

SUMMARY OF FINDINGS

SYSTEM EVALUATION

Comprehensive analysis revealed adequacies, deficiencies, and overlaps for the current airport system. System performance measures guided the system evaluation process. Each performance measure has a set of quantifiable benchmarks which determine current performance. Results are used to establish targets for future system performance.

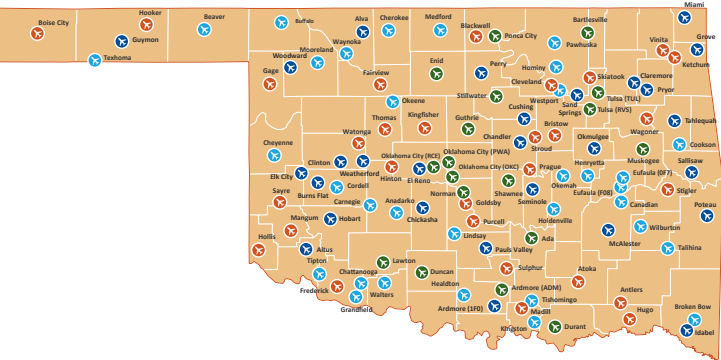
|                                               |                                           |
|-----------------------------------------------|-------------------------------------------|
| OKLAHOMA<br>SYSTEM<br>PERFORMANCE<br>MEASURES | A SYSTEM THAT IS <b>SAFE</b>              |
|                                               | A SYSTEM THAT IS <b>EFFICIENT</b>         |
|                                               | A SYSTEM THAT IS <b>ACCESSIBLE</b>        |
|                                               | A SYSTEM THAT <b>SUPPORTS THE ECONOMY</b> |
|                                               | A SYSTEM THAT <b>MEETS USER NEEDS</b>     |

AIRPORT ROLES AND FACILITY SERVICE OBJECTIVES

Each airport in Oklahoma plays a different role in their community based on the aircraft and customers it serves. Detailed investigation scored and ranked each airport to establish its system role as either a National Business, Regional Business, General, or Community airport. Each role category has facility and service objectives considered desirable for meeting user needs. Each airport's report card shows projects needed to meet system plan objectives. Report cards also reflect additional investment to address airport identified projects.

AIRPORTS IN OKLAHOMA ARE ASSIGNED TO ONE OF FOUR STATE ROLES:

-  **NATIONAL BUSINESS**
-  **GENERAL**
-  **REGIONAL BUSINESS**
-  **COMMUNITY**



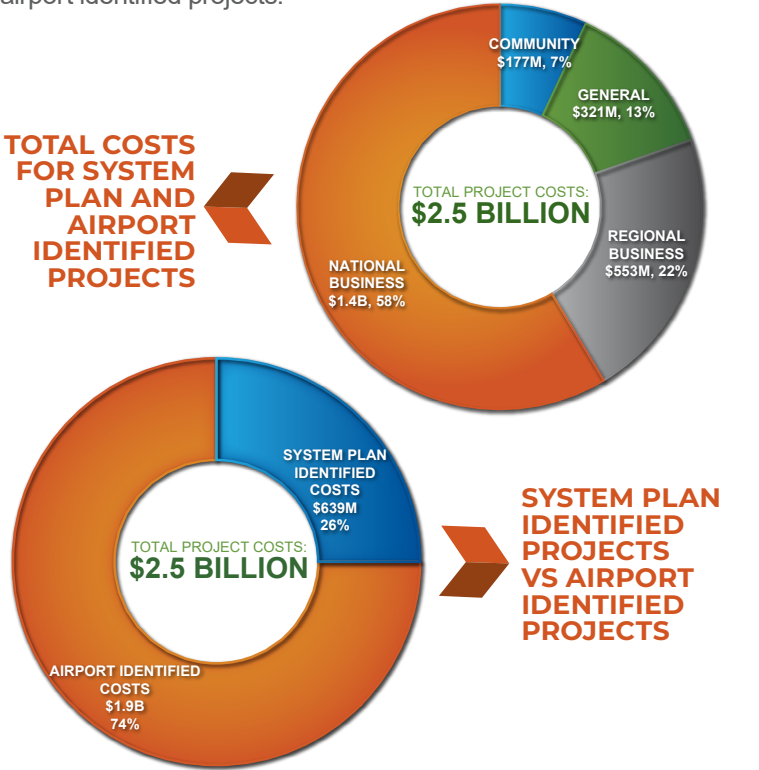
CONCLUSIONS

ESTIMATED COSTS

The Oklahoma airport system currently functions at a relatively high level, but if airports are able to meet their individual facility and service objectives, that performance could improve.

The final step in the system plan was to develop planning level cost estimates associated with improving system airports to meet their facility and service objectives. In addition, information was collected from study airports to identify other projects they plan to implement. Combining system plan identified projects with airport identified projects provides a more holistic understanding of the system's financial needs in the next 20 years.

Costs were summarized by airport role and allocated to show the costs needed to implement system plan identified projects and airport identified projects.



POTENTIAL FUNDING GAP

Considering all investment needs, an average of **\$125.1 million** would be needed in each of the next 20 years to fully address the identified costs. Review of historic and anticipated FAA, state, and local funding sources shows an average of **\$85.8 million** in funding could be available if current funding levels continue. This leaves a potential annual funding gap of **\$39.2 million**; considering this gap, it is important that available funding be strategically invested. It is also important to note that while the airports have an annual investment need of **\$125.1 million**, the airports return an estimated **\$10.6 billion** to the state's economy each year.

The system plan provides important information to OAC, helping to direct available funding to airport projects most essential to meeting the state's transportation needs and economic objectives.



**OKLAHOMA**  
AIRPORT SYSTEM PLAN



**HALLIBURTON FIELD  
AIRPORT  
DUNCAN, OKLAHOMA**



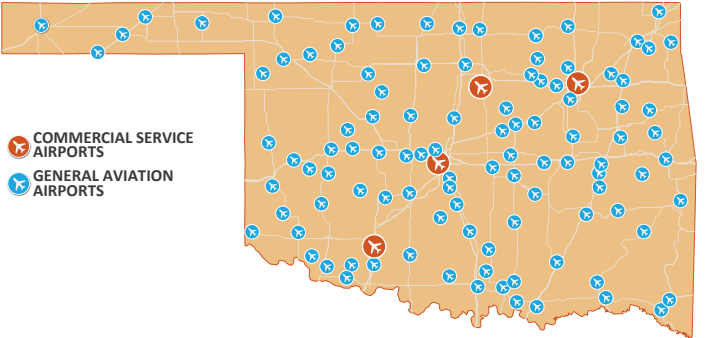
In late 2020, the Oklahoma Aeronautics Commission (OAC) undertook a comprehensive update to its State Airport System Plan. The plan was completed in 2022. This report summarizes major statewide findings, but it focuses primarily on the findings and recommendations from the plan for **Halliburton Field Airport**.

**PREPARED BY**  
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OKLAHOMA AIRPORT SYSTEM PLAN

The update to the Oklahoma Airport System Plan followed Federal Aviation Administration (FAA) guidelines. Airports in Oklahoma provide businesses, residents, and visitors with a high level of accessibility to a wide variety of airports and aviation services. Implementing strategic improvements and focused investment recommendations from the plan can elevate the airport system's current performance.

OKLAHOMA'S STATE AIRPORT SYSTEM



SYSTEM CHARACTERISTICS

- 108 total system airports**
- 4 airports with commercial airline service**
- 104 general aviation airports**
- 90% of airports included in FAA's National Plan of Integrated Airport Systems (NPIAS)**

Airports included in the NPIAS are eligible for FAA funding. FAA, OAC, and airport sponsor partnerships are important for maintaining and improving the airport system.

INVENTORY

The plan started with a comprehensive inventory effort; information was collected on airport activity, facilities, and services. Special inventory efforts focused on:

- Airport control of runway protection zones (RPZs)**
- Runway safety areas (RSAs) meeting FAA standards**
- Parallel runways/taxiways meeting separation standards**
- Primary runways with clear 20:1 approaches**
- Airports with property open for development**
- Hangar storage and general aviation terminal building characteristics**

Data collected as part of the system plan is stored in a Geographic Information System database; the database is accessible at [oac.ok.gov](https://oac.ok.gov).



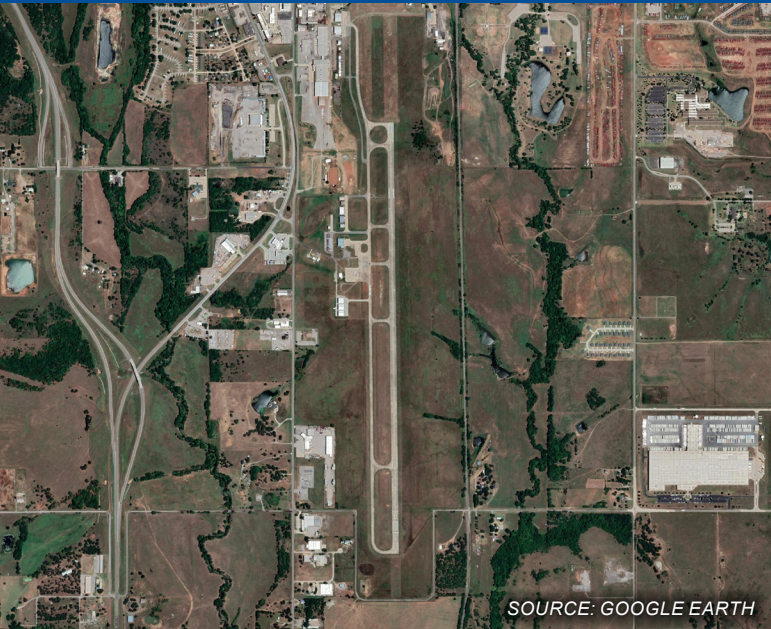


# HALLIBURTON FIELD AIRPORT (DUC)

STATE HOUSE DISTRICT 50 | STATE SENATE DISTRICT 31

## OVERVIEW

The system plan identifies strategies for improving Oklahoma's 108 commercial and general aviation airports. Each airport's improvements identified in the system plan are focused on helping the airport meet its designated role in the state system. By implementing individual airport recommendations, a higher level of system-wide performance will be achieved. System plan findings and recommendations for **HALLIBURTON FIELD AIRPORT** are discussed in this report.



SOURCE: GOOGLE EARTH

## HALLIBURTON FIELD AIRPORT (DUC)

DUNCAN, OKLAHOMA

### KEY AIRPORT CHARACTERISTICS

FAA/NPIAS ROLE: REGIONAL

STATE ROLE: NATIONAL BUSINESS

OWNER: CITY OF DUNCAN

PRIMARY RUNWAY: 17 / 35

APPROACH TYPE: PRECISION-LIKE

BASED AIRCRAFT: 30

SERVICES: FBO, AVGAS / JET A FUEL, AIRCRAFT

MAINTENANCE



## AIRPORT ROLE

The system plan included detailed analysis to establish a role for each airport. The analysis assigned the **Halliburton Field Airport** to the National Business role category. To determine the airport's role assignment, the following factors were considered:

- **Total based aircraft, annual operations, and business jet activity**
- **Runway length, approach type, and air traffic control tower**
- **Airport reference code (ARC) and fuel type**
- **Community size and support, along with federal airport role**
- **Historic and projected rate of population and employment growth**
- **Business ready characteristics and annual economic impact**

## HALLIBURTON FIELD AIRPORT



### NATIONAL BUSINESS AIRPORT CHARACTERISTICS

**MINIMUM RUNWAY LENGTH OBJECTIVE:** 6,000 FEET

**MARKETS SERVED:** PREDOMINANTLY SERVE LARGE COMMUNITIES IN OKLAHOMA

**AIRCRAFT SUPPORTED:** LARGE BUSINESS JETS

**SUITED FOR:** TRAVEL TO DOMESTIC AND INTERNATIONAL DESTINATIONS

**PRIMARY RUNWAY:** SERVED BY A FULL PARALLEL TAXIWAY, PRECISION APPROACH, AND APPROACH LIGHTING

**FACILITY/SERVICE OBJECTIVES:** A PUBLIC TERMINAL, JET A FUEL, AND FBO

## AIRPORT REPORT CARD FOR HALLIBURTON FIELD AIRPORT

| AIRPORT ROLE: NATIONAL BUSINESS                                             |                                           | AIRPORT NAME: HALLIBURTON FIELD           |                 | CITY: DUNCAN                             |                | LOCID: DUC   |
|-----------------------------------------------------------------------------|-------------------------------------------|-------------------------------------------|-----------------|------------------------------------------|----------------|--------------|
| FACILITIES                                                                  | OBJECTIVE                                 | ACTUAL                                    | MEETS OBJECTIVE | IMPROVEMENT NEEDED                       | ESTIMATED COST |              |
| AIRSIDE FACILITIES                                                          |                                           |                                           |                 |                                          |                |              |
| Airport Reference Code                                                      | C or D                                    | C-II                                      | Yes             | -                                        |                |              |
| Primary Runway Length                                                       | 6,000 ft                                  | 6,326 ft                                  | Yes             | -                                        |                |              |
| Primary Runway Width                                                        | 100 ft                                    | 100 ft                                    | Yes             | -                                        |                |              |
| Taxiway Type                                                                | Full Parallel                             | Full Parallel                             | Yes             | -                                        |                |              |
| Runway Lighting                                                             | MIRL                                      | MIRL                                      | Yes             | -                                        |                |              |
| Taxiway Lighting                                                            | MITL                                      | MITL                                      | Yes             | -                                        |                |              |
| Approach Type                                                               | ILS or LPV                                | LPV                                       | Yes             | -                                        |                |              |
| Approach Lighting System                                                    | Both RWY Ends                             | One RWY End                               | No              | Install Approach Lighting on RWY End 35  |                | \$550,000    |
| Rotating Beacon                                                             | Yes                                       | Yes                                       | Yes             | -                                        |                |              |
| Segmented Circle                                                            | Yes                                       | Yes                                       | Yes             | -                                        |                |              |
| Wind Cone                                                                   | Yes                                       | Yes                                       | Yes             | -                                        |                |              |
| Visual Guidance Slope Indicator                                             | Both Ends 4 Box                           | Base End 4 Box PAPI, Recip End 4 Box VASI | Yes             | -                                        |                |              |
| Runway End Identifier Lights                                                | Both RWY Ends                             | Recip End REILs                           | No              | Install REILs on RWY End 17              |                | \$50,000     |
| Weather Reporting                                                           | AWOS or ASOS                              | AWOS III                                  | Yes             | -                                        |                |              |
| Primary RWY PCI                                                             | 70                                        | 98                                        | Yes             | -                                        |                |              |
| Weight Capacity                                                             | 20,000 SW and 75,000 DW                   | 44,000 SW / 56,000 DW                     | No              | Increase Weight Bearing Capacity         |                | \$11,386,800 |
| Covered Storage                                                             | 100% of Forecasted Based AC               | 70%                                       | No              | 16 spaces                                |                | \$2,400,000  |
| Ramp Area                                                                   | 25,000 SY (15 spaces - large aircraft)    | 20,000 SY                                 | No              | Increase Ramp Size by 5,000 SY           |                | \$1,350,000  |
| GENERAL AVIATION FACILITIES                                                 |                                           |                                           |                 |                                          |                |              |
| Terminal Building                                                           | 2,500 sqft                                | 3,300 sqft                                | Yes             | -                                        |                |              |
| Restroom (24/7 or key code)                                                 | Yes                                       | No                                        | No              | Add Restroom or Add 24/7 access/Key Code |                | \$90,000     |
| Conference Area                                                             | Yes                                       | No                                        | No              | Add Conference Room                      |                | \$210,000    |
| Pilot's Lounge                                                              | Yes                                       | Yes                                       | Yes             | -                                        |                |              |
| Office Space for Airport Manager                                            | Yes                                       | Yes                                       | Yes             | -                                        |                |              |
| Public Waiting Area                                                         | Yes                                       | Yes                                       | Yes             | -                                        |                |              |
| SERVICES                                                                    |                                           |                                           |                 |                                          |                |              |
| Fuel                                                                        | AvGas and Jet A                           | AvGas / Jet A                             | Yes             | -                                        |                |              |
| Jet Fuel (24/7 trucking)                                                    | 24/7 truck fueling                        | No                                        | No              | Add 24/7 Jet A Truck Fueling Service     |                | *            |
| Fixed-Base Operator                                                         | Yes                                       | Yes                                       | Yes             | -                                        |                |              |
| Aircraft Maintenance                                                        | Full Service (Major)                      | Major / Full Service Maintenance          | Yes             | -                                        |                |              |
| Ground Transportation                                                       | Yes                                       | Yes                                       | Yes             | -                                        |                |              |
| Overnight Aircraft Storage                                                  | 2 jets                                    | 0 spaces                                  | No              | Establish Space for 2 Business Jets      |                | \$1,680,000  |
| GPU                                                                         | Yes                                       | Yes                                       | Yes             | -                                        |                |              |
| LAV Service Cart                                                            | Yes                                       | No Data                                   | No              | Acquire LAV Service Cart                 |                | \$25,000     |
| COMPLIANCE WITH FAA GUIDANCE                                                |                                           |                                           |                 |                                          |                |              |
| RPZ Control                                                                 | Airport Controls all RPZs                 | Full Control                              | Yes             | -                                        |                |              |
| RSA Standards                                                               | Compliance with RSA Standards             | 500' x 1,000' beyond RWY end              | Yes             | -                                        |                |              |
| Runway/Taxiway Separation                                                   | 300 ft                                    | 350 ft                                    | Yes             | -                                        |                |              |
| Height Zoning                                                               | Jurisdiction with Height Zoning Ordinance | Duncan/Stephens - Yes                     | Yes             | -                                        |                |              |
| 20:1 Surface Obstructions                                                   | 20:1 Surface Clear of Obstructions        | No Obstruction                            | Yes             | -                                        |                |              |
| *Costs are provided only if available from airport identified projects list |                                           |                                           |                 | System Plan Project Cost Subtotal:       |                | \$17,742,000 |

## FACILITY AND SERVICE OBJECTIVES

Airports in Oklahoma should ideally be equipped with facilities and services to fulfill their designated role in the state airport system. As part of the system plan a report card was developed for each airport. The report card compares current facilities and services to those for each airport's recommended role and any deficiencies are noted. Costs to address most noted deficiencies are also identified in the plan.

## INVESTMENT TO SUPPORT AIRPORT IMPROVEMENT

Over the next 20 years, a total cost of **\$17.7 million** was identified to improve the **Halliburton Field Airport**. These costs include those needed to address both system plan and airport identified projects.

On an average annual basis, it is estimated that at least **\$900,000** will be needed to improve and maintain the airport. According to an OAC study, the airport has **\$4.7 million in annual economic impact**. This benefit should be considered to provide context for the airport's estimated annual financial need.

## FINDINGS FOR HALLIBURTON FIELD AIRPORT

Ideally, all airports should be improved to meet their system plan identified projects. Prior to implementation, some projects will require demand justification, master planning, environmental analysis, and engineering/permitting. Some airports may have constraints that preclude them from developing all system plan identified projects.

A snapshot of some of the more notable projects identified for **Halliburton Field Airport** follows. Appendix C of the System Plan's Technical Report contains a complete listing of airport and system plan identified projects for the airport.

DUC  
PROJECTS FOR  
CONSIDERATION

INCREASE WEIGHT BEARING CAPACITY

INSTALL APPROACH LIGHTING

CONSTRUCT ADDITIONAL HANGARS

ACQUIRE LAV SERVICE CART

INCREASE SIZE OF AIRCRAFT RAMP