FUTURE FOCUSED

Unified Strategic Approach with Project Justification
20 Year Capital Improvement Program
Evaluate financial fitness and long-term sustainability
STATE ROLE

- National Business – Supports Single-, twin-, and business aircraft activity

FEDERAL NPIAS ROLE

- Reliever/Regional – General private / business aviation by various aircraft types

ECONOMIC IMPACT

TOTAL JOBS: 394.4
ANNUAL PAYROLL: $16.5M
ANNUAL SPENDING: $20.8M
TOTAL ANNUAL ECONOMIC ACTIVITY: $37.4M
Core mission for the planning effort:

• Continued priority to maintain FAA safety and design geometry standards
• Land Use Preservation and compatible planning (On- and Off-airfield)
  • Height Hazard Zoning
  • Feasibility of Runway Extension (Athletic Charters, larger corporate, etc.)
• Development Expansion Areas
  • Corporate / General Aviation / Flight School / Air Traffic Control Tower
• Detail FAA policies and opportunities associated with Through-the-Fence development options
• Target opportunities for Economic Development growth at the Airport
Master Plan Process

AC 150/5070-6B - Airport Master Plans

FAA/OAC Approval required for forecast and Airport Layout Plan (ALP).
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EXISTING FACILITIES
EXISTING OPERATIONS

2021 OPERATIONS

LOCAL
23,144

ITINERANT
24,529

MILITARY
611

SINGLE
MULTI

91
10

JET
TURBINE
HELO

7
7
8

BASED AIRCRAFT
2021 - 2041

• Air Taxi – Unscheduled aircraft with less than 60-seats (charters)

• Based Aircraft
  • Aircraft Fleet Mix – Single-Engine, Multi-Engine, Jet, etc.

• Aircraft Operations
  • Local = Operations within 20 NM of the airport
  • Itinerant = Operations to/from airport outside of 20 NM
• Increase in turbine utilization; Overall greater % of national fleet
• Benefit associated with transition to Southeastern Conference (SEC)
• Potential for more enrollment in OU Flight Academy
• Based Aircraft = CAGR 1.6%; increase from 123 to 169
• Operations = CAGR 1.6%; increase from 48,284 to 66,325
• Local Ops = 52%, Itinerant = 48%
What is anticipated?

• Strengthening of flight training activity – OU Flight Academy
• Focus on corporate aviation activity
• Maximize potential for Air Taxi operations (Athletic Charters)

What is NOT anticipated?

• Commercial / Cargo Service operations
• Determines airfield geometry design standards, separation distances, and safety standards

• Based on:
  • Aircraft Approach Category (AAC) – approach speed
  • Airplane Design Group (ADG) – aircraft wingspan, and Approach Visibility Minimums

• R/W 18-36 = C-II
• R/W 3-21 = C-II
RUNWAY LENGTH

Current Runway
- 18-36 = 5,199’ x 100’
- 3-21 = 4,748’ x 100’
- Adequate for small aircraft ≤ 12,500 pounds

Potential to increase length
- Alternatives will identify maximum capability

**TABLE 3.5 – RUNWAY LENGTH ANALYSIS SUMMARY**

<table>
<thead>
<tr>
<th>Airport and Runway Data</th>
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<tbody>
<tr>
<td>Airport Elevation (MSL)</td>
<td>1,181.7’</td>
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<tr>
<td>Mean daily maximum temperature of the hottest month</td>
<td>92°F</td>
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<tr>
<td>Maximum difference in runway centerline elevation</td>
<td>4.4’</td>
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<table>
<thead>
<tr>
<th>Existing Runway Condition</th>
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<tbody>
<tr>
<td>Runway 18 / 36</td>
<td>5,199’</td>
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<tr>
<td>Runway 3 / 21</td>
<td>4,748’</td>
</tr>
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<tr>
<th>Small aircraft ≤ 12,500 pounds with less than 10 seats</th>
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<tr>
<td>95% of the fleet</td>
<td>3,500</td>
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<tr>
<td>100% of the fleet</td>
<td>4,100</td>
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<tr>
<td>Small aircraft with more than 10 seats</td>
<td>4,450</td>
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<tr>
<th>Aircraft between 12,500 pounds and 60,000 pounds</th>
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<tr>
<td>75% of Fleet – 60% useful load</td>
<td>4,900</td>
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<tr>
<td>75% of Fleet – 90% useful load</td>
<td>6,900</td>
</tr>
<tr>
<td>100% of Fleet – 60% useful load</td>
<td>5,900</td>
</tr>
<tr>
<td>100% of Fleet – 90% useful load</td>
<td>9,000</td>
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| Large Aircraft > 60,000 pounds                       | Refer to individual aircraft manufacturer’s planning manual |

Source: FAA AC 150/5325-56, Runway Length Requirements for Airport Design. Lengths based on 1,181.7’ MSL, 92 degrees F Max. Temp., 500 ft. stage length, and maximum difference in runway centerline elevation of 4.4’. 
FACILITY REQUIREMENTS SUMMARY

• No Operational Capacity constraints
• New Air Traffic Control Tower location may be needed
• Runway extension feasibility needed
• Additional Aircraft storage needs – 160K sq. ft.
  • 28K sq. ft. = T-Hangars
  • 132K sq. ft. = corporate/executive
• Remove taxiway hotspots as able
  • Geometry changes
  • Guard lights etc.
ELEME NT 4 –
ALTERNATIVES EVALUATION -
(AIRSDIE and LANDSIDE

MEETINGS
Next PAC Meeting target date in June 2022
Public Workshop to coincide with PAC Meeting
WE BUILD PEOPLE WHO BUILD THE FUTURE.

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