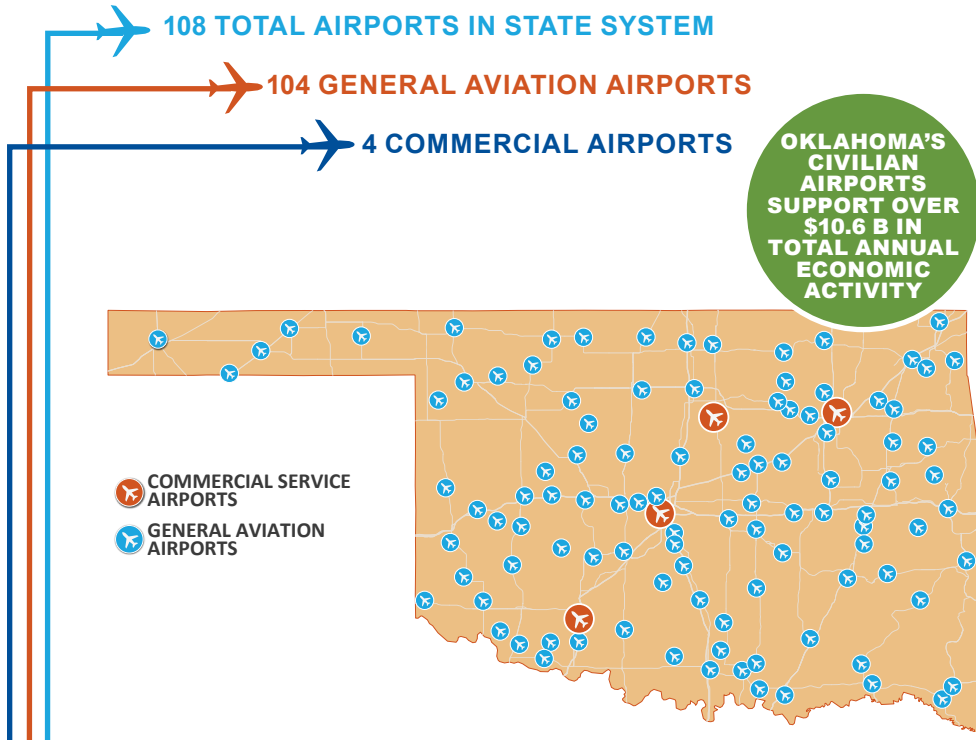




OKLAHOMA AIRPORT SYSTEM PLAN FACT SHEET

OKLAHOMA AIRPORT SYSTEM

OKLAHOMA IS SERVED BY AN EXTENSIVE AND DIVERSE SYSTEM OF AIRPORTS THAT SERVES TO SUPPORT THE STATE'S TRANSPORTATION NEEDS AND ECONOMIC OBJECTIVES.



AVIATION IN OKLAHOMA

- 135 Total Public Use Airports
- 333 Total Private Use Airports
- 3.8M Commercial Airline Enplanements
- 2,600 Based General Aviation Aircraft
- 1.3M Annual Aircraft Takeoffs & Landings
- 9,978 Registered Pilots
- 3,002 Registered UAS Pilots
- 6,224 Registered Aircraft

ACCESSIBILITY TO OKLAHOMA AIRPORTS

99% OF POPULATION

is within 30 miles or less of a system airport

97% OF POPULATION

is within 30 miles or less of a system airport with published approach

92% OF POPULATION

within 30 miles or less of a system airport with a runway at least 5,000 feet long

94% OF POPULATION

of population is within 30 miles or less of an NBAA business ready system airport

83% OF POPULATION

is within 60 miles or less of a system airport with scheduled commercial airline service



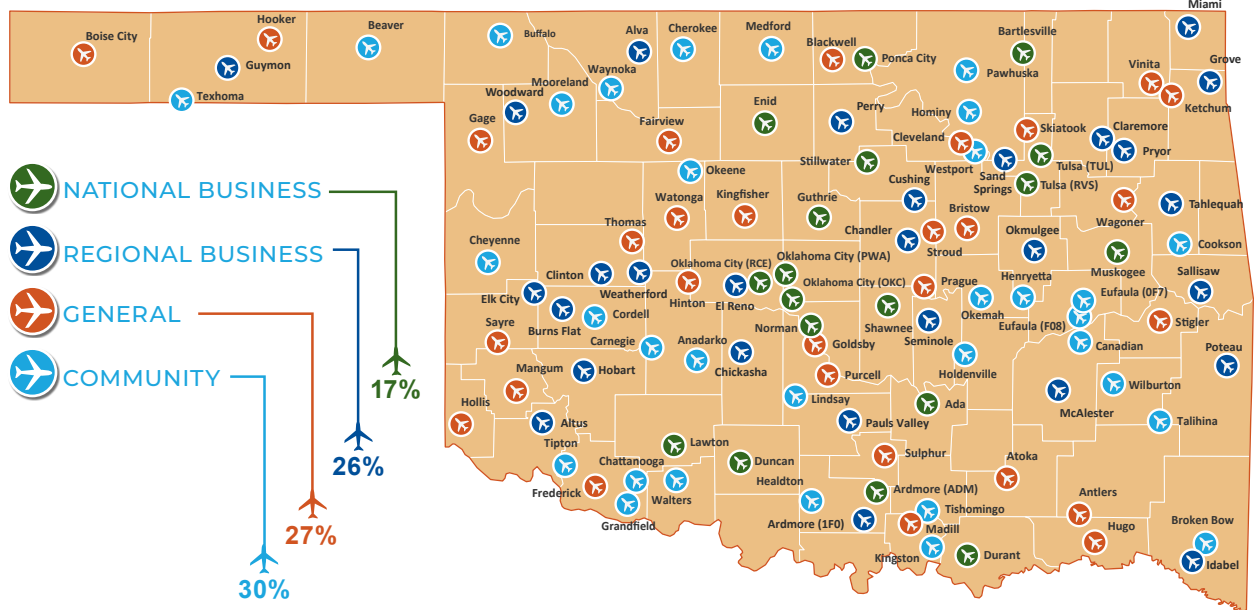
Oklahoma airports support the needs of residents, business, and visitors to the state. Accessibility to one or more of the airports in the state system is important to economic development and the state's quality of life.



RECOMMENDED ROLES FOR OKLAHOMA AIRPORTS

All 108 Oklahoma airports are assigned to a role within the state airport system. The airport role assignment process scores and ranks airports using a variety of factors. Factors include based aircraft, total operations, business jet activity, airfield facilities, approach capabilities, community characteristics, FAA role, aviation services, and economic impact. Cumulative scores for all factors determine each airport's role category. Oklahoma airports are classified as National Business, Regional Business, General Business, General, or Community.

DISTRIBUTION OF AIRPORTS BY ROLE

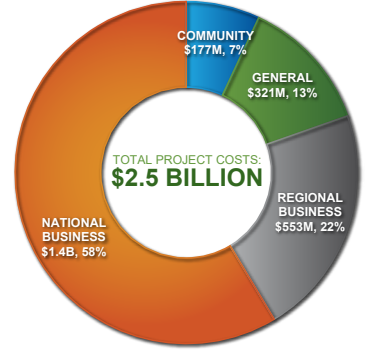


NATIONAL BUSINESS AIRPORTS	Serve larger communities/business aircraft. Minimum runway length 6,000 feet. Support domestic and some international non-stop flights. Have public terminal, Jet A, FBOs, a full parallel taxiway, precision approach/approach lighting system, and significant economic impact.
REGIONAL BUSINESS AIRPORTS	Serve medium business jets and medium-sized cities. Runway at least 5,000 feet long. Have full parallel taxiway, LPV approach, public terminal, Jet A, and FBO.
GENERAL AIRPORTS	Serve smaller markets/capable of supporting twin-engine aircraft and smallest business jets. Have minimum length of 4,000 feet, published approach, public terminal, 100LL fuel, and measurable economic impact.
COMMUNITY AIRPORTS	Serve smaller/rural areas and have more limited economic role. Suited to small twin-engine and single-engine aircraft, have facilities which may include a public terminal, 100LL fuel, and runway that is at least 3,200 feet long.

FUNDING NEEDS

To improve Oklahoma's airport system, local, state, and federal investment is needed. Twenty year investment needs by airport role are shown below. These costs reflect both system plan identified and airport identified projects and costs.

SYSTEM PLAN IDENTIFIED AND AIRPORT IDENTIFIED FUNDING NEEDS BY AIRPORT ROLE



Information from the system plan shows airports in Oklahoma are expected to need an estimated \$125.1 million annually for maintenance and improvements over the next 20 years. These same airports contribute over \$10.6 billion to the state's economy each year. When the annual funding needs of Oklahoma airports are compared to their annual economic contribution, it is clear the airports are well worth the investment.



Estimated annual funding needs for the Oklahoma airport system	\$125.1M
Estimated annual state/federal funds available to apply to annual needs	\$85.8M
Anticipated annual funding gap	\$39.2M
Calculated annual economic contribution of system airports	\$10.6B

FOR MORE INFORMATION CONTACT

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