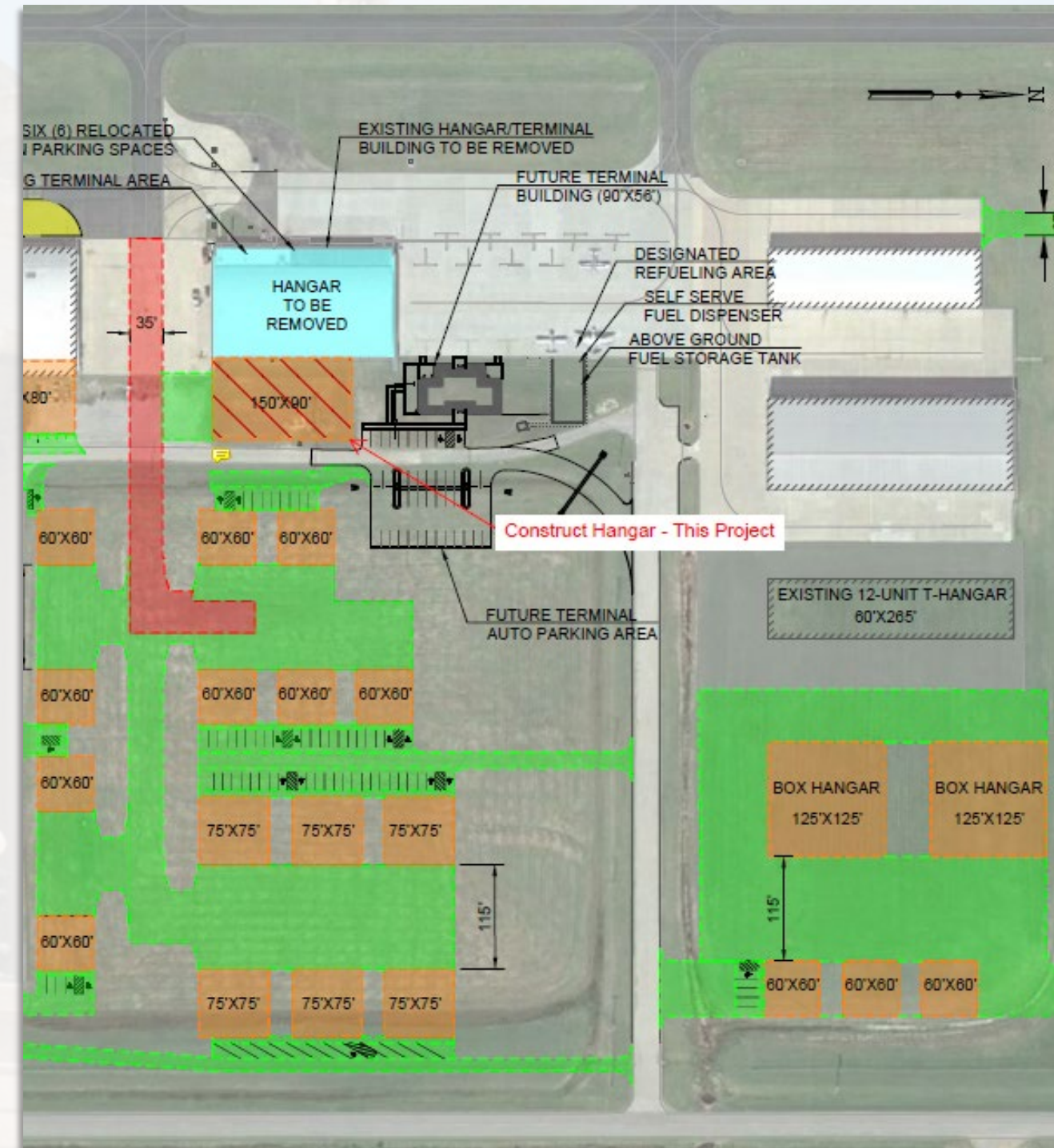


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## Okmulgee Regional Airport



## El Reno Regional Airport





# Hangar Construction

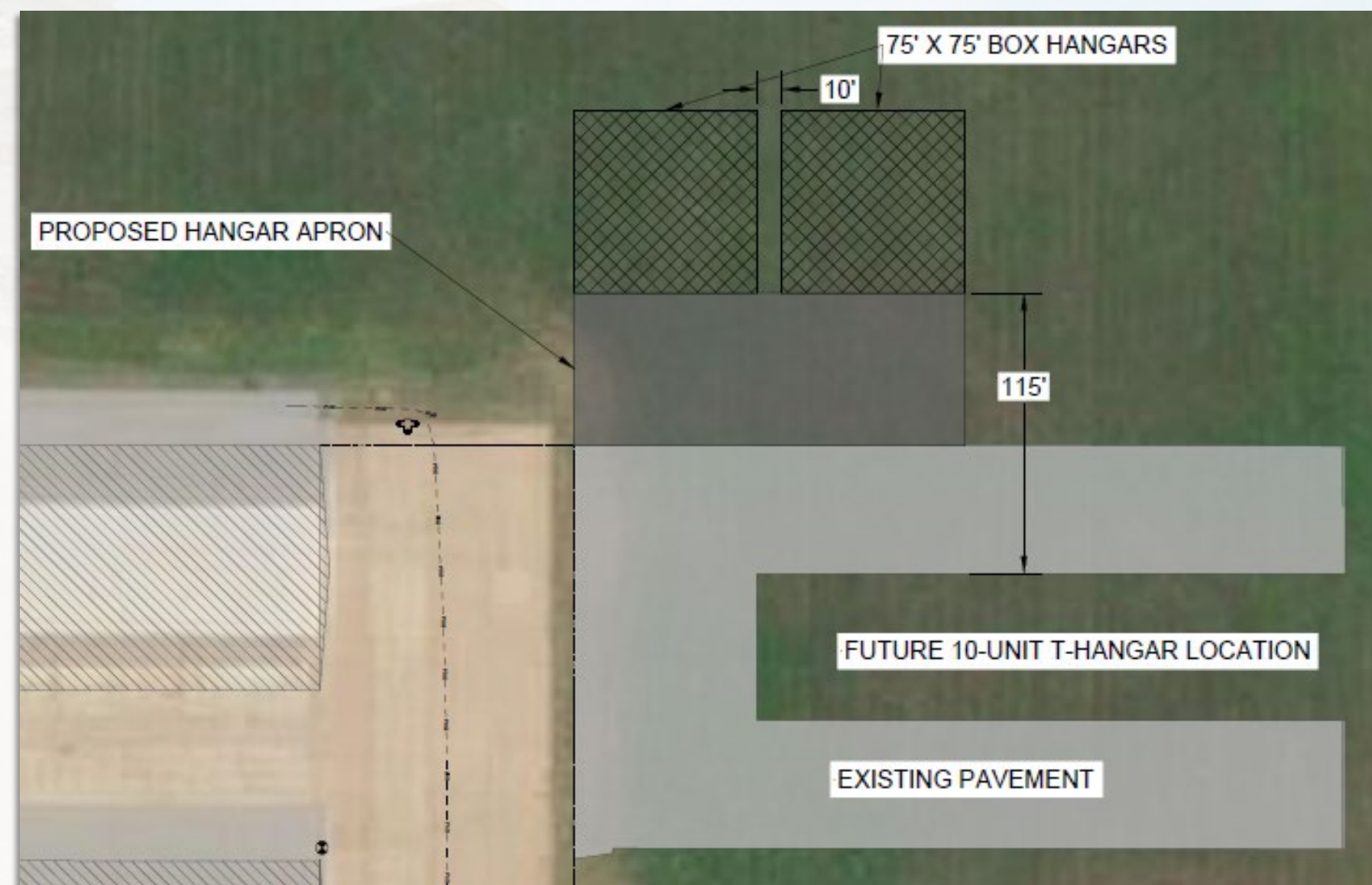


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## Frederick Regional Airport



## Chickasha Municipal Airport

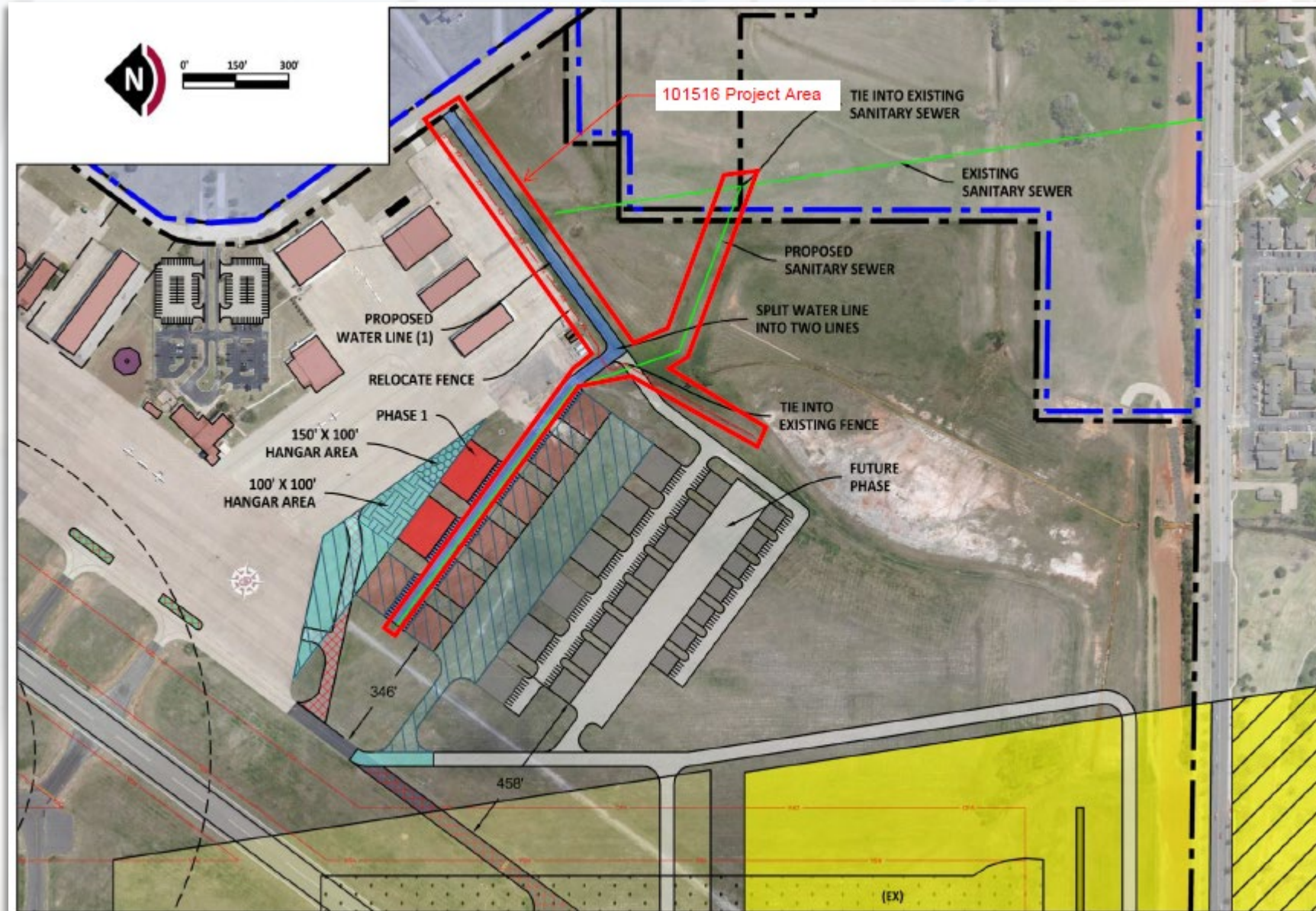


# Hangar Construction

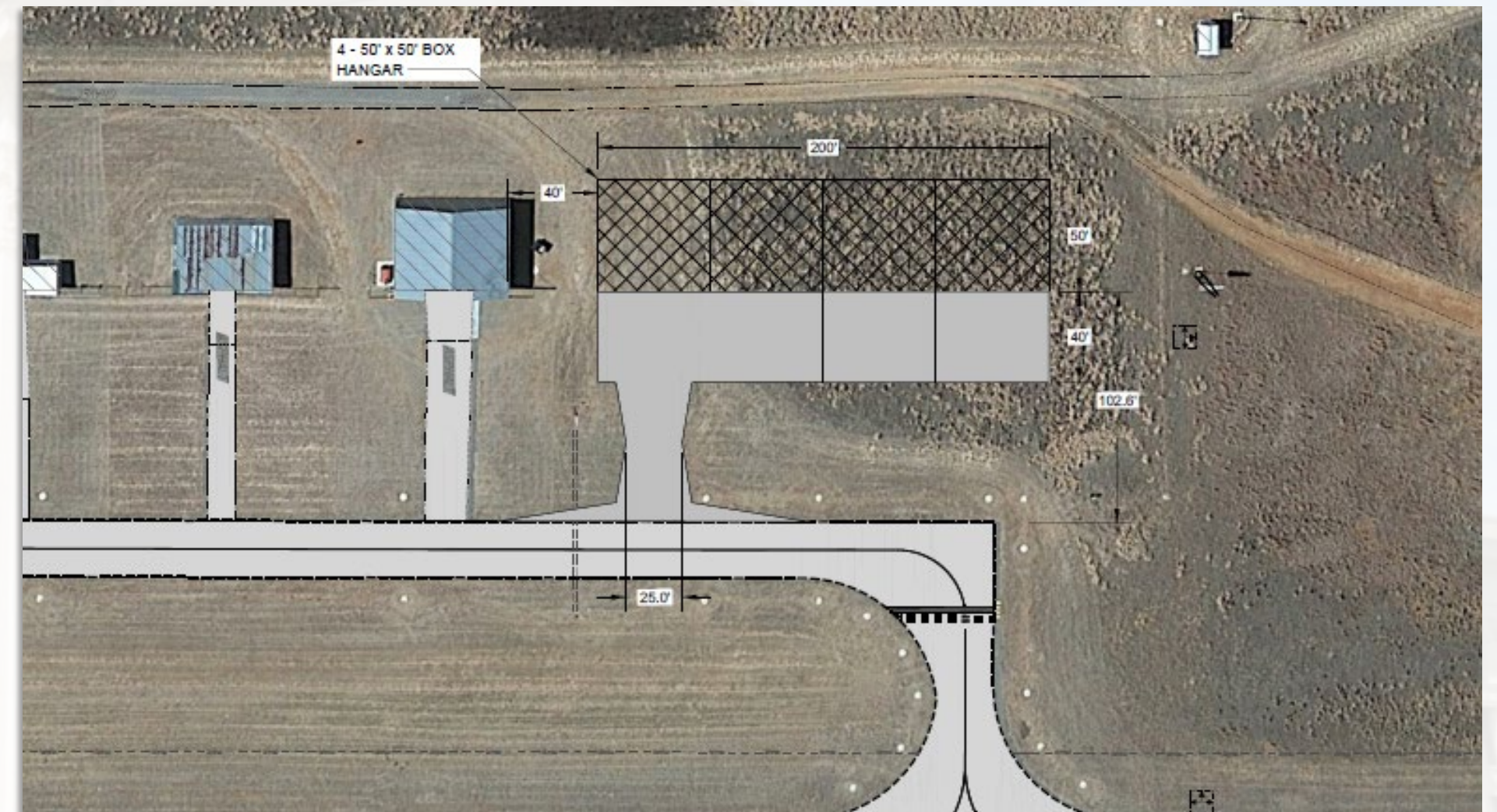


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## Max Westheimer Airport (Norman, OK)



## Carnegie Municipal Airport



# PREP Competitive Funding

## Commercial Air Service

*Tulsa International  
Awarded: \$2,000,000*

*Will Rogers World  
Programmed: \$2,000,000*



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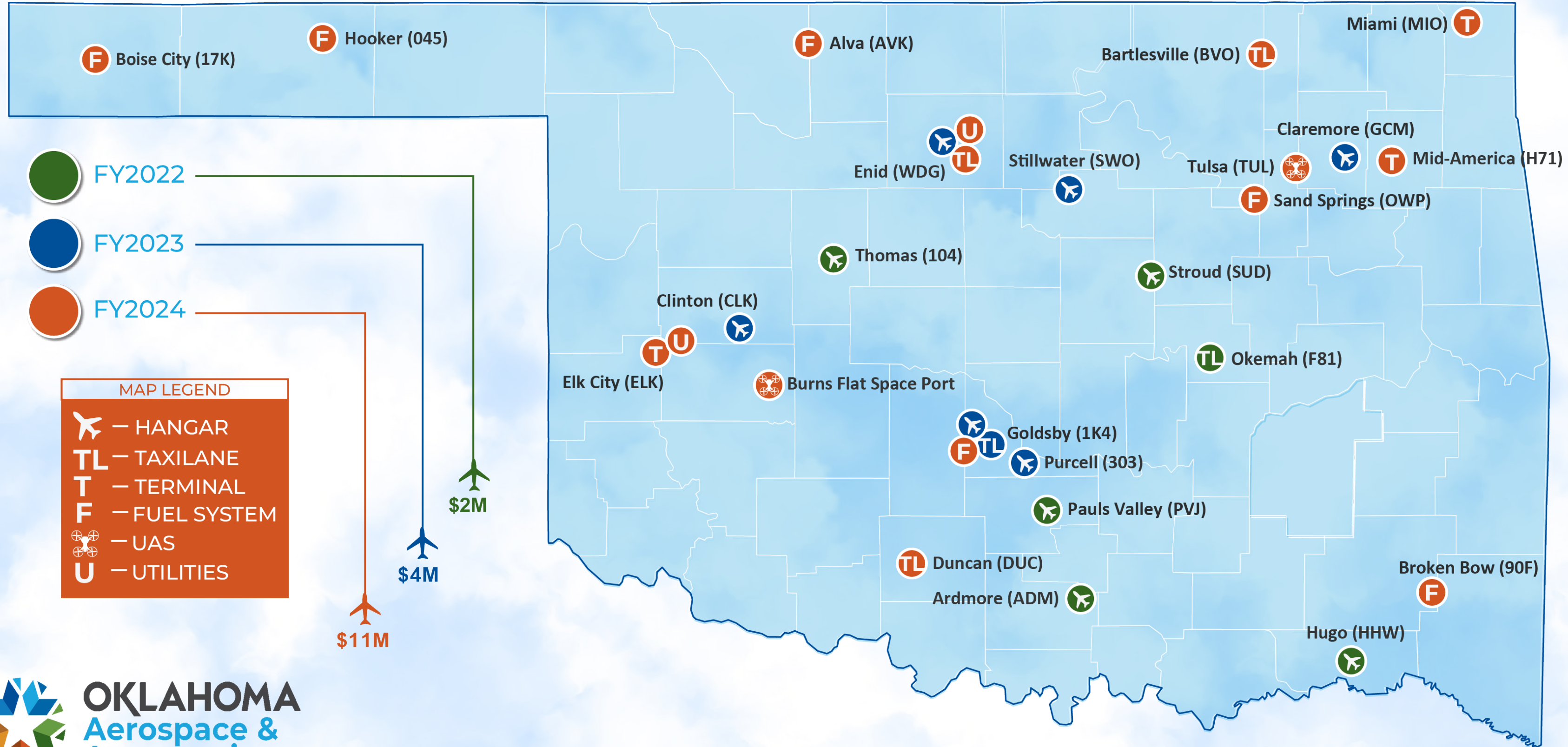
## Potential New Direct Routes (TUL):

*San Francisco, Seattle, San Diego, Boston, Cancun*



# PRO-GROWTH INFRASTRUCTURE

PROJECTS ENABLED BY APPROPRIATIONS SINCE FY2022:



# FY 2022



\$2M of FY 2022 appropriations were matched with \$4.1M of federal and local funds to support \$6M in overall pro-growth aviation infrastructure development.

## AIRPORT

## PROJECT

## ODAA SHARE

*Ardmore Municipal*

120' x 120' Hangar

**\$600K**

*Hugo - Stan Stamper*

42' x 30' Hangar

**\$31K**

*Okemah Municipal*

Taxilane

**\$800K**

*Pauls Valley Municipal*

100' x 100' Hangar

**\$300K**

*Stroud Municipal*

T-Hangar w. end Box Hangar

**\$300K**

*Thomas*

107' x 70' Hangar

**\$500K**



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# FY 2023



\$4M of FY 2023 appropriations brought in nearly \$4.5M of federal and local funds to construct 4 large box hangars and 20 smaller box and T-hangars.

## AIRPORT

## PROJECT

## ODAA SHARE

*Clinton Regional*

92' x 72' Hangar

**\$297K**

*Claremore Regional*

100' x 75' Hangar

**\$448K**

*David Jay Perry*

T-Hangars

**\$732K**

*David Jay Perry*

Rehab Hangar Taxilane

**\$837K**

*Enid Woodring*

120' x 120' Hangar

**\$676K**

*Purcell Municipal*

(2) 50' x 50' Hangars

**\$251K**

*Stillwater Regional*

100' x 150' Hangar

**\$1.75M**



# FY 2024



\$9M of FY 2024 appropriations for pro-growth aviation infrastructure were matched with \$10.5M of federal and local funds.

## AIRPORT

## PROJECT

## ODAA SHARE

*Alva Regional*

Fuel System

**\$300K**

*Bartlesville Municipal*

Taxiway Development Area

**\$1.1M**

*Broken Bow*

Fuel System

**\$253K**

*Boise City*

Fuel Systems (Jet A + 100LL)

**\$285K**

*David Jay Perry*

Fuel System

**\$225K**

*Elk City*

Terminal, Utilities

**\$1.5M**

*Enid Woodring*

Taxiway, Utilities

**\$1.45M**



# FY 2024



Funding has enabled the following:

- 3 new terminals
- 8 fuel systems
- 3 taxiways and associated utility improvements into new development areas that opened up a total of 43 new acres.

## AIRPORT

## PROJECT

## ODAA SHARE

*Halliburton Field (Duncan)*

Taxiway Development Area

**\$979K**

*Hooker*

Fuel Systems (Jet A + 100LL)

**\$513K**

*Miami Regional*

Terminal

**\$1M**

*Mid-America Industrial*

Terminal

**\$1M**

*William R Pogue  
(Sand Springs)*

Fuel System

**\$300K**

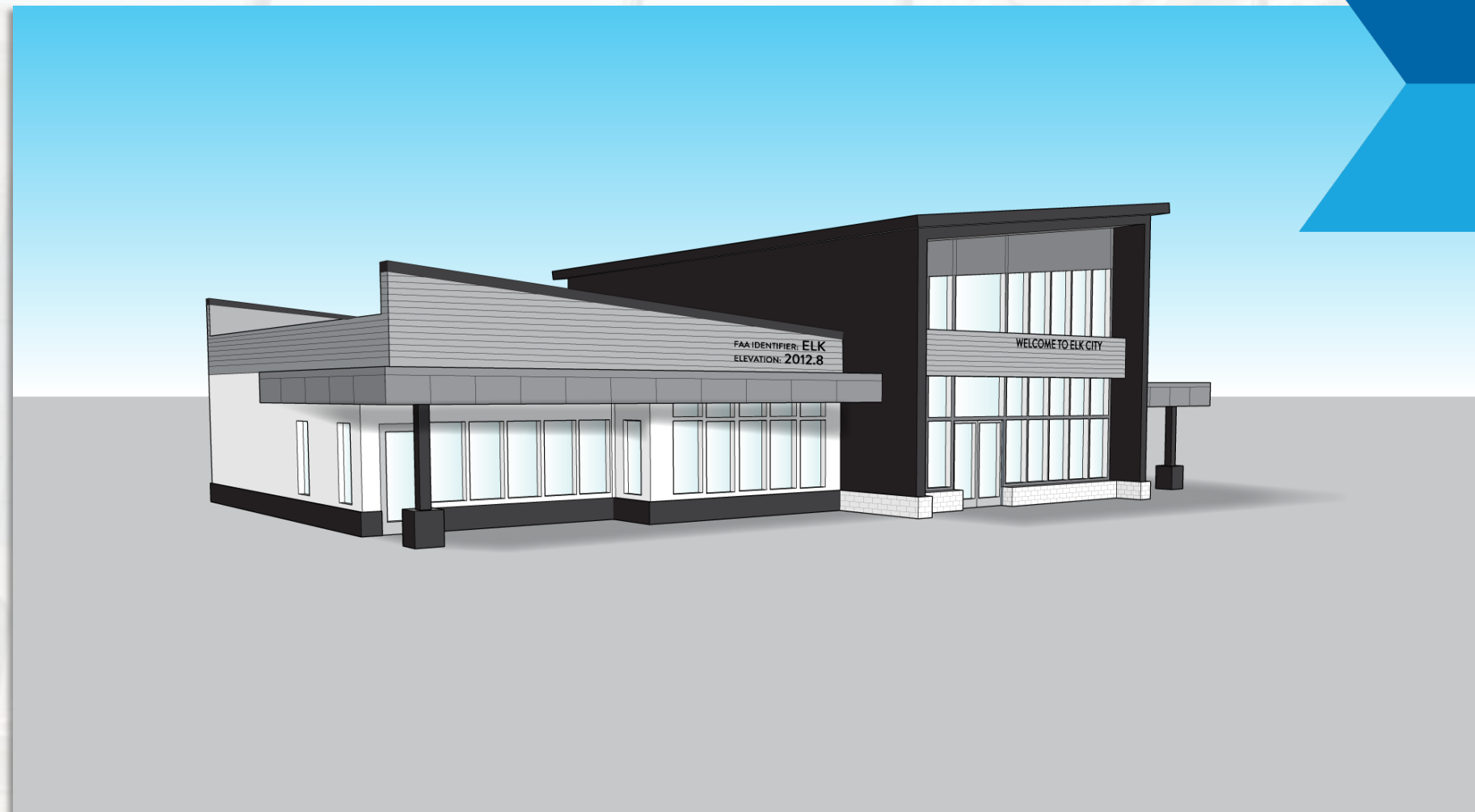




# Groundbreakings

## Elk City

*New Terminal, Hangar, Utilities*



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# Groundbreakings

**MidAmerica**  
*New Terminal*



# Groundbreakings

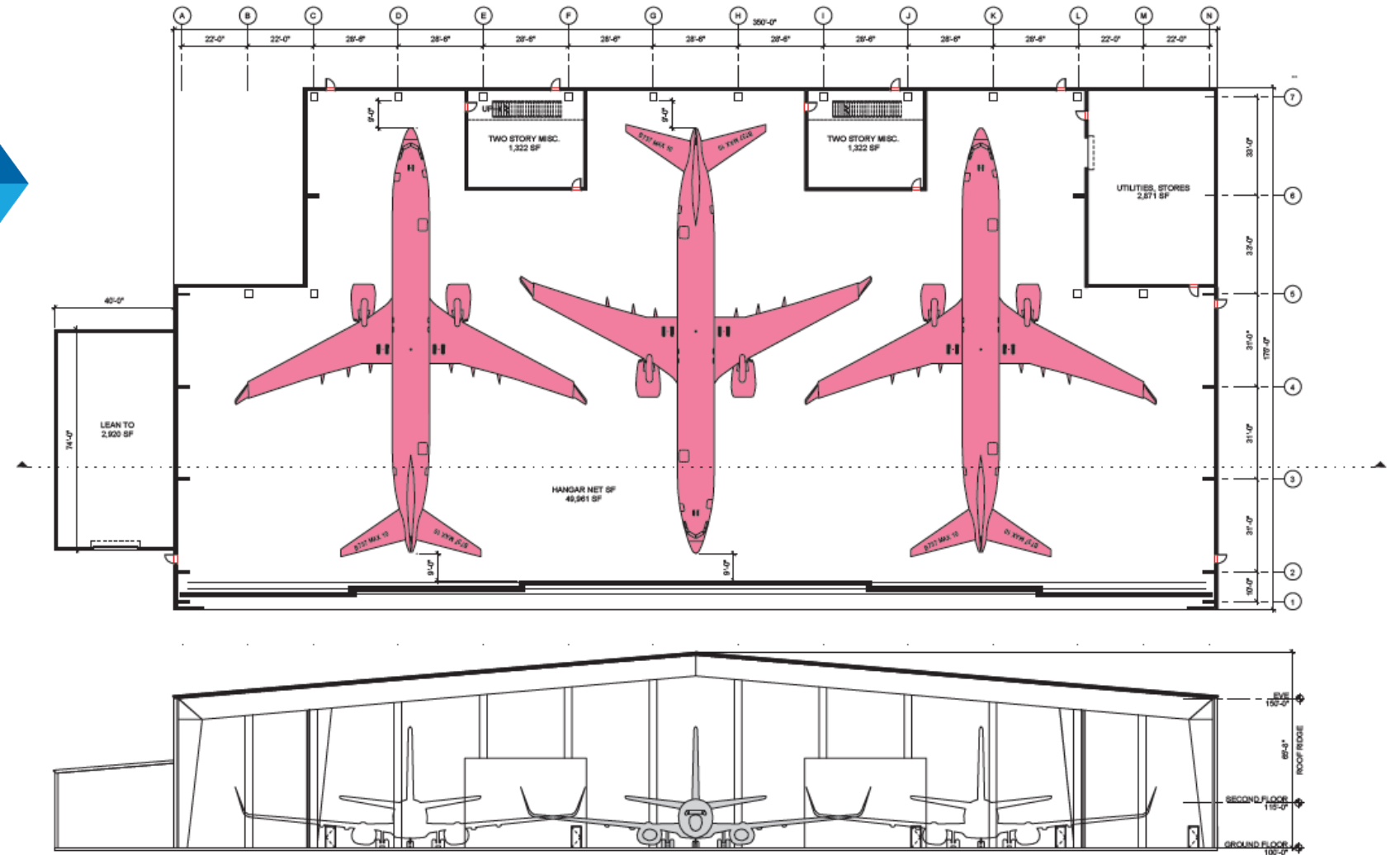
## Miami

*New Terminal*



# Groundbreakings

**WILL ROGERS**  
*MRO Hangar*





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**AIRPORT CONSTRUCTION PROGRAM  
PROJECT SELECTION PROCESS**

# Current System Characteristics



**AIRPORTS**  
90% OF AIRPORTS  
IN FAA NPIAS

**AIRPORT SYSTEM**  
108 AIRPORTS IN THE  
STATE AIRPORT SYSTEM



**AIRLINE TRAVELERS**  
3.8 MILLION  
COMMERCIAL  
PASSENGERS



**AIRCRAFT**  
2,600 BASED  
AIRCRAFT



**ACTIVITY**  
1.3 MILLION  
ANNUAL  
OPERATIONS



**OKLAHOMA  
SYSTEM  
PERFORMANCE  
MEASURES**



**A SYSTEM THAT IS **SAFE****



**A SYSTEM THAT IS **EFFICIENT****



**A SYSTEM THAT IS **ACCESSIBLE****



**A SYSTEM THAT SUPPORTS **THE ECONOMY****



**A SYSTEM THAT MEETS **USER NEEDS****

**System Performance Measures**

# State Roles for Oklahoma Airports



## NATIONAL BUSINESS AIRPORTS



- Serve larger business jets
- Support non-stop flights to all domestic and some international locations
- Have terminals, FBOs, and Jet A fuel
- Have full parallel taxiway, precision approach, and approach lighting
- Serve large communities
- Have significant economic impact



## REGIONAL BUSINESS AIRPORTS



- Serve medium business jets
- Have full parallel taxiway and precision-like approach
- Serve medium-size communities
- Support non-stop flights to most domestic locations
- Have a terminal, Jet A fuel, and FBO
- Support notable economic impact



## GENERAL AIRPORTS



- Serve mid-size markets
- Accommodate twin-engine planes and small business jets
- Support flights to regional destinations
- Have published approach and 100LL fuel
- Provide measurable economic impact



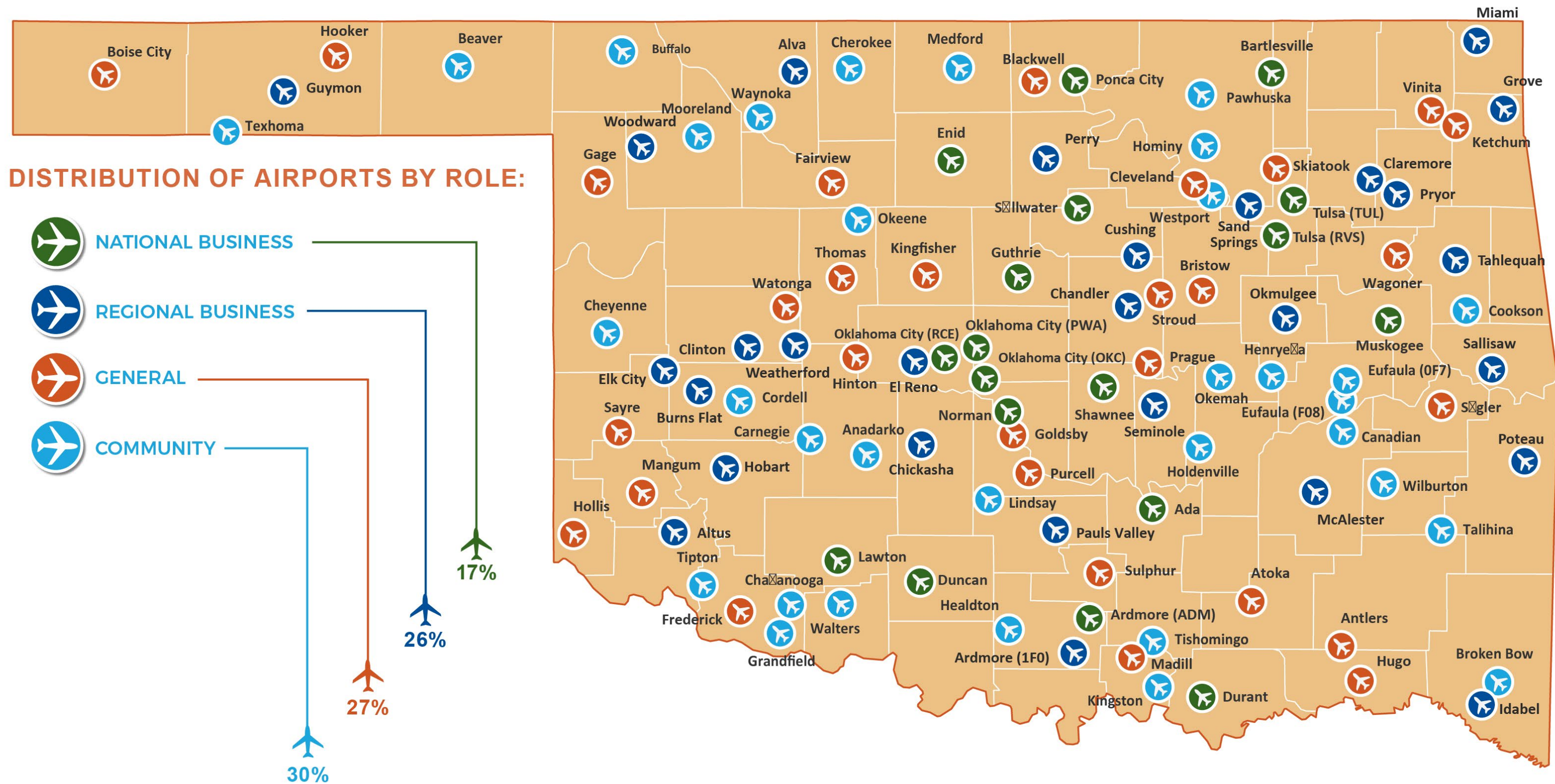
## COMMUNITY AIRPORTS



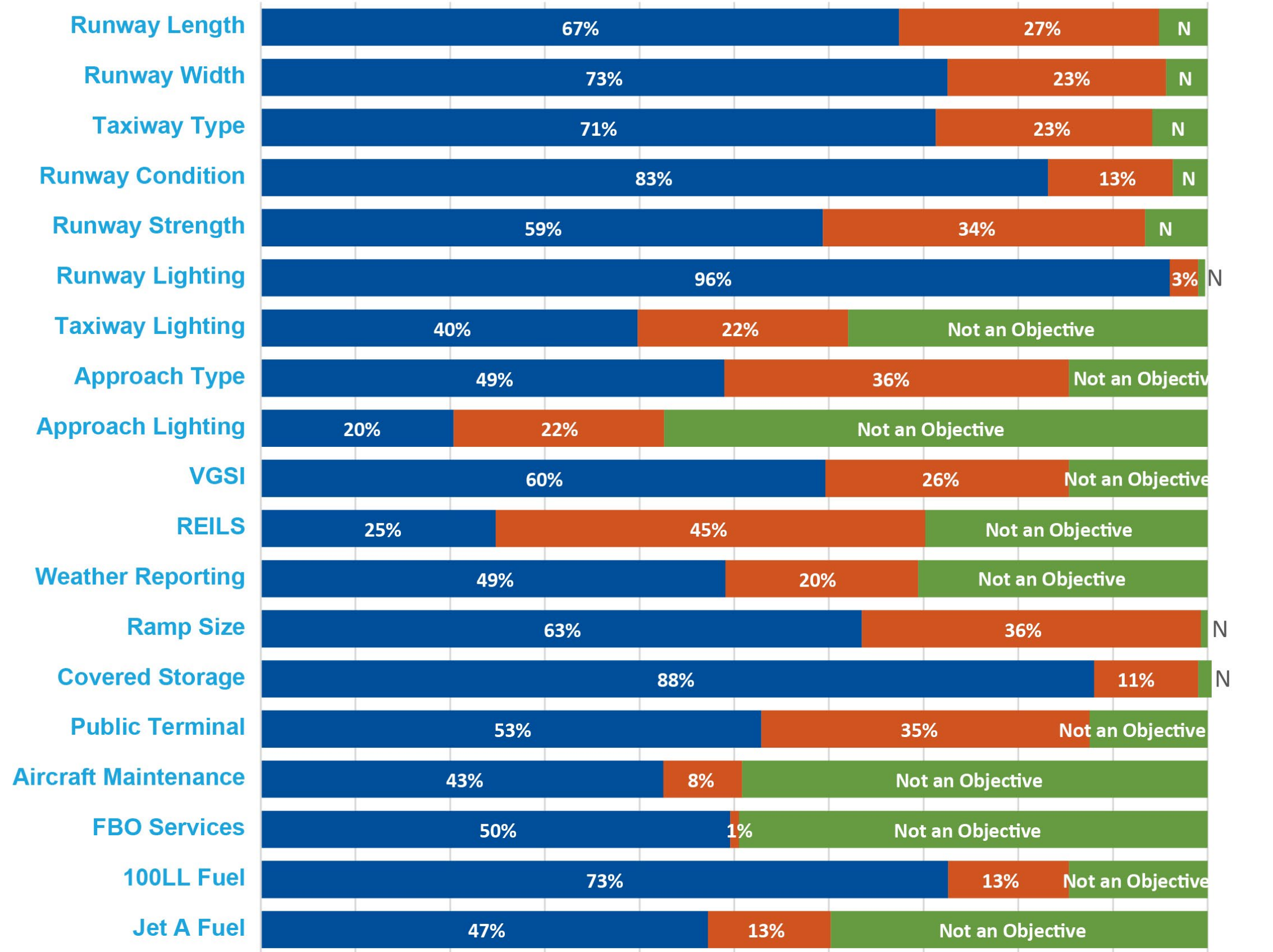
- Serve small communities
- Accommodate small twin and single-engine planes
- Have facilities and services more limited in scope
- Support lower levels of economic impact



# Recommended Roles for Oklahoma Airports



# Current Statewide Performance for Facility/Service Objectives



0 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

● Currently Meets ● Should Meet ● Not an Objective N = Not an Objective



**POTENTIAL BENEFITS OF  
SYSTEM ENHANCEMENT**

**Potential  
Benefits from  
System  
Enhancements**



# EXECUTIVE SUMMARY

## IMPLEMENTATION COSTS



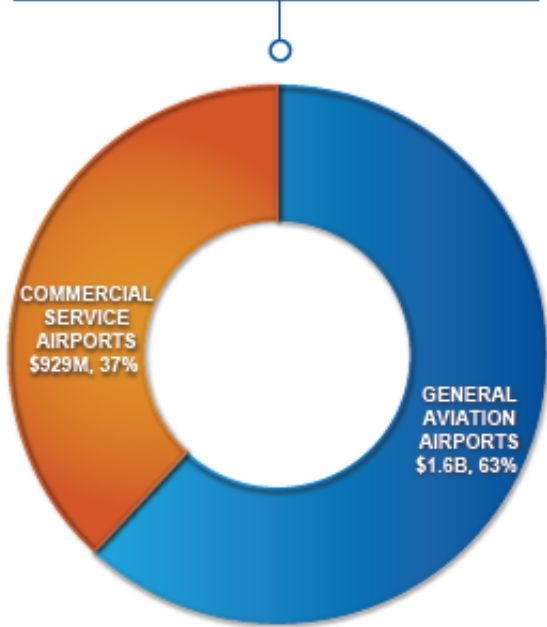
System plan identified projects and costs were combined with airport identified projects and costs. Combining costs from both sources provides a more complete picture of funds that could be needed to maintain and expand Oklahoma airports.

System plan identified and airport identified costs show that a total of **\$2.5 billion** could be required to maintain and enhance airports in Oklahoma over the next 20 years. Further analysis of this estimated investment need shows that **37%** of all estimated costs is associated with the four commercial airports, while the remaining **63%** is associated with the 104 general aviation airports. Of the total estimated 20-year investment need, **26%** is associated with system plan identified projects, while the remaining **74%** is associated with airport identified projects.

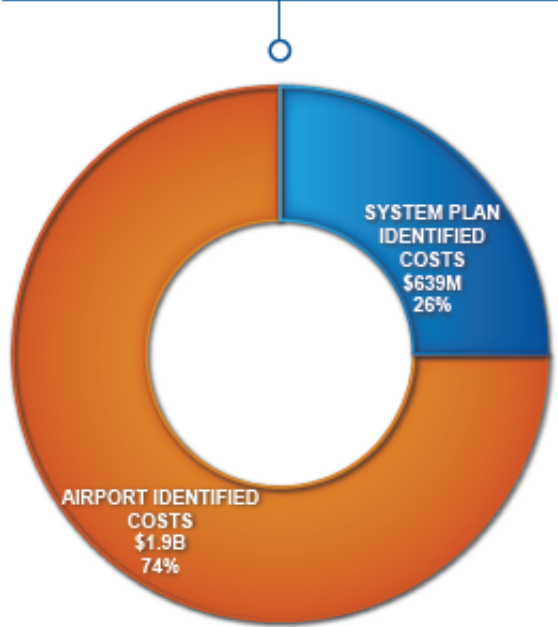
It is also worth understanding which types of projects for the Oklahoma airports will require the greatest level of investment, according to the system plan. The distribution of estimated costs by project type shown below is for projects identified to resolve system plan deficiencies, as they relate to applicable facility and service objectives, as well as airport identified projects. The categories that are anticipated to require the greatest investment are runway/taxiway and pavement strength categories.

## ESTIMATED 20-YEAR SYSTEM PLAN IDENTIFIED AND AIRPORT IDENTIFIED COSTS \$2.5 BILLION

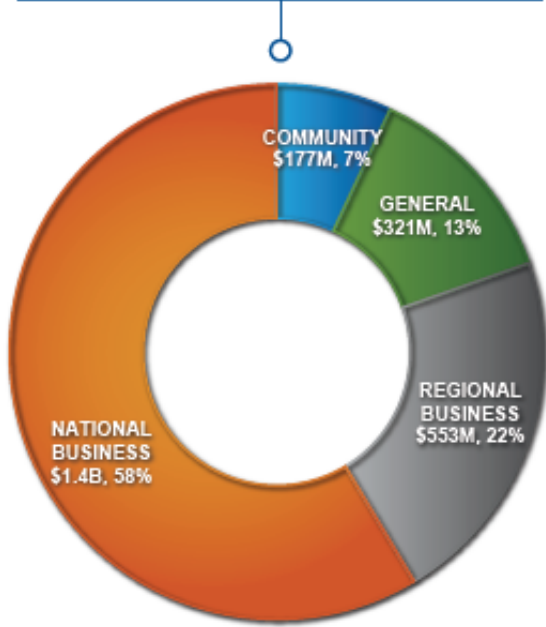
COMMERCIAL AND GENERAL AVIATION AIRPORT PROJECT COSTS



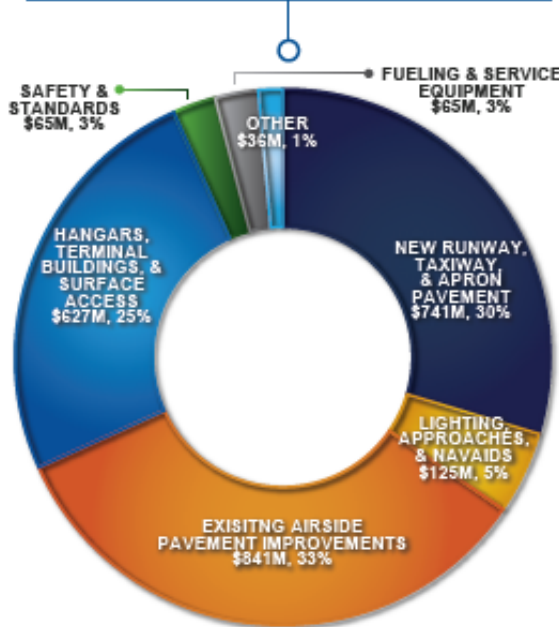
SYSTEM PLAN IDENTIFIED VS AIRPORT IDENTIFIED PROJECT COSTS



PROJECT COSTS BY AIRPORT ROLE



COSTS BY PROJECT CATEGORY





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**FY25 PROPOSED ONE-TIME  
AIRPORT INFRASTRUCTURE  
PROJECTS**

# SHAWNEE



## Shawnee Aviation Industrial Park & Hangar Development Area: \$6.5M



**LOCHNER**

6301 Waterford Blvd. | Suite 310 | Oklahoma City, Oklahoma 73118  
P. 405.748.8851 | www.lochner.com

CITY OF SHAWNEE, OKLAHOMA

SHAWNEE REGIONAL AIRPORT

PROJECT NO.  
DRAWN BY  
CHECKED BY  
DESIGNED BY  
REVISIONS

TERMINAL  
ALTERNATIVE

1

This project is to include taxiway, utilities, roadway and a large hangar in the new SE development area of the airport. This first phase will also allow more development and hangars to be built by private individuals and aviation companies in the future. Given the OKC metro areas growth potential that is heading east, Shawnee is in a prime location to house additional aviation businesses. Our system plan identified multiple airports that had development potential and we believe that Shawnee was a top location given its proximity to OKC and the timing is also right given the tornado damage the airport has incurred which allows for more of a clean-sheet development approach.

# ATOKA

## Atoka Airport Relocation: \$6M



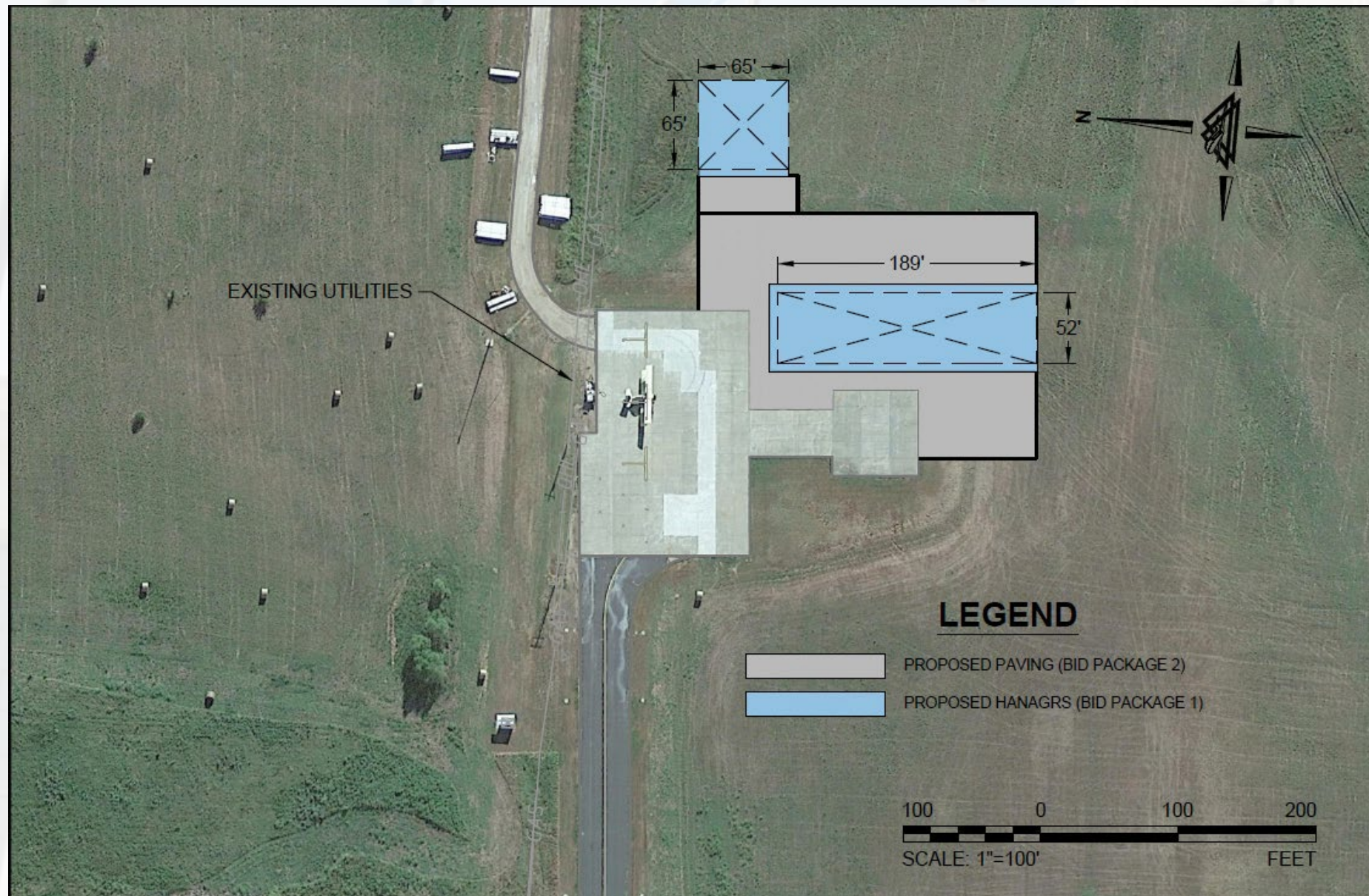
The \$6M project request will partner with an existing federal project programmed in the current 5-year Airport Construction Program. The state funds are anticipated to be used for the initial site prep, earthwork, and early phases of runway construction with the remaining airport relocation efforts (remaining runway, taxiways, apron, terminal, access road) being funded with FAA grants and other federal sources. Starting in the early 2000s Atoka studied the possibility of extending their runway and growing their airport to meet aviation demand in the community. The Airport has a 3,000 ft runway with safety and terrain challenges on both ends. State Highway 3 (US 75) borders the south of the runway and there are significant terrain issues on the north end of the runway. Both in the early 2000s feasibility study and in the 2009 master plan, it was determined that extending the runway in the current location was an extremely expensive option and the better choice would be to relocate the airport for future development potential. Based on the Oklahoma Airport System Plan metrics that were published in 2022, Atoka was shown as needing a 4,000 ft runway to address current demand and the community is one of only a handful of cities in the state with a population over 2,500 people without a jet-capable runway within a 30 mile drive. This data led to the local community deciding upon the path that an airport relocation is needed.

# OKEMAH



## Okemah T-Hangar, Box Hangar, Fuel System, Small Terminal Building & Apron: \$3.5M

The project request for \$3.5M would accomplish the three project items that were supposed to occur after the runway was constructed in 2013. Those projects were the hangars (T-hangars plus a box hangar) for \$2M, a fuel system for \$500k, and a small terminal building with an additional apron in front of it for \$1M. Okemah has a similar story to that of Atoka in that in the early 2000s the need to expand the airport became apparent based on existing and future aviation demand. With the current location of the airport unable to expand they began to take the necessary steps to look to relocate the airport. Starting in 2006 the community invested their available federal funds in various infrastructure items with the eventual runway (3,400 ft) opening by 2013. Unfortunately, during the same year as the runway was opening, federal funding rules changed they no longer received their annual allotment of federal funds. The next step in the process for Okemah after building the runway was to build 10 hangars, install a fuel system, and construct a small terminal building. The airport has been used regularly by visitors and agricultural sprayers that are temporarily based at the facility, but with no hangar storage, it's impossible to attract permanent aircraft to be housed at the airport. This project will complete the final steps of the airport relocation effort that started in the early 2000s and allow regular federal funding to return to help with airport infrastructure projects in the future.

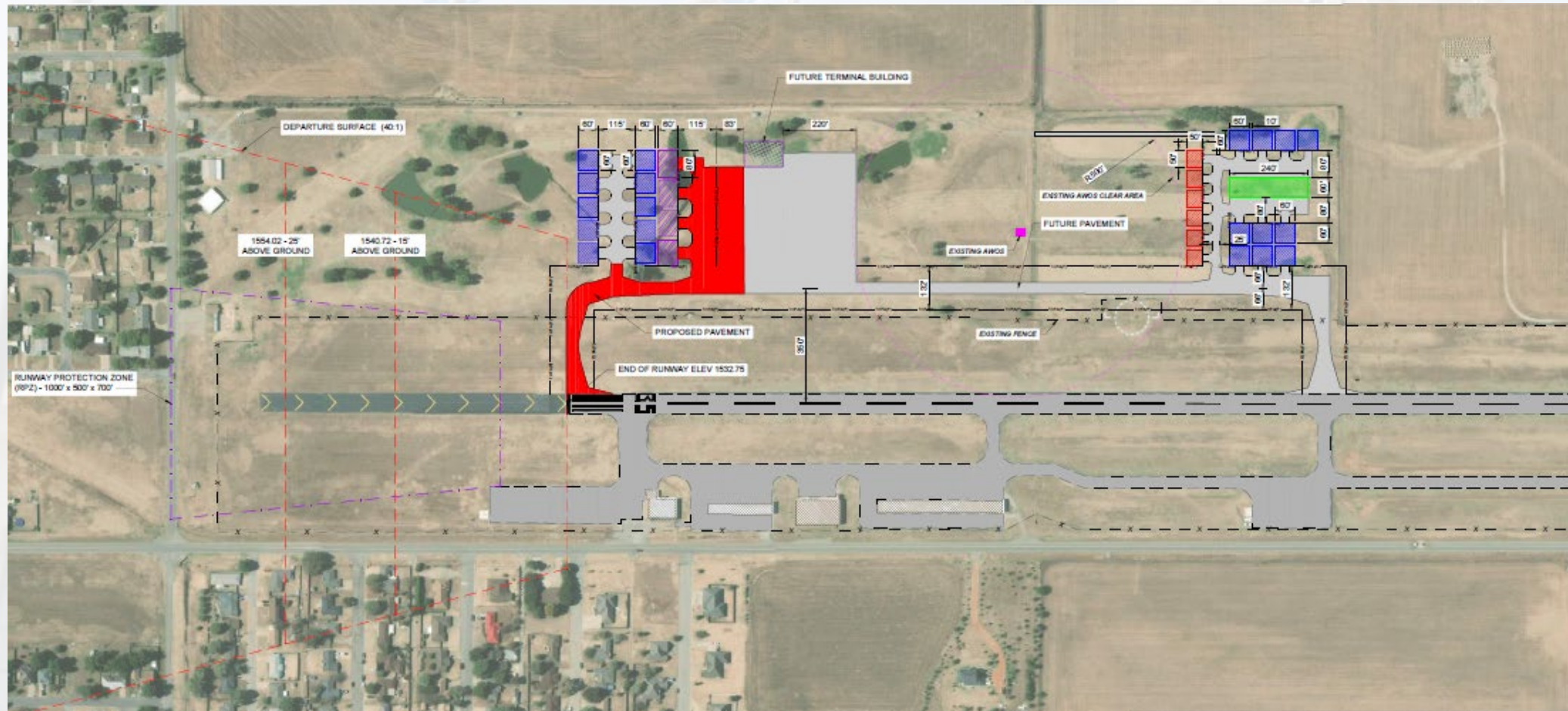




# WATONGA



## Watonga West Side Development Area & Terminal Building: \$3.5M



Watonga is in the midst of a redevelopment opportunity as it just completely reconstructed its 4,000 ft runway utilizing federal funds and closed a golf course to the west of the airport. This available space is now opening up 40+ acres on the west side of the airport and will allow us to turn it into developable land given that their east side is cannot be built out any further due to safety standards. This funding will construct the initial development to include a terminal building, access, utilities, and needed infrastructure to open up the west side of the airport. Increasing the opportunity for development and garnering more activity will allow future aviation businesses and support justification to extend the runway and bring it to business jet capable standards.

# OKC WRWA



## Will Rogers World Airport CareerTech Hangar for AA MD-80: \$4M

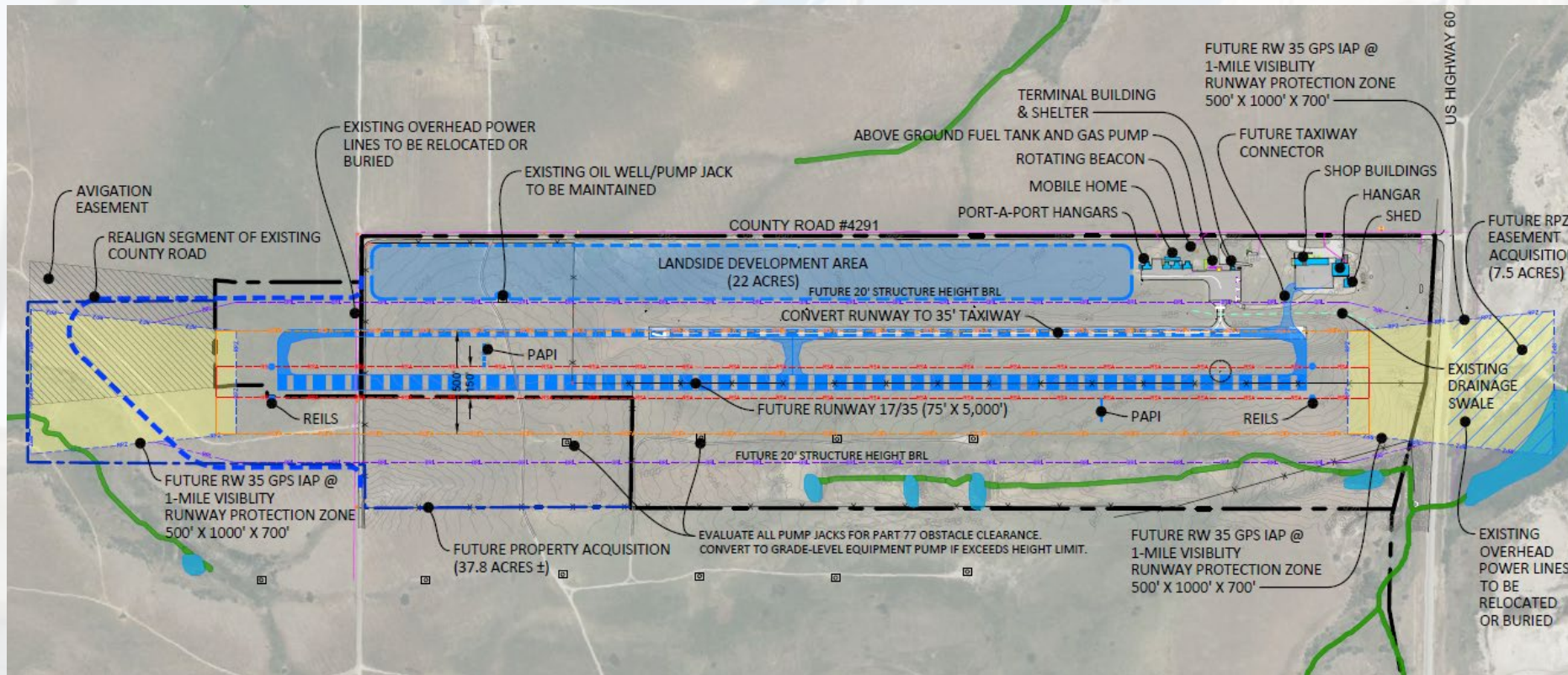


CareerTech was donated an American Airlines MD-80 several years ago and it sits on the MetroTech Aviation campus apron. This project will provide a hangar to ensure that asset is housed out of the weather and so that all CareerTech programs can use it to advance their aviation maintenance training activities. With a hangar facility to house the MD-80 the landing gear can be retracted/extended, panels can be removed/replaced, and small labs can be created on the aircraft to better utilize it as a training tool.

# PAWHUSKA



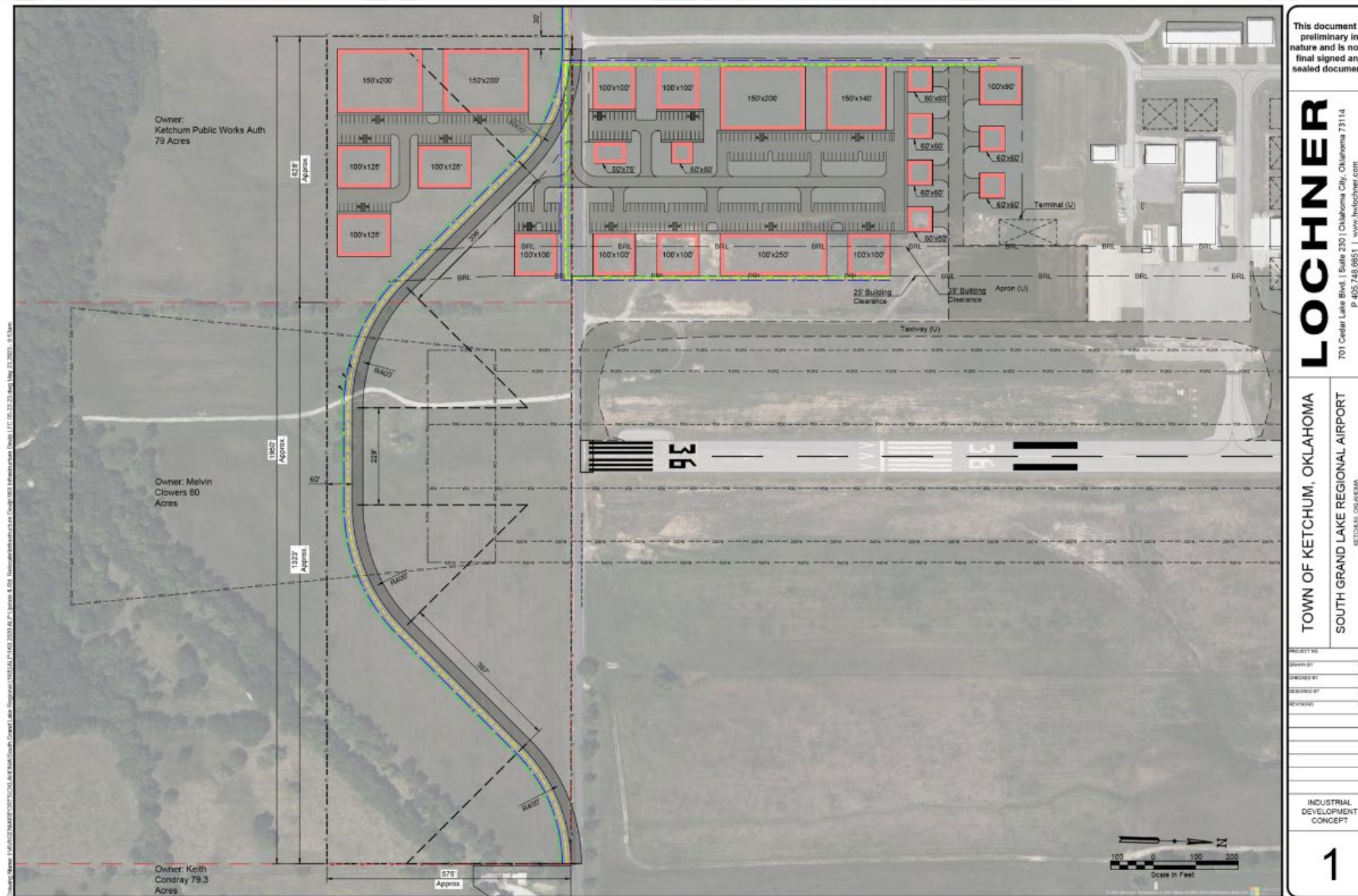
## Pawhuska Runway Relocation & Extension: \$4M



Pawhuska's runway is in a similar situation to several others in that it was built too close to an existing roadway and in order to accommodate the growth and expansion necessary to meet aviation demand and the community's vision the runway needs to be relocated to the west. This relocation will allow for the existing airport hangar development area to be expanded and allow for the runway to be extended while meeting proper safety standards. Unfortunately, this airport is not in the FAA grant system and is therefore ineligible to receive federal funding. Without a one-time significant investment of state funds it will be unlikely that this airport has the potential to grow and meet the demand for the community.

# S. GRAND LAKE

## South Grand Lake Regional Terminal Building & Hangar Development: \$5.5M



This airport has seen tremendous growth over the last decade and has gone from a 3 aircraft airport with a turf runway to an airport that has a 4,700 ft paved runway with over 25 aircraft. The airport does not receive any local funding support and sustains itself entirely on donations from the community. The project will construct a terminal building and large hangar needed to ensure this entrance to the Grand Lake area is a top-notch facility and allow for the community to bring in some aviation business activity. It is unlikely that the airport and community (given the lack of local match from the town) could ever meet the matching requirements for either a large hangar or terminal building utilizing the standard funding process.

# STROUD



## Stroud Runway Extension & Widening, Pavement Repair, Lighting Replacement: \$3M



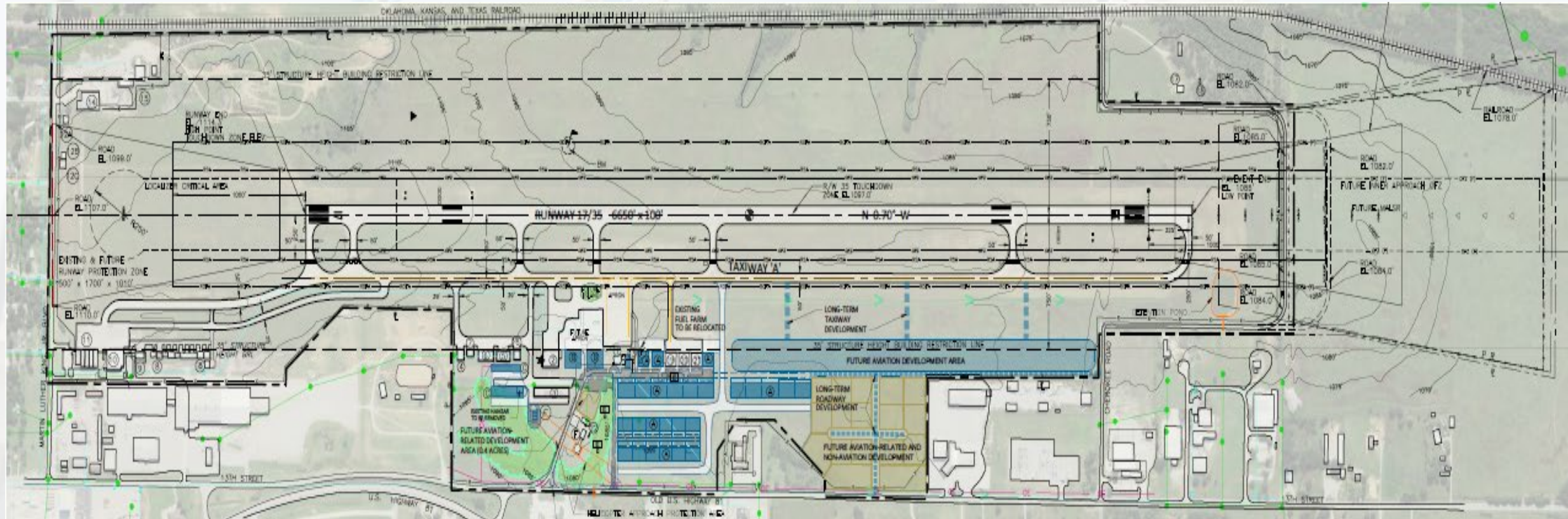
The \$3M project request will partner with an existing federal project already programmed in the agency's 5-year Airport Construction Program to extend the runway out to 3,500 -3,750 ft. The additional state funds will bring the extension to a full 4,000 ft and widen the runway to 75 ft to meet the recent Oklahoma Airport System Plan recommendations adopted in 2022 while replacing existing lights and repairing the current pavement area. The background on Stroud's airport is that they did not have any based aircraft for many years as the airport had to undertake an expensive runway relocation effort in the mid-2000s to meet FAA safety standards at the time which used up most of their federal funding for an 8-10 year stretch. Because the airport was unable to build hangars, it succumbed to the same FAA rules that impacted the Okemah airport in that FAA funding was cut off after 2013. Fortunately, the City has been able to build hangars and return the facility to having regular FAA funds. With the local MRO business on the airport working primary on turboprop engines, and the growth of the area in general, this project will be able to extend/widen the runway to fully accommodate most turboprop and multi-engine piston aircraft traffic.

# DUNCAN



## Duncan Runway Strengthening: \$5M

Duncan's airport is one of many across the state that has a runway that is considered jet-capable (5,000 ft minimum), however, it does not have the strength to land the larger aviation business jets in the fleet today. Duncan has a 6,000 ft runway (one of 16 in the state with a length of 6,000 ft or longer), long enough to land pretty much any business jet and some smaller regional jets. Unfortunately, the existing runway pavement at Duncan is only made up of 6" to 7" concrete which limits aircraft to 56,000 lbs and under. During the statewide system plan, it was identified that many of Oklahoma's airports had lengths to accommodate most of the aircraft that would serve the air transportation needs of their communities, however, it was strength that was the limiting factor in most situations. Given this limitation, it can restrict the type of aviation business activities that an airport can accommodate. In addition to the above-mentioned situation, Duncan's runway is also beginning to reach the end of its useful life (originally built in 1956).



This \$5M requested project will partner with those future FAA funds currently programmed in the ACP to ensure a stronger runway that will accommodate nearly 100% of the business jet fleet. Because the airport already has a project in the ACP to reconstruct the existing runway, it would be an efficient time to utilize state funds to move that FAA project forward and increase the strength of that reconstruction as indicated by the system plan. This requested strengthening project is also driven by an existing project the Department has awarded the Duncan Airport (currently under construction) which constructs a taxiway into a new hangar development area which is opening up 20 acres of developable property for aviation business expansion.





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