University of Oklahoma
Max Westheimer Airport
2021 Business Plan

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The airport business plan will be updated annually to reflect current events

Airport Profile

Max Westheimer Airport (MWA), owned and operated by the University of Oklahoma, is an integral component of the transportation infrastructure serving the City of Norman, the University, and the surrounding region. The airport, along with the surrounding property and complex of existing and planned activities, represents a significant regional economic asset. Westheimer is a public-use airport located on 716 acres within the city limits of Norman, Oklahoma. The Airport consists of two runways: a 5,200-foot-long, grooved, asphalt primary runway; and a 4,750-foot-long, grooved, asphalt crosswind runway. Both runways have a full, parallel taxiway system with medium intensity lighting systems.

Max Westheimer Airport is classified by the Oklahoma Aeronautics Commission as a Regional Business Airport servicing general aviation aircraft, including business jets. The airport is also designated by the FAA as a General Aviation Reliever airport for Will Rogers World Airport in Oklahoma City, which is the primary commercial airport serving the Oklahoma City metropolitan area and the region.

Max Westheimer Airport has an instrument landing system (ILS), non-precision landing system, an Automated Weather Observation System (AWOS) with thunderstorm and lightning detecting, a locally operated FBO (Cruise Aviation), an aircraft avionics shop (Avionic Services), Airframe & Powerplant Repairs (Sooner Aviation), a flight school (University of Oklahoma: School of Aviation), and a staffed air traffic control tower. MWA is always looking or more businesses to have on property in order to better serve the needs of the community, pilots, and OU students and staff. MWA is always looking for more businesses to have on the property to serve better the community, pilots, and OU students and staff.

Vision and Mission Statement

Vision Statement- The Vision of the University of Oklahoma Max Westheimer Airport is to become a premier destination for general aviation and business aviation in the State of Oklahoma while supporting education, research, the local economy, and the community.

Mission Statement- The Mission of the University of Oklahoma Max Westheimer Airport is to provide general and business aviation with a safe, professional, and effective facility while contributing to education, research, and generating economic benefit by acting as a gateway to The University of Oklahoma, The City of Norman, and South-Central Oklahoma.

MWA History

In 1940, the Neustadt family from Ardmore, Oklahoma, in the name of their uncle – Max Westheimer – donated $10,000 to the University of Oklahoma for the purpose of training students and citizens in all lines of aeronautical endeavor. The University used the gift to purchase the original 160-acre tract on which to build Max Westheimer Field.

The City of Norman, feeling there was no need for two airports in Norman, opted to lease two parcels totaling 110 acres to the University. The term is for 99 years and the lease will expire in 2040. In return, the University has operated the facility as a "municipal airport" to benefit the community at no cost to the City of Norman. In 1942, the U.S. Navy captured the property and expanded it to roughly what it is today, i.e. although there have been several incidental land trades, sales and acquisitions, the land remains 760 acres more or less. The Navy built a flight training base, which was active during World War II. On August 3, 1948 the War Assets Administration deeded the entire property including mineral rights to the University for "public airport" purposes. Exceptions to the deed were 10 buildings which were deeded directly to the University for education purposes.

From the '50s until the '90s the airport was shaped in a way that best fit the demand for the University, the City of Norman, and South-Central Oklahoma. Runways were removed and moved into new locations. Ramps space was added and reinforced to handle the traffic. Navigational aids were also added to improve operating conditions at the facility. All these items leading to the reliever category airport we have today.

Today, Max Westheimer is home to seven aviation businesses, approximately 68 hangar tenants, and over 110+ based aircraft. As many as 100 students a year complete their private pilot certificates through the University of Oklahoma School of Aviation. Yearly another 1000+ children can obtain hands-on experience in the aviation field each summer through the Sooner Flight Academy program. Each year an estimated 20,000 visitors arrive in Oklahoma by utilizing Max Westheimer Airport, allowing the airport to contribute an estimated $34.7 million dollars of economic activity to the surrounding community. This economic impact comes from jobs, annual payroll, annual spending, and sales tax paid by visitors.

Economic Contribution

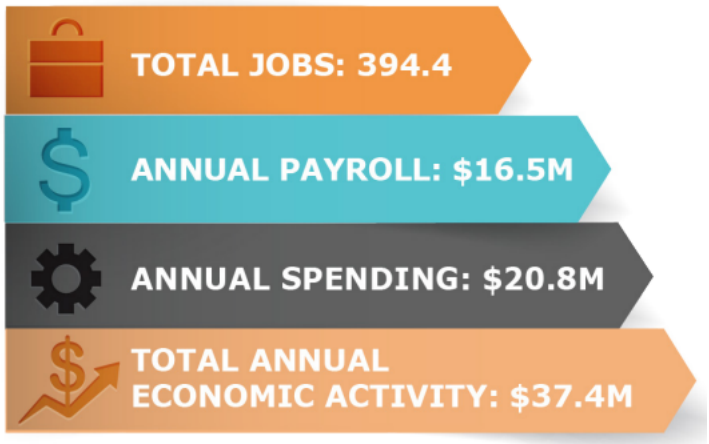
In 2017, as part of the Oklahoma Aeronautics Commission's (OAC) research project, annual economic impacts for 109 airports were estimated. Economic impacts reported by the OAC study reflects a snapshot of conditions that characterized the airports. Each airport was investigated, as applicable, to identify potential economic impacts related to airport management, airport tenants, investments in capital projects, and spending from visitors. The OAC study mainly used four primary measures to express airport-specific annual economic impacts. These areas include employment/jobs, annual payroll, annual spending, and total annual economic activity.

Economic impacts reported in the study reflect not only direct impacts but also indirect/induced impacts that result from a multiplier effect. Together, direct and indirect/induced impacts equal total statewide and airport specific annual economic impacts. A state model, specific to Oklahoma, was used by the Oklahoma Department of Commerce to estimate total economic impacts.

Max Westheimer Airport for 75 years has provided flight training as part of its curriculum through the University of Oklahoma. The University's School of Aviation, an AABI-accredited program, offers degrees in air traffic control, aviation management, and pilot training. There are currently more than 200 students enrolled in the University's aviation programs. By supporting the University and its flight training activities, the airport plays a vital role in training tomorrow's aviation professionals.

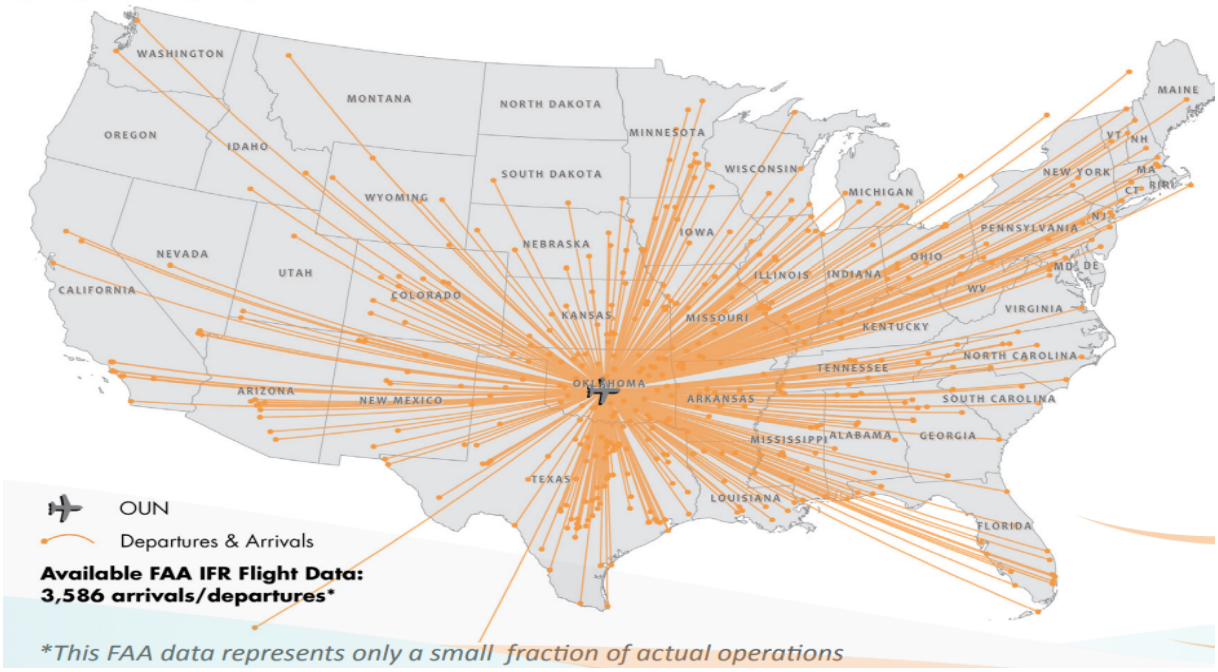
Several local businesses rely on aircraft based at MWA to support their operations. Bob Moore Auto Group, a large car dealer in Oklahoma City, frequently flies to visits its other dealerships, clients, and suppliers. R.T. Oliver Investments flies around the region to oversee its real estate and oil and gas investments. Toby Keith has a flight department located at the airport allows him to visit his restaurants and to quickly reach his concerts venues across the U.S. Arvine Pipe and Supply, a supplier of oilfield equipment, often utilizes the airport as well to quickly get parts to their wells throughout the region.

Overall, the airports economic impact to the surrounding community is substantial. On average, Max Westheimer Airports total annual economic activity is around 37.4 million dollars. Specific amounts for total jobs, annual payroll, annual spending, and total economic activity can be found on the photo to the right.



MWA gives general aviation, business aviation, military flights, and medivac flights a centralized location that provides easy access to the University and the City of Norman. The map below shows a very small snapshot of the airport's non-stop flights. Despite the small

sample size, the map helps to show how the airport helps to conveniently connect the community to destinations across the United States and beyond.



MWA Facility

A. Runways:

Runway	Dimensions
18/36	5,200’ x 100’
03/21	4,750’ x 100’

B. Taxiways:

- MWA has two parallel taxiways, one for each runway, with several service taxiways.
- All taxiways are 30-wide.
- Weight baring capacity for Taxiway Charlie, Delta, and Echo has been increased to 100,000 lbs. as of 2020.

C. Lighting:

- Medium Intensity Runway Lights (MIRL) on all runways and taxiways.
- Medium Intensity Approach Lighting System with a RAIL (MALSR) serving Runway 18.
- Runway End Identifier Lights (REILS) serving Runway 36.
- Medium Intensity Approach Lighting System (MALS) serving runway 03.

D. Navigational Aids:

- Instrument Landing System (ILS) for runway 18.
- Localizer Non-precision Approach for 03. This navigational aid was replaced in 2020.
- Precision Approach Path Indicators (PAPI) serving all runways.
- Rotating Beacon located on the Control tower.

E. AWOS:

- AWOS III T/P: The AWOS III T/P transmits current weather and can detect thunderstorms and lightning within a 30-mile radius. Weather data is transmitted on frequency 119.55, can be accessed by telephone at (405) 325-7302, or via the National Airspace Data Interchange Network (NADIN) across the United States.
- AWOS I: The AWOS I is a secondary weather detection system mandated at airports with control towers.

F. FAA Contract Air Traffic Control Tower:

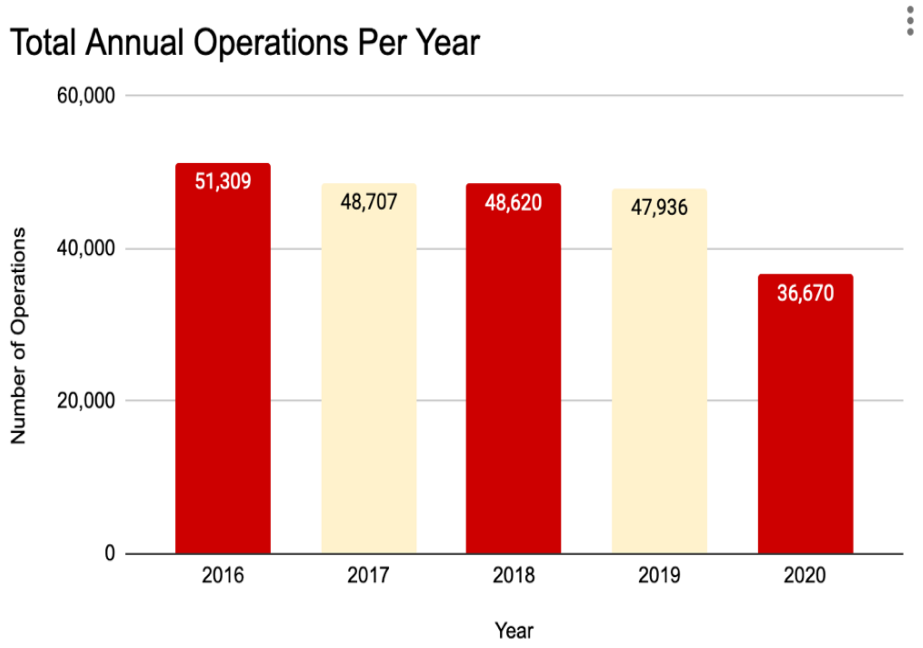
- Operations are contracted by the FAA through Robinson Aviation, LLC.
- 4 Controllers and 1 Manager on staff
- Control tower is open 365 days a year.
- Tower Hours:

Days	Hours
Monday - Sunday	8:00am -10:00pm

Airport Operations

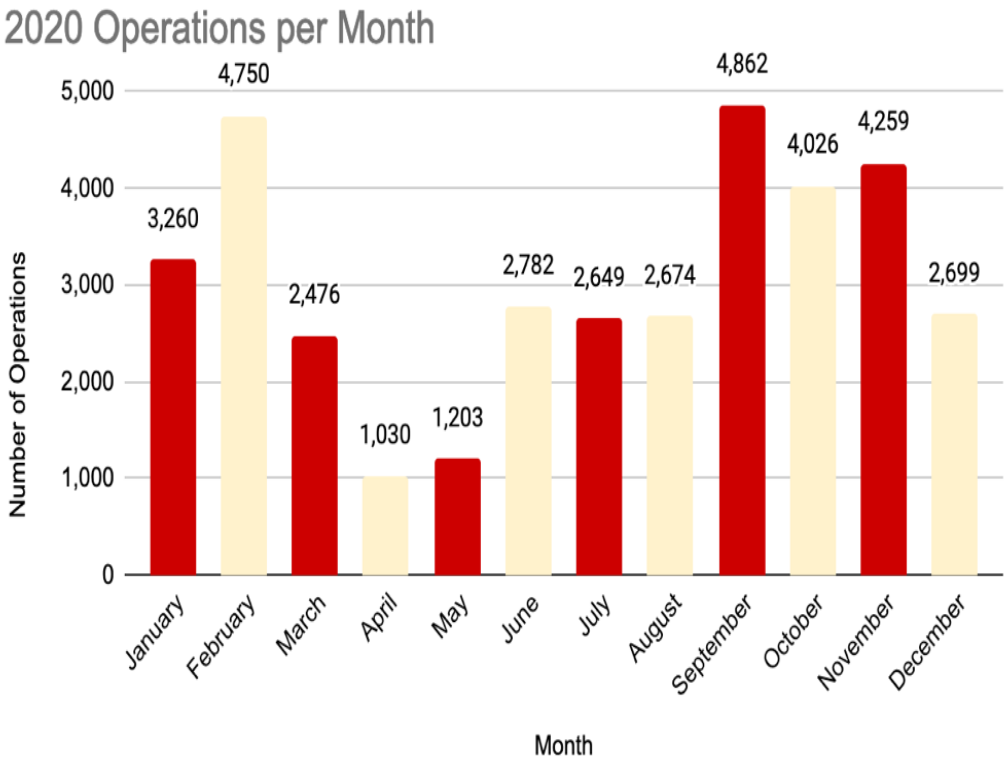
2020 was a different year in so many ways. As the pandemic across America spilled into the world of aviation. The crisis led us to the lowest number of aircraft operations OUN has had since September 11th, 2001. OUN was not immune to the fluctuations in air traffic brought on by the events of 2020. Below you will find graphs representing OUN traffic count over the last five years and the traffic count on a per month basis for 2020.

5-year Traffic count



The five-year traffic count shows that our numbers have been relatively steady, not including the 2020 year. Operation numbers above do not include aircraft operations from 10:00 p.m. to 8:00 a.m. due to the air traffic control tower being unstaffed. Tracking operations numbers are essential to the airport. Aircraft operation counts play a large role in the airport's federal classification within the FAA system and directly account for the amount of federal funding OUN could be eligible to receive.

Traffic count per month for the year 2020



This graph shows our monthly operations count for the entire 2020 year. Before COVID-19, the airport operations count for January and February was higher than the last two years. With the introduction of COVID-19 on March 13th 2020, our operations took a heavy hit for the next five months. While our traffic count has begun to increase, we are still not on track compared to previous years. As COVID restrictions and cases become less frequent, we should start to see an increase in our traffic count once again.

Based Aircraft

The Federal Aviation Administration (FAA) relies on the based-aircraft counts for all non-Primary airports in the National Plan of Integrated Airport Systems (NPIAS). This includes airports with a NPIAS service level of Commercial Service, General Aviation, and Relievers.

Having accurate based aircraft information will help the FAA in planning and forecasting the growth in the general aviation community, especially as the FAA looks at runway approaches and other system-wide improvements. Based aircraft counts are one of the criteria used to determine eligibility for inclusion in the NPIAS, which is required to receive Federal funds. Inaccurate counts can negatively impact proper planning and may cause improper sizing of key capital improvement projects at airports. Because of the significant impacts of incorrect figures and the need for accurate based aircraft counts, the FAA needs a verifiable method of gathering valid based aircraft numbers.

Single Engine	**80**
Multi Engine	**16**
Jet	**5**
Helicopter	**6**
Total	**107**

On the table to the right are OUN's based aircraft numbers which were updated on 09/14/2020. Based aircraft numbers are checked and updated twice a year to ensure they are accurate.

SWOT Analysis

The Strength, Weakness, Opportunity, and Threats (SWOT) analysis workshop for MWA was conducted on January 11th, 2021. When using the SWOT model as an analytical management tool for an organization, Strengths and Weaknesses are evaluated from an internal perspective whereas Opportunities and Threats are generally external to the organization. The SWOT analysis was then used to define future goals of the airport to help improve and maintain the facility.

MWA Goals

Goals for the airport are derived from the SWOT analysis and have been categorized for better understanding.

Revenue Generation

- Build or lease land for future hangar construction
- Research ways to develop airport land on the North 71 acres and/or the South 24 acres
- Hangar rate evaluation using consumer price index tables or annual percentage increases.
- Research options for Through-the-Fence Agreements on the West side of the airfield.
- Research Fuel Farm options
- Remodel the Red Cross Building (Building #1205) for use by OU entities or outside businesses.
- Continue to save money from annual revenue for future grant matches
- Bring in new restaurant to the terminal building

Capital Improvement

- Acquire federal and state grant for airport master plan
- Acquire federal and state grant for tower renovation
- Acquire federal and state grant for phase two of airport taxiway reconstruction
- Acquire federal and state grant for airfield lighting system update
- Continue to secure federal and state grants for airport infrastructure projects
- Replace taxi lanes around portions of hangars
- Review and approve any COVID funding from FAA
- Maintain regular preventative pavement maintenance on areas not receiving federal grant dollars.
- Land swap with City of Norman and University of Oklahoma
- Other renovations as necessary to improve research opportunities

Other Projects (not ranked in any order)

- Market the airport on a national level with the help of Cushman and Wakefield to attract aviation-based companies

- Update Minimum Standards and Rules and Regulation
- Select a new Engineer contractor for a 5-year contract at OUN

Community Relations

- Continue partnership with aviation organizations for community events and educational opportunities
- Continue to host annual aviation festival
- Work with School of Aviation and Sooner Flight Academy to give tours of the airfield to future students and aviators
- Host and speak to organizations and associations around the City of Norman and Oklahoma City
- Work and educate local community members on Drone Regulations

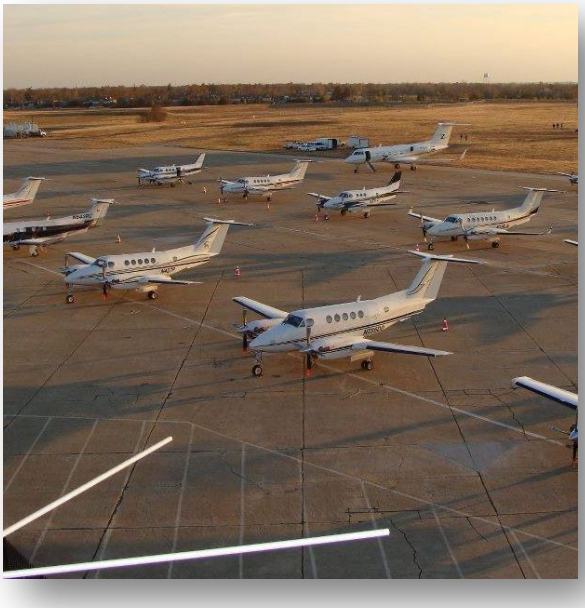
Personnel

- Develop and maintain relationships with state officials, Oklahoma Aeronautics Commission (OAC) leaders, Federal Aviation Administration staff, and House and Senate legislative member
- Encourage airport employees to continue to take advantage of educational opportunities made available by the University of Oklahoma's Human Resources Department and other institutions. This will help employees in working with diverse groups of students/tenants/pilot
- Continued involvement with Oklahoma Airport Operators Association
- Airport operations officer attend airport specific trainings
- Continued education for airport staff in the changing world of airports
- Airport Administrator maintain credits for accredited airport executive (A.A.E.) designation

Beautification

- Improve and expand airport parking lot
- Improve road access to the airport
- Communicate with landscaping for continued beautification on areas around the facility
- Tree trimming/beautification around airport property
- Work with student organizations to help better the airport

Airport Revenues FY2020



Airport Revenues are derived from:

- Rent Revenue
- Ground Leases
- Fuel Flow and aircraft tie-down fees
- Mineral rights from water
- Central Funding
- Federal and State grants

Airport revenue is primarily derived from ground leases, commercial rent, and hangar leases managed by OU Real Estate. OU Real Estate and the airport reserve funding to repair or replace any damage to airport property during the year. Any remaining funds that are not spent on repairs or replacements are then moved to the airport operations cash account. The Airport reserves an amount of cash to pay for future grant match on projects or in the aftermath of a catastrophic event.

Proposed Improvements and their Costs

These proposed improvements will be all the items that are needed at the airport but not going to be covered by FAA or State Grants. These items include Hangars, Terminal, parking lot, terminal lighting, bathroom renovations, street repairs, etc. These projects cost are estimates and are expected to increase overtime. Projects identified in this list are not guaranteed to be accomplished but have been listed as future possibilities for improvement.

- Infrastructure Development (North 71 acres):
  - Bring infrastructure under North Flood Ave to the 71 development. Cost includes roads, water, sewer, electric, and gas.
  - Estimated project cost is $9,795,000
- Infrastructure Development (South 24 acres):
  - Bring basic infrastructure to the South 24 acres development area near the airport fuel farm. Cost include water, sewer, electric, and gas.
  - Estimated project cost is $4,250,000.
- Hangar Development:
  - Add additional hangar t-hangar space or replacing t-hangars we have on property.
  - Estimated project cost is $450,000/T-hangar unit

- Additional Terminal Parking Lot:
  - Airport parking around the Terminal Building is often overflowing due to OU School of Aviation students and airport customers.
  - Estimated project cost is $500,000 for 84 additional spaces
- Remodel Red Cross Building (Building # 371):
  - The Red Cross has moved out of their building and relinquished control back to the airport. This building could be used as offices for OU entities or other businesses.
  - Estimated Project cost is $700,000
- Restaurant Remodel:
  - The previous restaurant has moved out of its leased location. Remodeling the location is key to bring in future restaurants to the airport. The space haven't been updated in the last 25 plus years.
  - Estimated cost is $65,000
- Access Road Improvements:
  - Improve Lexington road leading into the airport. Lexington is the main entrance road to the airport. Cost based on Engineering locates, surveying, testing, milling existing asphalt, base stabilization, grading, paving (OU FM Roads), striping and painting, and signage
  - Estimated project cost is $760,000
- Terminal Bathroom Renovations:
  - Remodel the upstairs and downstairs bathroom for the Terminal Building.
  - Estimated project cost is $275,000
- Exterior Terminal Lighting:
  - Add exterior lights to the terminal building for increased visibility for those operating on the ramp.
  - Estimated project cost is $15,000
- Taxilane Improvements:
  - Sealcoat or crack sealing portions of the ramp
  - Estimated Project cost is *$100,000.
  - *this cost can be broken down into smaller pieces.
- Airfield Sign Replacement: (In-progress as of 2021)
  - Airfield Signage need to be replaced due to age and fading.
  - Estimated cost is $7,000
- Removal of buildings on airport property
  - Demolition and removal of non-operational buildings on North Campus
  - Estimated cost is $167,000
- Hangar Improvement:
  - Install bird netting to help keep out unwanted nuisance within hangar areas.
  - Estimated cost is $24,000

Proposed Improvements covered under Airport Improvement Program: Cost Breakdown

Grants received from the airport can come from the Federal Aviation Administration (FAA), the Oklahoma Aeronautics Commission (OAC), or other local agencies like the Norman Economic Development Center (NEDC). FAA grants are received by the airport as a cost share of 90/10. Where the FAA pays 90% of the cost, the airport pays the other 10%. These projects cost are estimates and are expected to increase overtime. Projects identified in this list are not guaranteed to be accomplished but have been listed as future possibilities for improvement.

- 2021 Airport Master Plan:
  - Update the airport master plan for a concept of long-term development.
  - Total Cost: $275,000
  - Grant: $247,500
  - Airport Cost: $27,500
- *2022 ATC Tower (Design Only):
  - Design only information for a new control tower.
  - Total Cost: $300,000
  - Grant: $266,667
  - Airport Cost: $33,333
- *2023 ATC Tower (Construction):
  - Construction of a new control tower on property.
  - Total Cost: $5,106,667
  - Grant: $4,750,000
  - Airport Cost: $266,667
- *2024 Reconstruct Parallel Taxiway System (Alpha, Design Only):
  - Phase 2 of the taxiway reconstruction project. Design of the reconstruction for these taxiways. Taxiways A, A1, B, F will be worked on.
  - Total Cost: $333,333
  - Grant: $300,000
  - Airport Cost: $$33,333
- *2025 Reconstruct Parallel Taxiway System (Alpha, Construction):
  - Phase 2 of the taxiway reconstruction project. Construction of Taxiways A, A1, B, F.
  - Total Cost: $5,166,667
  - Grant: $4,900,000
  - Airport Cost: $266,667
- *2026 Bank year
  - Airport will bank its federal funds for this year for future projects.

(*) Projects are listed on the airport's 5-year Capital Improvement Plan (CIP) but are not guaranteed to be funded by the FAA.

2020 MWA Accomplishments

Capital Improvement Projects

- Reconstruction of Taxiway Charlie, Echo, & Delta 5.6 million completed in December of 2020. Each taxiway was replaced with 8 inches of lime, 9 inches of crushed aggerate, and 7 inches of asphalt. These taxiways were designed to handle regular traffic for a Gulfstream 5 or 100,000 lbs. dual gear weight. Which is the largest aircraft that operates at OUN. This taxiway project is receiving 5% match grant from OAC, 90% match from FAA, which leaves MWA with 5%. Total project cost is $5,600,000; FAA - $5,040,000; OAC - $280,000; Airport - $280,000.
- Lighted signs replaced on runway 18/36.
- Updated the FAA Localizer and DME for runway 03. The Airport coordinated the removal and replacement of the Localizer. The FAA will bear replacement cost and maintenance.
- T1, T2, T3, T4- Interior lights – replaced with LED lights.
- Replaced and updated portions of taxiway Alpha lighting components.
- NC 212- Hot water tank replaced.
- Removed oil pump jack from the northwest side of the airport. Removing this oil jack will lead to less safety and airspace issues in the future. Ultimately making it a safer environment for our students and pilot community.
- Repaired and Updated portions of ATC radios system due to August windstorm.
- Installed new CRAC unit at NC600 NOAA Building.
- Repaired portions of NC 101 brick façade.
- Metal roof replacement on NC 104.
- A new fence was installed around dumpster area and airport line shack.

Community Relations/Hosting

- Monthly Safety/Security Meetings. Monthly meetings are conducted wherein Airport Administration, Control Tower Manager, Aviation Department, OKC FAA (Air Traffic Control), Cruise Aviation, Campus Safety, and Real Estate staff gather to consider reported/perceived safety/security issues. A primary focus of this team is to create and nurture a Safety Management System (SMS) culture at Max Westheimer Airport.
- Mentorview Series- Interviewed the AAAE National Chair, Kelly Campbell. Was able to represent OUN on a national level.
- NASA University Leadership Initiative Research Project with School of Meteorology and School of Aviation. This project includes flying drones to gather weather data near an airport. Drones will be supervised by a licensed 107 pilot on the ground, Airport Administration, and Tower Controllers. The Drone is flown from the surface to 3000 ft AGL to collect specific weather data. OUN was the first towered Airport to conduct this type of weather UAS flight within its airspace.
- Airport ADA signage. With help from an Aviation Capstone group, the airport is installing ADA compliant signage around the facility. This will ensure the airport is doing all that it can to meet the needs of the community.

- Norman Chamber of Commerce Aviation/Transportation Committee – Through this committee the public, city of Norman officials, and University can become more informed about local transportation issues which includes operations, maintenance, planning and safety for busses, trains, and the airport. Committee members are encouraged to work together assuring good relations between the University and the City of Norman. An average of about 35 people through the Norman Business Community and city/state government employees attend this bi-monthly meeting. Even with the closure of in-person meetings after February, we were about to resume virtual meeting in August with about 30 guests in attendance. Committee Programs for 2020 include:
  - February 11th - Taylor Johnson, City of Norman Transit Coordinator and Mark Nestlen, Executive Director of the Oklahoma Transit Association presented what the City of Norman is doing and their future project for public transportation in Norman.
  - August 11th – Sarah Stewart, Media Operation for Public Safety, shared with the group what REAL ID is, how it works, and what you need to do to get your REAL ID.
  - October 13th - Oklahoma Department of Transportation, Tim Gatz, was the guest speaker for this meeting. Mr. Gatz is the Secretary of Transportation and ODOT Executive Director for the State of Oklahoma. During the meeting, Secretary Gatz discussed the current project happening around Oklahoma.
  - December 8th – Oklahoma Aeronautics Commission's Grayson Ardies, State Director of Aeronautics was the speaker. Director Ardies spoke about the rich history we have here in Oklahoma in the Aviation and Aeronautics.

- Due to the COVID-19, University of Oklahoma and City of Norman's guidelines, we were unable to safely hold our Aviation Festival in 2020 that met all our partners' guidelines. With that being said, we worked with the Aviation and Transportation Committee of the Norman Chamber of Commerce and were able to hose an online aviation breakfast. This event took place on September 25th from 8:00 – 9:00am. Our guest speaker was Lieutenant General Donald E. "Gen" Kirkland, of Tinker Airforce Base. Lt. General Kirkland, spoke of the things that are happening at TAFB, as well as, in the nation with our military bases.

- Hosted quarterly meetings for the Oklahoma Airport Operators Association both in person and virtually.

- Tours & Camps – Assisted Sooner Flight Academy with their tours via virtual videos and sessions.
- Provide support to local non-profit aviation organizations such as Civil Air Patrol, Sooner Chapter of AAAE, Sooner Aviation Club (SAC) and Sooner Air Traffic Controllers Association (SATCA).
- South Central Chapter (SCC) Annual Conference, Board of Directors Virtual meeting –Houston– November 22nd – 25th, 2020.
- Developed Drone Flight requirements over campus. The airport worked with the University PD, Campus Safety, and VP of Research to update guidelines for drone operations at the University.
- Partner with Norman Public Schools to use a portion of the ramp to be used for bus driver training.
- Max Westheimer Conference Room is used to host different OU groups meetings – Flu Shots, Wellness Programs, Student Club Meetings, School of Aviation Tours, School of Aviation, SFA, and MWA Administration employee gatherings, Campus Safety Meetings, etc.
- Oklahoma Highway Patrol retains their flight department out of MWA.
- Civil Air Patrol Cleveland Composite houses their office and aircraft out of MWA.
- Sooner Flight Academy bases it department here at MWA. SFA provides school tours for K-12 with about 1,000 students attend each year. They hold Day and Summer Camps. The summer camps run about 350 student each summer. The program provides S.T.E.M. programs to K-12 grade and give student a look into the aviation and aerospace fields of study.
- Runway Safety Action Team (RSAT) Meeting January 14th, 2020. Special safety meeting where we bring in the FAA to review Airport and ATC safety protocols and any past issues.
- Max Westheimer Airport received a certification of appreciation in recognition of outstanding assistance to the Civil Air Patrol (CAP).

Beautification

- Policing of grounds will continue with the help of such organizations as the Sooner Chapter of AAAE, Sooner Aviation Club, Sooner Air Traffic Control Association (SATCA) and Civil Air Patrol. These clubs are supported by the Airport in joint effort clean-up projects.
- Re-bid contractor to bale the 71 acreage at zero cost to the airport.
- Added additional lighting and security cameras around the facility.
- Tree work around the North Campus. Trimming, pruning, and removing trees from the facility.

Other Projects

- NC104 roof replacement. After an annual inspection discovered that the entire roof of NC104 needed to be replaced due to rust issues.
- Updated and improved airport website. Allowing our users to have more information and better access to what is happening at OUN.

- Updated Minimum Standards, Rules and Regulations, and Insurance Requirements document for the facility.
- OUN received a CARES Funding grant from Congress in July of 2020. The Airport received $69,000 dollars and has used that money on staff funding and airfield utility bills.
- Airport Administrator earned the designation of Accredited Airport Executive (A.A.E).
- Rules and Regulations Updated National Based Aircraft inventory.
- Continued hay bailing contract which reduces landscaping cost by $10 to $15,000 dollars a year. This contract will be rebid in 2021.
- Updated Hangar leases to be more in line with University standards.
- Update airport website to include hangar rental, business application process, and additional information to the public
- Updated Airport Business Plan.
- Statics on FB reach an average of 377.5 a day Jan. 2019; an average of 601.1 a day Dec. 2019; Followers 905 Jan. 1, 2019; Followers 1269 Dec. 31, 2019.
- Capstone Airfield Drivers Training Course Developed.
- Installed hand sanitizer stations and COVID signage around all entrances and offices in the terminal building.
- Submitted Proposal for AOPA Regional Fly-In location for the 2021 or 2022 years. Due to COVID these conferences have been canceled. However, OUN is still on the list to be considered.
- Refurnished the 3rd floor of the Terminal. The Control Tower Staff room and lobby were updated with new furniture.
- Removed flight obstruction off the approach end of runway 21. Dolese concrete tower plant was removed.
- Installed two new roof top AC units at NC101 restaurant.
- Updated all plumbing fixtures for OU's "Clean and Green" initiative.
- Restrooms updated to comply with ADA requirements in NC 404.