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 SYSTEM PERFORMANCE MEASURES	A SYSTEM THAT IS **SAFE**
	A SYSTEM THAT IS **EFFICIENT**
	A SYSTEM THAT IS **ACCESSIBLE**
	A SYSTEM THAT SUPPORTS **THE ECONOMY**
	A SYSTEM THAT MEETS **USER NEEDS**

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

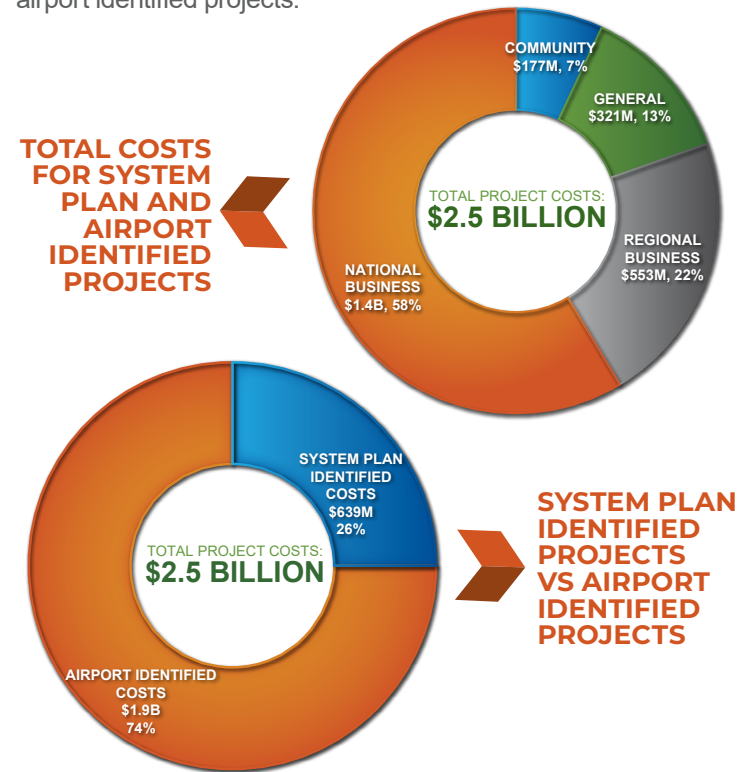OKLAHOMA Aeronautics | OKLAHOMA AIRPORT SYSTEM PLAN
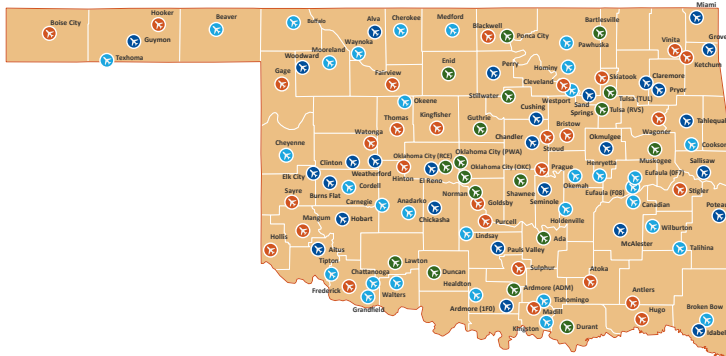
CONCLUSIONS

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.

TOTAL COSTS FOR SYSTEM PLAN AND AIRPORT IDENTIFIED PROJECTS

COMMUNITY $177M, 7%
GENERAL $321M, 13%
REGIONAL BUSINESS $553M, 22%
NATIONAL BUSINESS $1.4B, 58%
TOTAL PROJECT COSTS: **$2.5 BILLION**

SYSTEM PLAN IDENTIFIED PROJECTS VS AIRPORT IDENTIFIED PROJECTS

SYSTEM PLAN IDENTIFIED COSTS $639M 26%
AIRPORT IDENTIFIED COSTS $1.9B 74%
TOTAL PROJECT COSTS: **$2.5 BILLION**

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 2021 AIRPORT SYSTEM PLAN

OKLAHOMA AIRPORT SYSTEM PLAN

HOMINY MUNICIPAL AIRPORT
## HOMINY, 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 **Hominy Municipal 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

- COMMERCIAL SERVICE AIRPORTS
- GENERAL AVIATION AIRPORTS
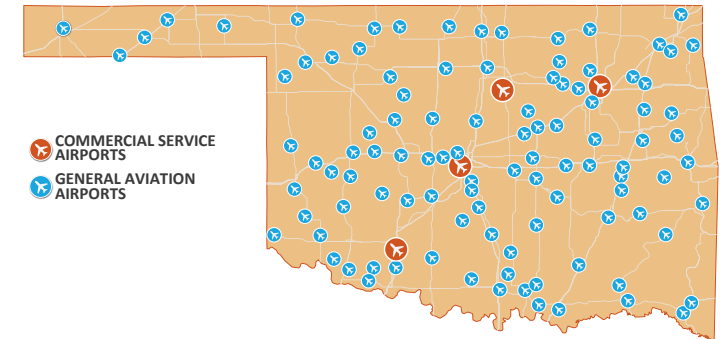
SYSTEM CHARACTERISTICS

- **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.**

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 **HOMINY MUNICIPAL AIRPORT** are discussed in this report.

SOURCE: GOOGLE EARTH

HOMINY MUNICIPAL AIRPORT (H92)

HOMINY, OKLAHOMA

KEY AIRPORT CHARACTERISTICS

FAA/NPIAS ROLE: UNCLASSIFIED

STATE ROLE: COMMUNITY

OWNER: CITY OF HOMINY

PRIMARY RUNWAY: 17 / 35

APPROACH TYPE: VISUAL

BASED AIRCRAFT: 10

SERVICES: AVGAS

AIRPORT ROLE

The system plan included detailed analysis to establish a role for each airport. The analysis assigned the **Hominy Municipal Airport** to the Community 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**

HOMINY MUNICIPAL AIRPORT

✈ COMMUNITY AIRPORT CHARACTERISTICS

MINIMUM RUNWAY LENGTH OBJECTIVE: 3,200 FEET

MARKETS SERVED: PREDOMINANTLY SERVE SMALL COMMUNITIES IN OKLAHOMA

AIRCRAFT SUPPORTED: SMALL TWIN AND SINGLE-ENGINE PLANES

SUITED FOR: TRAVEL TO LOCAL DESTINATIONS

PRIMARY RUNWAY: LIMITED RUNWAY SUPPORT

FACILITY/SERVICE OBJECTIVES: LIMITED IN SCOPE

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.

INVESTMENT TO SUPPORT AIRPORT IMPROVEMENT

During the development of this study, over the next 20 years, the airport identified a total cost of **$2 million** for the maintenance and improvement of its facilities. This cost includes only airport identified projects. On an average annual basis according to information provided by the airport, it is estimated that at least **$100,000** will be needed to improve and maintain the airport. According to another OAC study, the airport has **$100,000 in annual economic impact.** This benefit should be considered to provide context for the airport's estimated annual financial need.

FINDINGS FOR HOMINY MUNICIPAL AIRPORT

Ideally, all airports should be improved if they have system plan identified projects. Some airport identified projects would require demand justification, master planning, environmental analysis, and engineering/permitting. Appendix C of the System Plan's Technical Report contains a complete listing of airport identified projects.

AIRPORT REPORT CARD FOR HOMINY MUNICIPAL AIRPORT

AIRPORT ROLE: COMMUNITY (MAINTAIN-ONLY)		AIRPORT NAME: HOMINY MUNICIPAL		CITY: HOMINY	LOCID: H92
FACILITIES	**OBJECTIVE**	**ACTUAL**	**MEETS OBJECTIVE**	**IMPROVEMENT NEEDED**	**ESTIMATED COST**
AIRSIDE FACILITIES					
Airport Reference Code	A-I or B-I Small	B-I Small	Yes	-	-
Primary Runway Length	3,200 ft	3,210 ft	Yes	-	-
Primary Runway Width	60 ft	60 ft	Yes	-	-
Taxiway Type	Not an Objective	Turnaround both RWY Ends	Not an Objective	-	-
Runway Lighting	MIRL (if paved)	MIRL	Yes	-	-
Taxiway Lighting	Not an Objective	None	Not an Objective	-	-
Approach Type	Not an Objective	Visual	Not an Objective	-	-
Approach Lighting System	Not an Objective	None	Not an Objective	-	-
Rotating Beacon	Yes	Yes	Yes	-	-
Segmented Circle	Yes	Yes	Yes	-	-
Wind Cone	Yes	Yes	Yes	-	-
Visual Guidance Slope Indicator	Not an Objective	Both Ends 4 Box PAPI	Not an Objective	-	-
Runway End Identifier Lights	Not an Objective	No REILs	Not an Objective	-	-
Weather Reporting	Not an Objective	None	Not an Objective	-	-
Primary RWY PCI	70	75	Yes	-	-
Weight Capacity	12,500 SW	8,000 SW	No	-	-
Covered Storage	95% of Forecasted Based AC	54%	-	-	-
Ramp Area	2,000 SY (3 spaces)	8,200 SY	Yes	-	-
GENERAL AVIATION FACILITIES					
Terminal Building	Not an Objective	No Terminal	Not an Objective	-	-
Restroom (24/7 or key code)	Not an Objective	No	Not an Objective	-	-
Conference Area	Not an Objective	No	Not an Objective	-	-
Pilot's Lounge	Not an Objective	No	Not an Objective	-	-
Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	-
Public Waiting Area	Not an Objective	No	Not an Objective	-	-
SERVICES					
Fuel	Not an Objective	AvGas	Not an Objective	-	-
Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	-
Fixed-Base Operator	Not an Objective	No	Not an Objective	-	-
Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	-
Ground Transportation	Not an Objective	No	Not an Objective	-	-
Overnight Aircraft Storage	Not an Objective	No Data	Not an Objective	-	-
GPU	Not an Objective	No	Not an Objective	-	-
LAV Service Cart	Not an Objective	No	Not an Objective	-	-
COMPLIANCE WITH FAA GUIDANCE					
RPZ Control	Airport Controls all RPZs	Full Control	Yes	-	-
RSA Standards	Compliance with RSA Standards	120' x 240' beyond RWY end	Yes	-	-
Runway/Taxiway Separation	150 ft	N/A	-	-	-
Height Zoning	Jurisdiction with Height Zoning Ordiance	Hominy - Yes	Yes	-	-
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 17 / 35	No	Address Obstruction on RWY Ends 17 / 35	-
				System Plan Project Cost Subtotal:	**$0**