



OKLAHOMA
Aeronautics

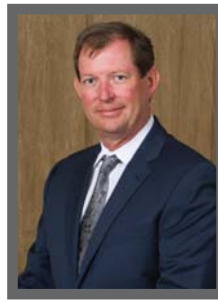
Annual Report

Aerospace & Aeronautics Industry Review

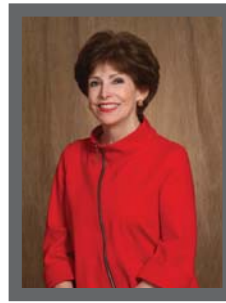
2022



FY2022



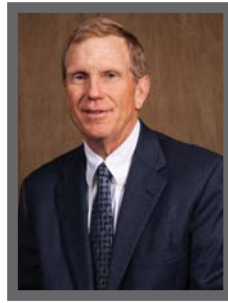
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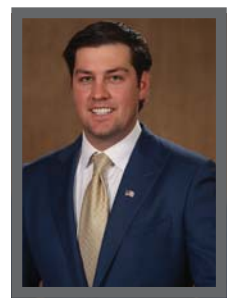
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Durant - District 2



Jim Putnam
Edmond - At Large



Blake Raney
Edmond - District 5



Meet the Director



Grayson Ardies has been the Oklahoma State Director of Aeronautics since November 2020. The Oklahoma Aeronautics Commission's mission is to promote aviation and aerospace, which includes fostering the growth of the aerospace industry and ensuring that the needs of commerce and communities across Oklahoma are

met by the 108 public airports that comprise the state's air transportation system. Ardies emphasis is on promoting the aerospace industry, one of the state's largest industries and top employers; critical planning and development for the state's air transportation system; making the state's 49 regional business airports the best possible economic centers in their communities; and encouraging public-private partnerships to promote the aerospace industry.

Ardies began working for the Commission in 2009 as an intern. Rising through the ranks, he became the lone 5010 airport inspector as an Aviation Program Manager, conducting airport and pavement inspections at Oklahoma's public-use, general aviation airports to provide each community with a foundation for the federal and state capital planning process. In 2016 he became the Manager of the Airport Division to oversee the development of the Commission's Five-year Airport Construction Program which directs approximately \$25 million of federal, state, and local funding per year. He was responsible for airport inspections, airspace zoning reviews in accordance with the State's Aircraft Pilot and Passenger Protection Act, the state's anemometer tower

marking law, and providing assistance to airports with their development, operation, and technical documents. Ardies served as Deputy Director from January 2019 through October 2020 and was unanimously selected by the seven-member Commission to fill the State Director of Aeronautics position, beginning November 2020.

He has led many statewide agency initiatives including a three-year effort working with the state legislature regarding the protection of military training airspace. He also managed a two-year project that conducted an Aerospace and Aviation Economic Impact Study which established the industry as the second-largest economic engine in the state. Under his leadership, the Commission developed a unique P3 (public/private) partnership at Carlton Landing Airport on Lake Eufaula and guided the difficult but necessary five-year effort to close Lake Murray State Park Airport.

Ardies was awarded the honorable 2020 State Aviation Distinguished Service Award from the National Association of State Aviation Officials (NASAO). The award, which was established in 1989, honors State Aviation personnel who have excelled in their service and dedication to aviation progress and development in their state. Ardies was also listed in the Power 15 List in Aviation and Aeronautics in Oklahoma by the Journal Record in 2020.

Director Ardies graduated from the University of Oklahoma with a degree in Aviation Management with double minors in Business Administration and Air Traffic Control. As part of his education through the aviation program, he also received a commercial pilot's license with single and multi-engine instrument ratings and is a certified flight instructor.



PURPOSE, POWERS & DUTIES

The Oklahoma Aeronautics Commission was formally created in 1963 by an act of the Oklahoma Legislature, succeeding its predecessor, the Oklahoma Aviation Commission. OAC was a separate and independent agency until 1976 when it became a division of the Oklahoma Department of Transportation. On July 1, 2002, the agency regained its independent status.

PURPOSE

In its simplest form, the Commission was created to promote aeronautics in the state. This charge includes fostering the growth of the aerospace industry in Oklahoma and assuring the needs of Oklahoma citizens, as well as those of commerce and industry, are met by the state's air transportation system, specifically the 108 public airports currently located in the state. The statutory purpose of the Oklahoma Aeronautics Commission as stated in its original legislation in 1963 is "to encourage, foster, and assist in the development of aeronautics." Aeronautics is broadly defined to encompass anything pertaining to aviation, aerospace, or airports. Due to this broad charge, OAC has engaged in many facets of aviation and aerospace beyond its core responsibilities.

POWERS

The Oklahoma Aeronautics Commission has been granted specific powers by the State of Oklahoma to ensure that it can properly perform its intended purpose. Those powers include, but are not limited to:

- Holding regular meetings and calling special meetings for specific purposes
- Conducting investigations, inquiries and hearings
- Appointing a Director for the agency, and delegating powers or duties to the Director
- Renting, leasing or owning appropriate office space or property
- Acquiring property to improve safety at airports
- Accepting title to real or personal property for airport improvements
- Accepting state, federal or private funds to further the Commission's purpose
- Organizing and developing an aerospace education program and flight clinics
- Providing financial assistance to airports through grants or loans
- Entering into contracts, leases, and other arrangements with municipalities
- To create programs or partnering with other entities to support and grow the aerospace industry.

DUTIES

The Commission has been granted specific duties by the State of Oklahoma to ensure that it can properly perform its intended purpose. Those duties include, but are not limited to:

- Encouraging, fostering, and assisting in the development of aeronautics in Oklahoma
- Encouraging the establishment of airports and airport facilities
- Ensuring a viable aerospace industry in Oklahoma
- Drafting and recommending legislation to advance the state's interests in aeronautics
- Assisting the federal government, local municipalities, and others to develop aeronautics
- Assisting with federal and state emergency management plans
- Applying for, receiving, and disbursing of federal and other public funds

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INTRODUCTION, MISSION, AND HISTORY AND POWERS

INTRODUCTION

The Commission is considered the lead government agency for providing support, funding, planning, programming and engineering, advocacy, and promotion of Oklahoma's airports and is a critical partner in providing support, advocacy, and promotion of aviation and aerospace industry.

MISSION

The mission of Oklahoma Aeronautics is to promote aviation, 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, and ensuring the viability of the state's aerospace industry.

HISTORY AND POWERS OF THE COMMISSION

Empowered and directed to encourage, foster, and assist in the development of aviation and aerospace in this state and to encourage the establishment of airports and air navigation facilities, the Oklahoma Aeronautics Commission was formally created in 1963 by an act of the Oklahoma Legislature, succeeding the Oklahoma Aviation Commission. Since FY2001, the Commission has invested \$388 million in federal funds and \$82.3 million of the \$99 million it has received in state funds into airport infrastructure - 83% of OAC's total revenues invested in airport infrastructure across the state. Oklahoma Aeronautics is funded directly by users of the Oklahoma Airport System through aircraft excise and fuel taxes, and aircraft registration fees which generate \$5 million on average annually, with 83% going directly back into airports, and in FY2021, the agency began receiving appropriations provided by the Legislature.

AVIATION AND AEROSPACE LAWS PASSED IN 2022

With the conclusion of the Regular Session of the 2022 Legislative Session, the Aeronautics Commission and the aviation and aerospace industry celebrated several critical pieces of legislation being signed into law. Senate Bill 1040, the vehicle for the FY23 general appropriations bill, included an appropriation for the Oklahoma Aeronautics Commission to invest in airport infrastructure. FY22 marked the first appropriation the agency had received since the 1990s. With this additional round of funding, the agency proposed the continuation of its current flight path of investing in vertical infrastructure within the Oklahoma Airport System (OAS). This effort involved collaborating with airport sponsors interested in participating in the hangar program for the next fiscal year.

The industry and the important role it affords to the state's economy became mainstream as several key measures that emboldened the mission of Oklahoma Aeronautics to foster and encourage aviation and aerospace throughout the state became law including establishing the Oklahoma Air Service Development Program that will grow commercial air service across the State. Throughout the course of the legislative session, and even the precursors leading up to it, the amount of interest and excitement the aviation and aerospace industry received was notable. Much of this general awareness and success of the agency's efforts is due to the limitless need for a skilled workforce in the aviation, aerospace, and defense sectors not only in Oklahoma but across the Nation.

Other Aviation and Aerospace measures signed into law were the following:

- SB 258 eliminated the revenue cap on aircraft excise tax collections, allowing all money generated by aviation to remain with aviation.
- SB 1461 establishes the Oklahoma Air Service Development Program administered by Oklahoma Aeronautics with support from Oklahoma Commerce to grow commercial air service across the State.
- SB 1781 requires aircraft dealers to include in their reports to the Tax Commission about the transfer of ownership of an aircraft whether the aircraft is exempt from aircraft excise tax.
- SB 1147 allowed the AOPA "You Can Fly" program curriculum to count as core credit for high school students versus elective credits. This action opened the door for students to pursue aviation-related career paths while in high school, giving them a solid foundation to pursue flight training post-graduation, A&P licensing through the State's Tech education resources, or aeronautical engineering on a college track. This bill directly supports the State's aviation and aerospace industry by providing workforce pipeline pathways for students throughout the state in both rural and urban districts.

NATIONAL MODEL STATE AVIATION AND AEROSPACE LEGISLATION

As part of its broad mandate to encourage and foster the development of aviation and aerospace, the Legislature, consistent with this mandate, specifically and somewhat exceptionally, tasked Oklahoma Aeronautics to "recommend necessary legislation to advance the interests of the state in aeronautics."

- 2021 UAS clearinghouse within Aeronautics Commission.
- 2020 Oklahoma Advanced Mobility Pilot Program.
- 2019 Protection for military airspace from tall structures.
- 2018 ACES program to support the aerospace industry.
- 2018 Charter aircraft excise tax 50% use requirement.
- 2017 Airport Safety & Standards Inspection Program.
- 2017 Women in Aviation & Aerospace Day in statute.
- 2017 Oklahoma Aviation & Aerospace Day in statute.
- 2014 Meteorological Evaluation Towers (METs) marking.
- 2013 Recreational immunity for activities at private airports.
- 2010 Aircraft Pilot & Passenger Protection Act protects airports from incompatible land development.
- 2008 Aerospace Engineer Tax Credits.
- 2008 Aircraft Dealers Protection Act.
- 2005 MRO Sales Tax Exemption aircraft maintenance.

FY2022 ACCOMPLISHMENTS AT-A-GLANCE

AIRPORT CONSTRUCTION PROGRAM

Several notable projects were completed during FY2022, including three major runway renovations where OAC hosted events to celebrate these communities' achievements with federal, state, and local officials:

- The agency's largest, single-phase project at a general aviation airport landed in Ponca City with an \$8.1 million runway reconstruction.
- Lawton/Ft. Sill Regional Airport reconstructed a terminal building. Phase 1 cost \$4.4 million.
- Phase 1 reconstruction of the parallel taxiway system at Max Westheimer Airport in Norman was completed for \$5.7 million.

Other major projects in the statewide Airport Construction Program included Ardmore's Downtown Executive and Municipal Airports, Guymon Municipal, Boise City Municipal, Clarence E. Page Municipal, Elk City Regional, Jones Memorial (Bristow), McCurtain County Regional (Idabel), Pauls Valley Municipal, Seminole Municipal, Weatherford Stafford, Watonga Regional, and Wiley Post Airport.

- Conducted lighting and navigational aid improvements across the airport system including projects at Alva, Atoka, Chattanooga, Christman Airfield (Okeene), Cordell, Lindsay, Mignon-Laird (Cheyenne), Mid-America Industrial Airport (Pryor), Robert S. Kerr (Poteau), Seminole, and Tahlequah.
- Oklahoma Aeronautics modernized and added a new hangar program to improve aviation in Oklahoma.
- Launched a new Geographic Information System-based Airport Pavement Management Program to help manage airport pavement conditions across the state. 31 airports were inspected as part of this inaugural inspection cycle in 2021. These inspections help municipalities as well as federal and state officials with planning construction/improvement projects and provide guidance to maintain the pavement assets at airports which consume nearly 80% of all federal, state, and local funding resources.
- A new hangar construction program took flight thanks to the \$2 million appropriation provided by the Governor and Legislature. This program was designed to assist airports in the development of new hangars, a first for the agency, to increase the aerospace business or corporate aircraft presence at Oklahoma airports. The program also helps build smaller hangars for single-engine aircraft with the goal of spurring additional growth and activity at Oklahoma's rural airports. Communities and airports participating in this new program for 2021/2022 included Ardmore Municipal, Pauls Valley Municipal, Stan Stamper Municipal in Hugo, Stroud Municipal, and Thomas Municipal.
- The agency supported and assisted Secretary Gatz with the organization of the Advanced Mobility Council which will focus the state's efforts to become a leader in all forms of advanced transportation and mobility, but particularly with the Unmanned Aircraft Systems (UAS) and Advanced Air Mobility (AAM) sectors. The agency's new designation as the state's UAS clearinghouse ensures a flightpath to bolster the burgeoning sector of the aviation and aerospace industry.

AEROSPACE AND AVIATION ADVOCACY

The agency's aviation and aerospace industry advocacy, education, and outreach programs boosted workforce development and industry awareness among Oklahomans

- Oklahoma Aeronautics partnered with the Department of Commerce's ACES program to develop, support, and advocate for the state's aviation and aerospace industry. Both organizations attended several conventions and tradeshows to expand the industry presence in Oklahoma including the Association of Unmanned Vehicle Systems International, MRO Americas, the Experimental Aircraft Association's AirVenture Oshkosh, Tinker and the Primes, and the National Business Aviation Association.
- Oklahoma Aeronautics organized a "visit your lawmaker" day for Oklahoma airports to advocate on behalf of the industry and the airport system.
- More than 25 legislators experienced their first flight in a general aviation aircraft as part of the Oklahoma Legislative Aero Caucus' discovery flights. Oklahoma Aeronautics partnered with the Experimental Aircraft Association's local chapters to help inform lawmakers of the importance of the general aviation sector.

AEROSPACE AND AVIATION EDUCATION

The agency was awarded an FAA Section 625 Workforce Development Grant to bring more aviation and aerospace curriculum, STEM training, and career awareness to Oklahoma's youth. This was a statewide effort led by Oklahoma Aeronautics and Oklahoma CareerTech, and valuable partners from OU, OSU, SOSU, the Chickasaw and Choctaw Nations, Department of Commerce, Tulsa Technology Center, and Ada City Schools.

- Oklahoma started the 2021-2022 school year with 31 high schools teaching the Aircraft Owners and Pilot Association's "You Can Fly" curriculum, a jump from 16 schools teaching the program the previous year. At that time, the state was ranked Oklahoma No. 2 in the nation for the number of schools offering the program.
- Oklahoma Aeronautics awarded \$365,000 in Aero Education Program grants to 50 organizations to further advance STEM programs and activities that encourage students to explore aerospace or aviation as a career.

When state policymakers created the Oklahoma Aeronautics Commission back in 1963, one of the primary responsibilities given to the new agency was to promote aviation in Oklahoma. Throughout its nearly 60 years serving the citizens of Oklahoma, the Aeronautics Commission has worked extensively with both public and private partners to promote the aviation and aerospace industry. Through its ongoing relationships with state lawmakers, Oklahoma's congressional delegation, elected officials, airport officials and other stakeholders, the Aeronautics Commission continues to help support the growth of aviation. In 2017, the Commission was involved in making Oklahoma the first in the nation to create a day dedicated to the contributions of Women in Aviation and Aerospace in our Great State.

2021 OKLAHOMA WOMEN IN AVIATION & AEROSPACE EVENT

The aviation and aerospace industry, alongside Astronaut Wally Funk, Oklahoma Airport Operators Association, Oklahoma Aeronautics Commission, and the Oklahoma Chapter of Ninety-Nines (99s), celebrated the state's fifth annual Oklahoma Women in Aviation & Aerospace Day on Friday, Nov. 5. The annual Oklahoma Women in Aviation & Aerospace Day provides an opportunity for individuals to learn more about how Oklahomans may advocate on behalf of aviation and aerospace for young girls and women to pursue aviation.

American aviator and space tourist Wally Funk provided the keynote at the luncheon. Funk was the first female air safety investigator for the National Transportation Safety Board, the first female civilian flight instructor at Fort Sill, Oklahoma, and the first female Federal Aviation Agency inspector, as well as one of the Mercury 13. Funk became the oldest woman to go to space on July 20, 2021, at age 82, as part of Blue Origin's New Shepard spacecraft during its suborbital flight.

The history of Oklahoma Women in Aviation & Aerospace Day began in 2017 when the Oklahoma legislature passed Senate Bill 230 to officially recognize the contribution of Oklahoma women in the state's aviation and aerospace industry annually on Dec. 9. Former Governor Mary Fallin signed the bill into law going into effect Nov. 1 that same year.

The date marks the birth of the famous Chickasaw aviator, Pearl Carter Scott, of Marlow, Oklahoma. Scott learned to fly at the age of 13 under legendary aviator Wiley Post. She became the youngest pilot in the United States with her first solo flight on Sept. 12, 1929, the same year that Amelia Earhart established the female pilot group, the 99s.

The OAOA, in partnership with the Oklahoma Chapter of Ninety-Nines, honored three Oklahoma women making important contributions to aviation and aerospace at the event. The three award winners were announced by Oklahoma City Mayor David Holt.

The 2021 Outstanding Oklahoma Women in Aviation and Aerospace Award honorees for the Pearl Carter Scott Oklahoma General Aviation Distinguished Service Award, Geraldyn M. Cobb Oklahoma Military Aviation Distinguished Service Award, and Dr. Shannon Lucid Oklahoma Aerospace Distinguished Service Award are Wyvema Startz, Colonel Abigail Ruscetta and Tonya Blansett, respectively.





HISTORY OF THE AGENCY AND RELEVANCE TODAY

Motivated by Governor Henry Bellmon and others, the Oklahoma Aeronautics Commission was created by the Legislature in 1963. Oklahoma Aeronautics was a successor agency to the Oklahoma Aviation Commission, which was created by the Legislature in 1946, predating the Civil Aeronautics Board and Administration, which became the Federal Aviation Administration (FAA). In view of the fact that Tinker Air Force Base was built in the early 1940s, American Airlines' largest maintenance base was moved from New York's LaGuardia Airfield to Tulsa in 1946, and the Civil Aeronautics Administration's Standardization Center was moved from Houston to Oklahoma City in 1946, Bellmon, along with legislators and prominent business leaders, believed that it was essential for the state to have a state agency focused on aviation, aerospace, and airports to ensure that state government took full advantage of the opportunity presented by the rapid growth of aviation after World War II. Aviation was having a profound impact on the everyday lives of all Americans; it was dramatically shrinking the world.

The core responsibility of Oklahoma Aeronautics has been to ensure that the needs of communities and commerce across the state are met by a system of public airports, the Oklahoma Airport System (OAS). The agency has utilized federal, state, and local funds to invest in needed development and maintenance of the 108 airports that comprise the OAS. Beginning in 2001, with aviation-generated revenue provided by the Legislature from aircraft excise and fuel taxes, and aircraft registration fees, Oklahoma Aeronautics has been able to make a meaningful investment to our airport system which has resulted in receiving additional federal funding from the FAA and the Oklahoma Legislature in recent years for our airport system.

Since FY2001, the Commission has invested \$388 million in federal funds and \$82.3 million of the \$99 million it has received in state funds into airport infrastructure - 83% of OAC's total revenues invested in airport infrastructure across the state — 83% of the revenue that Oklahoma Aeronautics received since FY2002 has been invested in airport infrastructure. Many of these investments in infrastructure have been critical to airport projects. The 2,000-foot extension to the runway at Enid would not have been possible without the largest State airport grant ever of \$2.5 million. The extension was done so that T-38 trainer jets from nearby Vance AFB could land and take off from the Enid municipal airport rather than having to go to Wichita or Tulsa to train when the main runway at Vance is closed for maintenance; a significant step to help BRAC-proof Vance.

The record investment from Oklahoma Aeronautics was necessary because the FAA could not invest what it usually would because the extension was driven by military rather than civil aviation demand. This is just one example of several critical state investments in airports that Oklahoma Aeronautics has been able to do. Funding to invest at the state level has also been leveraged to garner \$384 million in federal/FAA funding during this same period. The state investment has been particularly pivotal for the receipt of federal discretionary funding.

State investment and federal investment directed by Oklahoma Aeronautics have also figured prominently in economic development and sustainment in many communities across the State. Major employers such as Michelin in Ardmore (Ardmore's largest employer), the Chickasaw Nation in Ada, Seaboard Farms in Guymon (Guymon's largest employer), and Conoco-Phillips (Phillips 66) in Bartlesville (Bartlesville's largest employer) all cite having immediate and ready access to their sites through the local airport as significant reasons they chose to locate or stay in those communities. These are just a few examples of similar stories across the State.

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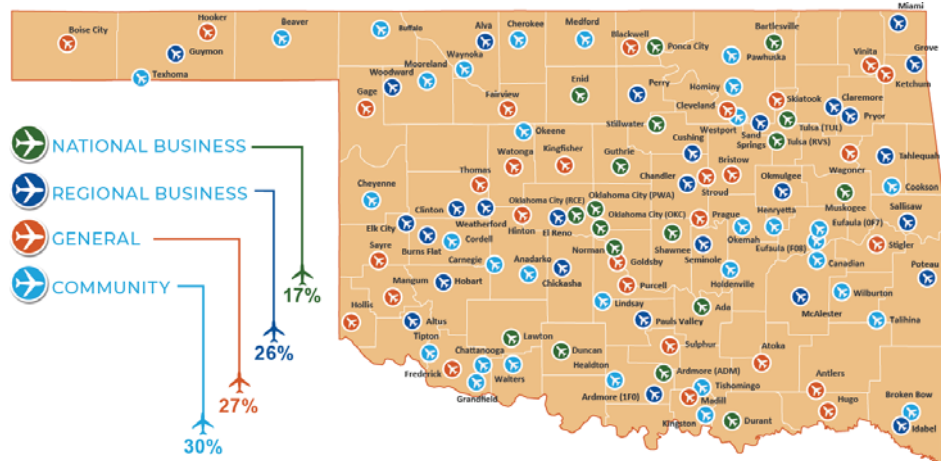
Oklahoma Aeronautics has one of the most robust aerospace and aviation education programs in the country. Our nationally recognized program has invested on average \$350,000 annually over the last several years to not only expose young Oklahomans to careers in aviation and aerospace, but also adult Oklahomans who are being retrained for placement in the aerospace industry. Oklahoma Aeronautics supports about 40 aerospace/aviation education programs, many of which are STEM, across the State. Such an endeavor is crucial to helping ensure the workforce necessary, today and tomorrow, for one of Oklahoma's largest

AIRPORT PROGRAMMING AND PLANNING

- Develops the Commission’s five-year airport construction program (ACP) on an annual basis each spring.
- This directs an average of \$20-25M per year to the 108 public airports in the Oklahoma Airport System (OAS) for capital projects such as runway extensions, pavement rehabilitation, terminal building construction, and lighting projects. The ACP directs three sources of funding: \$4M OAC funding, \$3M local funding, \$13M FAA funding.
- Conducts safety and standards inspections for Oklahoma’s 135 public-use airports on a 3 year cycle. These inspections provide the foundation to ensure a safe airport environment and determine where an airport doesn’t meet FAA/OAC standards so those deficiencies can be addressed in the ACP.
- Conducts airport master record updates for Oklahoma’s 135 public-use airports on a 3-year cycle. The master record provides data on each airport that is publicized to pilots through airport directories, aeronautical charts, and online aviation databases.
- Conducts pavement inspections at 82 airports. These pavement inspections determine the condition of the pavement on a 0-100 scale and the schedule for which the pavement should be rehabilitated.
- Oversees the development of a 20 year, long-term infrastructure development plan for each of the 108 airports in the OAS.
- Administers the state’s zoning authority under the

Aircraft Pilot Passenger Protection Act to ensure compatible development of structures and land-use in the vicinity of public-use and military airports.

- Administers the state’s authority to require marking of anemometer towers (wind evaluation towers or METs) and development of a location database for these towers ensuring the safety of low level flying operations.
- Provides technical assistance for UAS (Unmanned Aircraft Systems) operations to Oklahoma communities. Acts as a conduit and technical resource between the UAS community and existing users of Oklahoma’s airports.
- Provides technical assistance to Oklahoma communities regarding the operation and development of their local airport. This includes assisting them with their capital planning and programming documents, primary guiding documents (minimum standards, airport rules/regulations, hangar lease/rates/charges policy), and general layout of the development of the airport.
- Led the Commission’s Statewide Aviation and Aerospace Economic Impact Study Project that determined the industry was the state’s second largest with annual economic activity nearing \$44 billion.
- Oversees the Commission’s continuous system planning process for Oklahoma airports including administering any grants received from the FAA for these activities.



State System of Airports by the Numbers

- 108 - Number of publicly owned airports in Oklahoma
- 49 - Number of regional business airports
- 45 - Number of regional business airports that have jet-capable runways (5,000 feet or greater)
- 97 - Percentage of Oklahoma’s population that is within 25 miles of one of the state’s 49 regional business airports
- 94 - Percentage of Oklahoma’s population that lives within 25 miles of an airport with a jet-capable runway

- 81 - Percentage of annual revenues the Oklahoma Aeronautics Commission spends on airport infrastructure improvements
- \$4M - Average amount of state funding the Oklahoma Aeronautics Commission spends annually on airport infrastructure improvements
- \$40M - Average amount of federal funds that Oklahoma’s airport system receives annually for airport infrastructure improvements

AIRPORT CONSTRUCTION PROGRAM

Several cities across the state made some much-needed improvements to their local airports in FY2022, thanks to various state grants the Oklahoma Aeronautics Commission awarded through its Airport Construction Program. Airport sponsors, which are typically the municipalities where the airports are located, are required to contribute local matches toward their airport projects. The amount of the local matches currently range from five percent for state funds to ten percent for federal funds (the Commission may make half the sponsor's required federal match). Effective in FY2010, the Aeronautics Commission began awarding grants to local municipalities for terminal construction or renovation. The grant awards for new terminals are for a maximum of \$500,000, and sponsors would be responsible for 50 percent in matching funds. Based on direct impacts to the economy, it is estimated that airport supported activities contribute almost \$500 million in annual tax revenues in Oklahoma. That is a great return on investment for all Oklahomans.

FY 2022 ACP Grant Recipients

Airport Name	Project Description	Local Share	State Share	Federal Share
Ardmore Municipal	Rehabilitate RWY 13/31 & Install LED RWY Lighting	\$38,717.00	\$735,612.00	\$1,046,976.00
Atoka Municipal	Airport Siting Study & Master Plan for new location	\$14,927.00	\$283,614.00	
Boise City	Rehabilitate Runway & Lighting on 04/22 (Construct)	\$29,015.00	\$551,278.00	\$1,626,196.00
Claremore Regional	Replace AWOS	\$6,784.00	\$128,896.00	
Elk City Regional	Rehabilitate Runway Lights, PAPIs, and AWOS	\$19,583.00	\$372,071.00	\$524,136.00
Grove Regional	Replace AWOS	\$6,799.00	\$129,181.00	
Hugo Municipal	Construct 42' x 30' Box Hangar (2022 Hangar Program)	\$73,814.00	\$31,634.00	
Jones Memorial	Construct New Terminal Building & Install self-service 100LL	\$256,577.61	\$259,224.00	\$688,766.39
Kingfisher	Reconstruct taxiway/apron	\$19,701.00	\$374,312.00	
Pauls Valley Muni	Construct Taxiway	\$28,555.00	\$542,545.00	
Pauls Valley Muni	Construct 100' x 100' Box Hangar (2022 Hangar Program)	\$13,108.00	\$300,000.00	\$983,254.00
Sallisaw Municipal	Replace AWOS	\$6,794.00	\$129,086.00	
SGLRA (Ketchum)	Install AWOS	\$11,965.00	\$227,320.00	
Stroud Municipal	Construct new taxiway	\$16,484.00	\$313,191.00	
Stroud Municipal	Construct T-hangar (2022 Hangar Program)	\$1,084,567.00	\$300,000.00	
Thomas Municipal	Construct 107' x 70' Box Hangar (2022 Hangar Program)	\$339,580.00	\$509,367.00	
Weatherford Stafford	Construct New Terminal Building	\$373,854.00	\$500,000.00	\$743,321.00

Total Funding for 2022 Oklahoma Airport Projects

FAA	\$56,631,592
State	\$5,687,331
Local	\$2,340,824
CRRSA	\$5,520,617
Total	\$70,180,364

What we did for you in 2022 Oklahoma!



**OKLAHOMA
Aeronautics**



24 AIRPORT CONSTRUCTION PROJECTS
32 AIRPORT INSPECTIONS
12 TALL STRUCTURE PERMITS

FULL LIST OF FUNDING FOR FED. FY 2021 / STATE FY 2022

Airport Name	Project Description	Local Share	State Share	Federal Share
Ada Regional	*Construct Apron *Local Share covered by 2021 ARPA			\$772,915.00
Ada Regional	CRRSA Act Funds			\$23,000.00
Allus/Quartz Mountain Regional	CRRSA Act Funds			\$13,000.00
Allus/Quartz Mountain Regional	General ARPA			\$32,000.00
Alva Regional	CRRSA Act Funds			\$13,000.00
Antlers Municipal	CRRSA Act Funds			\$9,000.00
Ardmore Downtown Executive	CRRSA Act Funds			\$13,000.00
Ardmore Downtown Executive	Install Runway Vertical/Visual Guidance System			
	*Local Share covered by 2021 ARPA Funding			\$111,111.00
Ardmore Downtown Executive	Install Taxiway Lighting			
	*Local Share covered by 2021 ARPA Funding			\$216,667.00
Ardmore Downtown Executive	Rehabilitate Taxiway			
	*Local Share covered by 2021 ARPA Funding			\$1,384,802.00
Ardmore Municipal	CRRSA Act Contract Tower			\$34,162.00
Ardmore Municipal	CRRSA Act Funds			\$23,000.00
Ardmore Municipal	General ARPA			\$59,000.00
Ardmore Municipal	Rehabilitate RWY 13/31 (joint seal and spall repair) & Install LED RWY Lighting	\$38,717.00	\$735,612.00	\$1,046,976.00
Atoka Municipal	Airport Siting Study & Master Plan for new location	\$14,927.00	\$283,614.00	
Atoka Municipal	CRRSA Act Funds			\$9,000.00
Bartlesville Municipal	CRRSA Act Funds			\$23,000.00
Bartlesville Municipal	Expand Apron			
	*Local Share covered by 2021 ARPA Funding			\$27,560.00
Bartlesville Municipal	Reconstruct Apron			
	*Local Share covered by 2021 ARPA Funding			\$27,560.00
Bartlesville Municipal	Seal Taxiway Pavement Surface/Pavement Joints			
	*Local Share covered by 2021 ARPA Funding			\$13,780.00
Beaver Municipal	CRRSA Act Funds			\$9,000.00
Blackwell-Tonkawa Municipal	CRRSA Act Funds			\$9,000.00
Boise City	CRRSA Act Funds			\$9,000.00
Boise City	Rehabilitate Runway & Lighting on RWY 4/22	\$29,015.00	\$551,278.00	\$1,626,196.00
Buffalo Municipal	CRRSA Act Funds			\$9,000.00
Buffalo Municipal	Reconstruct Apron			
	*Local Share covered by 2021 ARPA Funding			\$797,845.00
Carnegie Municipal	CRRSA Act Funds			\$9,000.00
Carnegie Municipal	Install Runway Vertical/Visual Guidance System			\$60,000.00
Carnegie Municipal	Rehabilitate Runway Lighting			\$240,000.00
Chandler Regional	CRRSA Act Funds			\$9,000.00
Chandler Regional	Seal Runway Pavement Surface/Pavement Joints			
	*Local Share covered by 2021 ARPA Funding			\$179,890.00
Cherokee Municipal	CRRSA Act Funds			\$9,000.00
Cherokee Municipal	Install Perimeter Fencing not Required by 49 CFR 1542			
	*Local Share covered by 2021 ARPA Funding			\$199,372.00
Chickasha Municipal	CRRSA Act Funds			\$13,000.00
Claremore Regional	CRRSA Act Funds			\$13,000.00
Claremore Regional	*Reconstruct Apron			
	*Local Share covered by 2021 ARPA Funding			\$94,400.00
Claremore Regional	Replace AWOS	\$6,784.00	\$128,896.00	
Clarence E Page Municipal	CRRSA Act Funds			\$13,000.00
Clarence E Page Municipal	Reconstruct Apron			
	*Local Share covered by 2021 ARPA Funding			\$753,261.00
Clinton Regional	CRRSA Act Funds			\$13,000.00
Clinton Regional	Reconstruct Apron			
	*Local Share covered by 2021 ARPA Funding			\$596,662.00
Cushing Municipal	CRRSA Act Funds			\$13,000.00
Cushing Municipal	Seal Taxiway Pavement Surface/Pavement Joints			
	*Local Share covered by 2021 ARPA Funding			\$292,702.00
Cushing Municipal	Update Airport Master Plan or Study			
	*Local Share covered by 2021 ARPA Funding			\$195,360.00
David Jay Perry	CRRSA Act Funds			\$13,000.00
David Jay Perry	Install Perimeter Fencing not Required by 49 CFR 1542			
	*Local Share covered by 2021 ARPA Funding			\$8,889.00
David Jay Perry	Reconstruct Apron			
	*Local Share covered by 2021 ARPA Funding			\$61,311.00
Durant Regional/Eaker Field	CRRSA Act Funds			\$23,000.00
Durant Regional/Eaker Field	General ARPA			\$59,000.00
Durant Regional/Eaker Field	Update Airport Master Plan or Study			\$194,220.00
El Reno Regional	CRRSA Act Funds			\$13,000.00
El Reno Regional	General ARPA			\$32,000.00
Elk City Regional Business	CRRSA Act Funds			\$13,000.00
Elk City Regional Business	Rehabilitate Runway Lights, PAPIs, and AWOS	\$19,583.00	\$372,071.00	\$524,136.00
Enid Woodring Regional	CRRSA Act Contract Tower			\$34,162.00
Enid Woodring Regional	CRRSA Act Funds			\$23,000.00
Enid Woodring Regional	Reconstruct Runway			
	*Local Share covered by 2021 ARPA Funding**			\$219,700.00
Eufaula Municipal	CRRSA Act Funds			\$9,000.00
Eufaula Municipal	General ARPA			\$22,000.00
Eufaula Municipal	Reconstruct Apron			
	*Local Share covered by 2021 ARPA Funding**			\$446,333.00
Eufaula Municipal	Reconstruct Taxiway			
	*Local Share covered by 2021 ARPA Funding**			\$240,417.00

FULL LIST OF FUNDING FOR FED. FY 2021 / STATE FY 2022

Airport Name	Project Description	Local Share	State Share	Federal Share
Fairview Municipal	CRRSA Act Funds			\$13,000.00
Fairview Municipal	Seal Runway Pavement Surface/Pavement Joints			\$280,520.00
	*Local Share covered by 2021 ARPA Funding			\$9,000.00
Frederick Regional	CRRSA Act Funds			\$22,000.00
Frederick Regional	General ARPA			\$13,000.00
Grove Municipal	CRRSA Act Funds			\$32,000.00
Grove Municipal	General ARPA			\$155,373.00
Grove Municipal	Rehabilitate Runway			\$6,799.00
	*Local Share covered by 2021 ARPA Funding**		\$129,181.00	
Grove Regional	Replace AWOS			\$23,000.00
Guthrie-Edmond Regional	CRRSA Act Funds			\$59,000.00
Guthrie-Edmond Regional	General ARPA			\$13,000.00
Guymon Municipal	CRRSA Act Funds			\$32,000.00
Guymon Municipal	General ARPA			\$2,814,564.00
Guymon Municipal	Rehabilitate Runway			\$1,989,547.00
Guymon Municipal	*Local Share covered by 2021 ARPA Funding			\$23,000.00
Guymon Municipal	Rehabilitate Taxiway			\$13,000.00
	*Local Share covered by 2021 ARPA Funding			\$89,257.00
Halliburton Field	CRRSA Act Funds			\$318,017.00
Hefner-Easley	CRRSA Act Funds			\$647,233.00
Hefner-Easley	Improve Airport Drainage/Erosion Control			\$9,000.00
	*Local Share covered by 2021 ARPA Funding			\$9,000.00
Hefner-Easley	Seal Taxiway Pavement Surface/Pavement Joints			\$130,120.00
	*Local Share covered by 2021 ARPA Funding			\$9,000.00
Hinton Municipal	Construct/Modify/Improve/Rehabilitate Hangar			\$9,000.00
	*Local Share covered by 2021 ARPA Funding			\$9,000.00
Hinton Municipal	CRRSA Act Funds			\$9,000.00
Hobart Regional	CRRSA Act Funds			\$22,000.00
Holdenville Municipal	CRRSA Act Funds			\$9,000.00
Holdenville Municipal F	Rehabilitate Runway			\$130,120.00
	*Local Share covered by 2021 ARPA Funding**			\$9,000.00
Hollis Municipal	CRRSA Act Funds			\$9,000.00
Hooker Municipal	CRRSA Act Funds			\$22,000.00
Hooker Municipal	General ARPA			\$235,080.00
Hooker Municipal	Seal Runway Pavement Surface/Pavement Joints			\$73,814.00
	*Local Share covered by 2021 ARPA Funding		\$31,634.00	
Hugo - Stan Stamper Municipal	Construct 42' x 30' Box Hangar (Hangar Program)			\$9,000.00
Jones Memorial	CRRSA Act Funds			\$688,766.39
Jones Memorial (Bristow)	Construct New Terminal Building & Install self-service 100LL	\$256,577.61	\$259,224.00	
Kingfisher	Reconstruct taxiway/apron	\$19,701.00	\$374,312.00	
Lawton-Fort Sill Regional	CRRSA Act Concessions			\$11,225.00
Lawton-Fort Sill Regional	CRRSA Act Funds			\$1,017,881.00
Lawton-Fort Sill Regional	Improve/Modify/Rehabilitate Terminal Building			\$3,111,111.00
	*Local Share covered by 2021 ARPA Funding			\$13,000.00
Madill Municipal	CRRSA Act Funds			\$23,000.00
McAlester Regional	CRRSA Act Funds			\$134,100.00
McAlester Regional	Install Runway Vertical/Visual Guidance System			\$13,000.00
	*Local Share covered by 2021 ARPA Funding			\$89,901.00
McCurtain County Regional	CRRSA Act Funds			\$55,777.00
McCurtain County Regional	Improve Airport Drainage/Erosion Control			\$118,222.00
	*Local Share covered by 2021 ARPA Funding			\$13,000.00
McCurtain County Regional	Reconstruct Runway Lighting			\$13,000.00
	*Local Share covered by 2021 ARPA Funding			\$13,000.00
McCurtain County Regional	Rehabilitate Runway			\$20,000.00
	*Local Share covered by 2021 ARPA Funding			\$10,000.00
Miami Regional	CRRSA Act Funds			\$102,100.00
Mid-America Industrial	CRRSA Act Funds			\$13,000.00
Muskogee-Davis Regional	CRRSA Act Funds			\$13,000.00
Muskogee-Davis Regional	Install Runway Vertical/Visual			\$13,000.00
	Local Share covered by 2021 ARPA Funding Guidance System**			\$484,510.00
Muskogee-Davis Regional	Reconstruct Airport Beacon			\$983,254.00
	*Local Share covered by 2021 ARPA Funding**			\$13,000.00
Muskogee-Davis Regional	Rehabilitate Runway Lighting			\$32,000.00
	*Local Share covered by 2021 ARPA Funding**			\$13,000.00
Okmulgee Regional	CRRSA Act Funds			\$32,000.00
Okmulgee Regional	Reconstruct Taxiway			\$13,000.00
	*Local Share covered by 2021 ARPA Funding**			\$277,024.00
Pauls Valley Municipal	Construct 100' x 100' Box Hangar (2022 Hangar Program)	\$13,108.00	\$300,000.00	
Pauls Valley Municipal	Construct Taxiway	\$28,555.00	\$542,545.00	
Pauls Valley Municipal	CRRSA Act Funds			\$23,000.00
Pauls Valley Municipal	General ARPA			\$59,000.00
Perry Municipal	CRRSA Act Funds			\$13,000.00
Perry Municipal	General ARPA			\$32,000.00
Perry Municipal	Improve Airport Drainage			\$277,024.00
	*Local Share covered by 2021 ARPA Funding**			\$23,000.00
Ponca City Regional	CRRSA Act Funds			\$59,000.00
Ponca City Regional	General ARPA			\$13,000.00
Prague Municipal	CRRSA Act Funds			\$9,000.00
Purcell Municipal - S.E Shephard Field	CRRSA Act Funds			\$9,000.00
Purcell Municipal - S.E Shephard Field	Reconstruct Apron			\$438,601.00
	*Local Share covered by 2021 ARPA Funding**			

FULL LIST OF FUNDING FOR FED. FY 2021 / STATE FY 2022

Airport Name	Project Description	Local Share	State Share	Federal Share
Robert S Kerr	CRRSA Act Funds			\$13,000.00
Robert S Kerr	Update Airport Master Plan or Study			
	*Local Share covered by 2021 ARPA Funding			\$77,021.00
Sallisaw Municipal	CRRSA Act Funds			\$13,000.00
Sallisaw Municipal	Replace AWOS	\$6,794.00	\$129,086.00	
Sayre Municipal	CRRSA Act Funds			\$9,000.00
Seminole Municipal	CRRSA Act Funds			\$13,000.00
Seminole Municipal	Shift or Reconfigure Existing Taxiway			
	*Local Share covered by 2021 ARPA Funding			\$695,100.00
Shawnee Regional	CRRSA Act Funds			\$13,000.00
Skiatook Municipal	CRRSA Act Funds			\$13,000.00
Skiatook Municipal	General ARPA			\$32,000.00
South Grand Lake Regional	CRRSA Act Funds			\$9,000.00
South Grand Lake Regional	Install AWOS	\$11,965.00	\$227,320.00	
Stan Stamper Municipal	Construct Taxilane *Local Share covered by 2021 ARPA Funding			\$75,000.00
Stan Stamper Municipal	CRRSA Act Funds			\$9,000.00
Stan Stamper Municipal	General ARPA			\$22,000.00
Stigler Regional	CRRSA Act Funds			\$9,000.00
Stigler Regional	Install Miscellaneous NAVAIDS			
	*Local Share covered by 2021 ARPA Funding			\$5,556.00
Stigler Regional	Install Runway Vertical/Visual Guidance System			
	*Local Share covered by 2021 ARPA Funding			\$20,000.00
Stigler Regional	Reconstruct Runway Lighting			
	*Local Share covered by 2021 ARPA Funding			\$49,224.00
Stillwater Regional	CRRSA Act Funds			\$1,010,119.00
Stillwater Regional	Reconstruct Apron Local Share covered by 2021 ARPA Funding			\$5,403,390.00
Stillwater Regional	Update Airport Master Plan or Study			
	*Local Share covered by 2021 ARPA Funding			\$586,986.00
Stroud Municipal	Construct new taxilane	\$16,484.00	\$313,191.00	
Stroud Municipal	Construct T-hangar (2022 Hangar Program)	\$1,084,567.00	\$300,000.00	
Stroud Municipal	CRRSA Act Funds			\$9,000.00
Stroud Municipal	Rehabilitate Taxiway *Local Share covered by 2021 ARPA Funding			\$139,115.00
Stroud Municipal	Seal Apron Pavement Surface/Pavement Joints			
	*Local Share covered by 2021 ARPA Funding			\$377,777.00
Sulphur Municipal	CRRSA Act Funds			\$9,000.00
Tahlequah Municipal	CRRSA Act Funds			\$13,000.00
Thomas Municipal	Construct 107'x 70' Box Hangar (2022 Hangar Program)	\$339,580.00	\$509,367.00	
Thomas Municipal	CRRSA Act Funds			\$9,000.00
Tulsa International	Acquire Aircraft Rescue & Fire Fighting Vehicle			
	*Local Share covered by 2021 ARPA Funding			\$844,873.00
Tulsa International	Acquire Snow Removal Equipment			
	*Local Share covered by 2021 ARPA Funding			\$2,241,155.00
Tulsa International	Conduct or Update Miscellaneous Study			
	*Local Share covered by 2021 ARPA Funding			\$129,418.00
Tulsa International	CRRSA Act Concessions			\$322,922.00
Tulsa International	CRRSA Act Funds			\$5,204,696.00
Tulsa International	Improve/Modify/Rehabilitate Service Road			
	*Local Share covered by 2021 ARPA Funding			\$190,000.00
Tulsa Riverside	CRRSA Act Funds			\$57,000.00
Tulsa Riverside	Shift or Reconfigure Existing Taxiway			
	*Local Share covered by 2021 ARPA Funding			\$333,333.00
Tulsa Riverside	Update Airport Master Plan or Study			
	*Local Share covered by 2021 ARPA Funding			\$607,228.00
University of Oklahoma Westheimer	CRRSA Act Contract Tower			\$34,162.00
University of Oklahoma Westheimer	CRRSA Act Funds			\$23,000.00
University of Oklahoma Westheimer	Update Airport Master Plan or Study			
	*Local Share covered by 2021 ARPA Funding			\$333,333.00
Vinita Municipal	Construct or Improve Fuel Farm *Local Share covered by 2021 ARPA Funding			\$534,453.00
Vinita Municipal	CRRSA Act Funds			\$13,000.00
Watonga Regional	CRRSA Act Funds			\$13,000.00
Watonga Regional	Reconstruct Runway *Local Share covered by 2021 ARPA Funding			\$2,527,442.00
Weatherford Stafford	Construct New Terminal Building	\$373,854.00	\$500,000.00	
Weatherford Stafford	CRRSA Act Funds			\$743,321.00
Weatherford Stafford	Conduct or Update Miscellaneous Study *Local Share covered by 2021 ARPA Funding			\$13,000.00
West Woodward	CRRSA Act Funds			\$49,400.00
West Woodward	CRRSA Act Funds			\$23,000.00
Wilburton Municipal	CRRSA Act Funds			\$9,000.00
Wiley Post	CRRSA Act Contract Tower			\$34,162.00
Wiley Post	CRRSA Act Funds			\$57,000.00
Wiley Post	Rehabilitate Runway Lighting *Local Share covered by 2021 ARPA Funding			\$166,667.00
Wiley Post	Rehabilitate Runway *Local Share covered by 2021 ARPA Funding			\$876,666.00
Wiley Post	"Widen Runway 17R/35L			
	*Local Share covered by 2021 ARPA Funding			\$4,185,184.00
Will Rogers World	CRRSA Act Concessions			\$458,794.00
Will Rogers World	CRRSA Act Funds			\$5,992,267.00
Will Rogers World	Rehabilitate Runway			
	*Local Share covered by 2021 ARPA Funding			\$11,934,808.00
William R Pogue Municipal	CRRSA Act Funds			\$13,000.00
	Totals	\$2,340,824.61	\$5,687,331.00	\$72,377,144.39

NEW RUNWAY AT PONCA CITY REGIONAL AIRPORT OPENS



The Ponca City Regional Airport hosted a ribbon-cutting ceremony on Friday, July 9, 2022, in honor of the airport's newly reconstructed 7,200-foot runway.

The project, which began in 2020, was one of the largest single-phase undertakings at a general aviation airport in Oklahoma. The project reconstructed a majority of the runway replaced the runway lights and guidance signs, and significantly enhanced the drainage of the area. The Federal Aviation Administration (FAA) funding for the \$8.1M project was directed through the Oklahoma Aeronautics Commission's (OAC) 5-year Airport Construction Program and consisted of a combination of FAA Supplemental Appropriations, Airport Improvement Program (AIP) funding and Coronavirus Aid Relief and Economic Security (CARES) Act local matching funds.

Oklahoma Secretary of Transportation Tim Gatz and local officials led a ceremonial ribbon cutting signifying the optimistic future of both the Ponca City Regional Airport and the surrounding communities. Gatz has been active in the support of the OAC's aggressive efforts to improve pavement quality throughout the 108 public-use airports located within the state system of airports.

Since 2000, this airport has received over \$26M in funding to support infrastructure upgrades and support the functionality and improvement of the facility.

In addition to the ribbon-cutting, attendees enjoyed the singing of the National Anthem by Emma Valgora and the posting of the colors by Scout Troop #524 with the First Lutheran Church. The crowd heard from additional dignitaries including State Representative Ken Luttrell, Mayor of Ponca City Homer Nicholson, and State Director of Aeronautics Grayson Ardies.



OKLAHOMA #1 IN THE NATION FOR AVIATION EDUCATION

During a four-day training conference in the summer of 2022, teachers and industry leaders met at OU's National Weather Center to celebrate the growth of aviation and aerospace education in the state, and to discuss ways to partner in the building of programs that will ensure the growth of Oklahoma's aviation, aerospace and defense industry workforce. Oklahoma Lt. Governor Matt Pinnell announced from the stage that Oklahoma is first in the nation for the number of schools approved to teach the AOPA high school aviation curriculum. With AOPA President and CEO Mark Baker and the State Director of Aeronautics Grayson Ardies flanking the stage, AOPA and Oklahoma Aeronautics confirmed that the 57 school districts across the state signed onto the program and moved the Sooner State into first place in the United States.

SIMULATOR'S DONATED TO FIVE SOARING OKLAHOMA SCHOOLS

Because of a generous donation from the Corporate Aircraft Association, five Oklahoma high schools received a flight simulator to enhance the classroom implementation of the AOPA "You Can Fly" High School Aviation Curriculum. Each of the five schools, Durant, Alva, Bartlesville, Duncan, and Lawton, was selected by the Oklahoma Aeronautics Commission as a recipient of the gift because of their willingness to serve as leaders in the building of high-quality aviation programs in their regions of Oklahoma.

The Corporate Aircraft Association (CAA), is a member-funded association that partners with select Fixed Base Operators (FBOs) at airports throughout the US and Canada, to offer jet fuel programs and other aircraft services to their members. Their leadership selected Oklahoma for this donation because of positive interactions they had at airports within the Oklahoma Airport System. They worked with the Commission to determine the most effective way to benefit students interested in aviation.

The designated high schools are just five of the nearly 30 Oklahoma schools that are teaching the "You Can Fly" curriculum during the 2021-2022 school year. Developed by the Aircraft Owners and Pilots Association (AOPA), the free program offers schools the opportunity to teach two aviation pathways of curriculum to students in Grades 9-12 and prepare them for a career in aviation.

FIVE SCHOOLS NAMED AVIATION SCHOOLS OF EXCELLENCE

Over the last several years, the Oklahoma Aeronautics Commission has led the way to advocate and implement a novel curriculum to support Oklahoma's commitment to solving workforce challenges and to ensure that the state's second-largest industry, aviation, and aerospace, will continue to be a major economic driver for the state.

In late 2021 the Commission, as part of a statewide consortium, was awarded a Federal Aviation Administration Workforce Development Grant to further support the implementation of the AOPA program and to make Oklahoma's educators aware of the potential that aviation and aerospace have in their classrooms. One of the foundational aspects of receiving the FAA grant funding was the ability to name five Oklahoma high schools as "Aviation High Schools of Excellence."

These five schools, Ada High School, McAlester High School, Mustang High School, Okmulgee High School, and Pryor High School were all early adopters of the AOPA program and were in year three or beyond of implementing the curriculum. Because of their expertise and willingness to share their knowledge they were designated to assist what was expected to be 50 Oklahoma high schools in the implementation of the AOPA Curriculum for next school year and will serve as hubs for aviation STEM activities and teacher professional development.

CORE CREDIT FLIGHT PATH CREATED FOR AVIATION CLASSES

A three-year effort to qualify aviation and aerospace courses as core curriculum for students was signed into law. The goal was to create a mechanism for the 4-year "You Can Fly" High School Curriculum developed by the Aircraft Owners and Pilots Association (AOPA), currently adopted by school districts at a record pace across the state, to qualify as core credit and provide additional options for students. Senate Bill 1147, by Sen. Zack Taylor, R-Seminole and Nicole Miller, R-Edmond, directed the State Board of Education to determine if courses on aviation were eligible for non-elective academic credit toward meeting Oklahoma's graduation requirements.

"Hundreds of students across Oklahoma are enrolled in rigorous aviation coursework that will lead them to high-quality post-secondary aerospace programs and industry careers. As a pilot, I knew that introducing this bill this session would be needed to ensure Oklahoma aviation courses could count as core credits," said Sen. Zack Taylor, Seminole.

"By providing the ability for students to receive core credit for aerospace coursework, the Oklahoma legislature has paved the way for schools to build career pathways that will not only benefit students but will ensure the continued growth of Oklahoma's second leading industry," said Rep. Nicole Miller, Edmond.

FY 2022 AERO EDUCATION GRANTS



Priority for the Oklahoma Aeronautics Commission is encouraging Oklahoma's young people to pursue careers in the aviation and aerospace industry. This is mostly accomplished through the awarding of aerospace and aviation education grants and contracts to various programs and entities across Oklahoma. Since FY01, the Aeronautics Commission has awarded more than \$4.15 million in aviation education grants and contracts throughout the state. In the fiscal year 2022 alone, \$365,804 in grants and contracts were awarded to several worthwhile programs designed to expose more students to the wonders of flight and STEM education. Financial support for these programs is crucial if Oklahoma's aviation and aerospace industry is to continue to flourish. Developing a pipeline of competent, well-trained workers is critical for the industry's continued growth and viability. In August 2022, the commission approved the following grants:

Ada City School District	\$12,220	OKBEST Robotics	\$2,000
Air Force Association Gerrity Chapter	\$4,200	OK CareerTech Foundation	\$10,000
Alva High School	\$3,000	Oklahoma Engineerign Foundation, Inc.	\$5,000
Atoka Elementary School	\$2,082	OK School of Science & Mathematics	\$1,500
Boys & Girls Club of Oklahoma County	\$3,000	OK Science & Engineering Foundation	\$7,000
Cameron University	\$2,000	Oklahoma State University	\$27,490
Canadian Valley Technology Center	\$7,500	Paoli Public Schools	\$10,000
Deer Creek Public Schools	\$7,000	Pauls Valley High School	\$5,000
Drumright Public Schools	\$5,000	Ponca City Regional Airport	\$8,400
Duncan Public Schools	\$4,000	Poteau Public Schools	\$6,550
Durant Public Schools	\$4,500	Pryor Public Schools	\$6,000
East Central University	\$1,750	Putnam City High School AF JROTC	\$8,000
Edmond North High School AF JROTC	\$12,500	Redeemed Flying Corps	\$7,500
Elmore City-Pernell Public Schools	\$8,300	Roland Public Schools	\$2,695
FIRST Robotics Competition	\$7,500	Rose State College	\$4,000
Girl Scouts of Eastern Oklahoma	\$2,000	Seminole High School	\$6,500
Grand Aces Aviation Ground School	\$2,250	Southeast High School JROTC	\$2,900
Guthrie Edmond Regional Airport	\$1,350	Southeastern OK State University	\$6,500
Kingfisher Memorial Library	\$5,000	Stafford Air & Space Museum	\$20,000
KISS Institute for Practical Robotics	\$10,500	STARBASE Oklahoma, Inc.	\$25,000
Maysville Public Schools	\$1,500	The 99s Museum of Women Pilots	\$6,000
McAlester High School	\$8,000	Tulsa Community WorkAdvance	\$12,500
Metro Technology Center	\$12,500	University of Oklahoma	\$45,000
Mustang High School	\$2,617		

OKLAHOMA AERONAUTICS UAS PROGRAM



The United States national airspace is the busiest in the world, with up to 87,000 flights per day, and the Oklahoma skies are no exception. The Federal Aviation Administration Modernization and Reform Act of 2012 directed the FAA to create regulations that will enable drones to fly throughout U.S. airspace, and they have done so through the Part 107 rule released in the summer of 2016. Part 107 allows remote pilots to fly small (under 55 pounds) unmanned aerial vehicles (UAVs) in the U.S. airspace for commercial purposes and according to an Oklahoma Department of Commerce study, the Oklahoma drone industry employs 550+ people, has a \$57 million payroll effect, and generates \$3.5 million in sales taxes.

UAS has seen an exponential increase in popularity within Oklahoma over the last 10 to 15 years. The popularity of this new flying machine has been transformational for the aviation industry in many different regards, but it has provided many benefits to a multitude of non-aviation industries. Both the government and private sectors have started to take advantage of UAS and will continue to do so as the regulatory environment at the federal level permits.

Oklahoma had been missing that energizing force or organization to bring all of the resources of the state together (research, education, operations, economic development, regulatory, etc.) to ensure that stakeholders could focus as a state on the next big UAS policy initiative, test site opportunity, federal grant funding, or similar program. This entity was chosen through SB 659 during the 2021 legislative session creating a UAS clearinghouse within the Oklahoma Aeronautics Commission to help and assist fellow state agencies, local municipalities, law enforcement and first responders, educators, and others with current policies and regulations, best operational practices, technology capabilities, acquisitions, and similar items.

OKLAHOMA #1 FOR STATE READINESS FOR DRONE COMMERCE

In a Mercatus Special Study released in the last week of June 2022, Oklahoma was ranked #1 in the United States regarding state readiness for drone commerce. In “Is Your State Ready for Drone Commerce?” Brent Skorup identified the strengths and improvement markers presented by George Mason University and compiled a state-by-state scorecard.

Currently, the best place for drone commerce to grow is Oklahoma, according to Skorup. “They do a lot of things right,” Skorup told POLITICO, adding that the state already has a drone program office up and running. That office was established in 2021 by the Oklahoma Legislature and placed within the Oklahoma Aeronautics Commission through Senate Bill 659. Unmanned Aerial Systems (UAS) have seen an exponential increase in popularity within Oklahoma over the last 10 to 15 years.

Oklahoma legislators have been forward-thinking about all things unmanned before it was trendy for states to create UAS-friendly policies. An interim study was held in the summer of 2020 where experts from across the country testified regarding current best practices in their states and presented ideas for how Oklahoma could ascend as a leader in the unmanned and advanced air mobility industries.

Those expert presenters showed that Oklahoma could use a single-point entity in state government that can be responsible for creating a cohesive coalition of partners that involve the state’s various UAS assets. The state had been missing that energizing force or organization that merged the entirety of resources of the state (research, education, operations, economic development, regulatory, etc.) ensuring the focus as a state on the next big UAS policy initiative, test site opportunity, federal grant funding, or similar program.

In another policy effort to give UAS a lift in the Sooner state, Senate Bill 1688, which became law in 2020, created the Advanced Mobility Program Advisory Council within the Oklahoma Department of Transportation and directed the Oklahoma Secretary of Transportation to appoint a nine-member council to provide recommendations on policy and regulatory issues related to the adoption of advanced mobility technologies. Ardies serves on the Advanced Mobility Program Advisory Council as well as several other industry leaders including James Grimsley, Executive Director of Advanced Technology Initiatives for the Choctaw Nation of Oklahoma.

Oklahoma leaders consistently give assurances that their efforts are an opportunity to create unity and organization amongst those that are involved in the UAS industry at the state government level. “We want to be the coalescing force to bring all of the state’s UAS assets together as we can do more as a group than we can individually,” said Ardies. “The Mercatus study is great recognition of what UAS entities in the state have been able to accomplish thus far and we are excited to see all of the possibilities that lie ahead for the state with this new technology.”

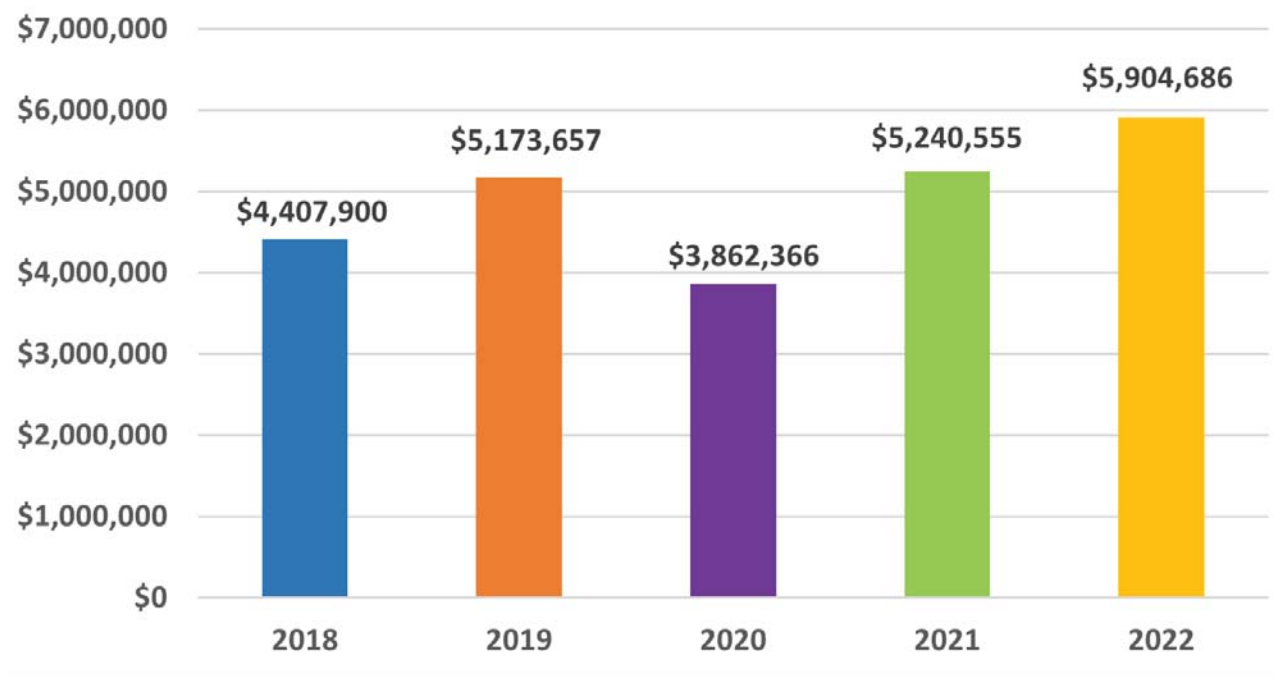
FY2022 FINANCIALS AT-A-GLANCE

REVENUE SOURCES

The only fee that Oklahoma Aeronautics directly collects is the \$200 fee paid for OAC to process an application pursuant to its duty to administer APPPA.

- Aircraft Excise Tax of 3.25% on new and used aircraft purchases and based in the state.
- Aircraft Registration Fees
- Aviation Fuel Tax
- Appropriations by the Legislature

OAC FY 2018-2022 Collected Statutory Revenue



FY2022 OKLAHOMA AERONAUTICS REVENUES AND EXPENDITURES

REVENUES

Miscellaneous Receipts	\$87,354
Aviation Specialty License Plates	\$8,064
Aviation Fuel Tax	\$92,997
Aircraft Registration	\$809,331
Aircraft Excise Tax	\$4,500,000
Federal Grant Reimbursements	\$1,087,349
Total Deposited Revenues	\$6,585,095

EXPENDITURES

Capital Projects	\$4,662,661
Operating/Administrative	\$722,554
Aviation Education	\$474,827



OKLAHOMA
Aeronautics

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YOUR GUIDE TO OKLAHOMA'S AIRPORTS
AND AVIATION ATTRACTIONS



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