## 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:







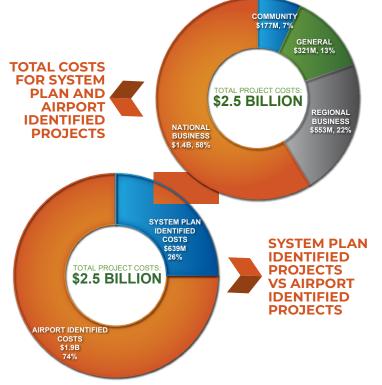
OKLAHOMA AIRPORT SYSTEM PLAN

# 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.



## 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.

FOR MORE INFORMATION CONTACT Oklahoma Aeronautics Commission 110 N Robinson Ave. Suite 200 | Oklahoma City, OK 73102 405.604.6900 | oac.ok.gov





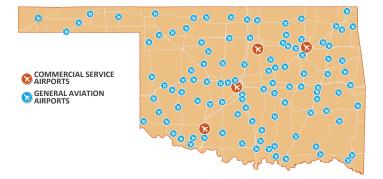
In late 2020, the Oklahoma Aeronautics Commission (OAC) undertook a comprehensive update to its State Airport System Plan. The plan was completed in 2022. This report summarizes major statewide findings, but it focuses primarily on the findings and recommendations from the plan for Talihina Municipal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



## 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:



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 TALIHINA MUNICIPAL AIRPORT are discussed in this report.



# **TALIHINA MUNICIPAL AIRPORT (6F1)**

TALIHINA, OKLAHOMA

## **KEY AIRPORT CHARACTERISTICS**

FAA/NPIAS ROLE: UNCLASSIFIED **STATE ROLE: COMMUNITY OWNER: CITY OF TALIHINA** PRIMARY RUNWAY: 1 / 19 **APPROACH TYPE: VISUAL BASED AIRCRAFT:** 1 **SERVICES: -**

# AIRPORT ROLE

The system plan included detailed analysis to establish a role for each airport. The analysis assigned the Talihina 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

# **TALIHINA 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

## AIRPORT REPORT CARD FOR TALIHINA MUNICIPAL AIRPORT

Appel Reference Oxide     A Lef F-IS mail     B - IS mail     Yes       Primary Rurwey Length     3.200 ft     3.300 ft     Yes     -       Taximory Type     A Lef an Objective     Turning Numary Length     -     -       Taximory Type     M Lef an Objective     Turning Numary Lipting     -     -       Taximory Type     M Lef an Objective     Not an Objective     -     -       Apprand Lipting     M Lef an Objective     Not an Objective     -     -       Apprand Lipting System     M Lef an Objective     Not an Objective     -     -       Apprand Lipting System     M Lef an Objective     Not an Objective     -     -       Apprand Lipting System     Not an Objective     Not an Objective     -     -       Wind Cone     Yes     No     Yes     -     -     -       Wind Cone     Yes     No     Not an Objective     -     -     -       Wind Cone     Yes     No     Not an Objective     -     -     -     -       Wind Cone     Yes	<b>AIRPORT ROLE: COI</b>	MMUNITY (LOW ACTIVITY)	AIRPORT NAME: TAL	IHINA MUNICIPAL	CITY: TALIHINA	LOCID: 6F1
Apport Reference CodeA lor D-I smallD-I smallYesInstructionPrimary Runway Width60.ft80.ftYesInstructionPrimary Runway Width60.ft80.ftYesInstructionRunway UdphingNot an ObjectiveTurnaround both RVY EndsNot an ObjectiveInstructionRunway UdphingNot an ObjectiveMRL (InstructionYesInstructionApproach Lighting SystemNot an ObjectiveNoneNot an ObjectiveInstructionApproach Lighting SystemNot an ObjectiveNoneNot an ObjectiveInstructionApproach Lighting SystemNot an ObjectiveNoneNot an ObjectiveInstructionRotaring BeaconYesYesNoneNot an ObjectiveSistematicWind ConeYesNoneNot an ObjectiveNot an ObjectiveNot an ObjectiveNot an ObjectiveWind ConeYesNot an ObjectiveNo RefLisNot an ObjectiveNot an ObjectiveNot an ObjectiveWind ConeYesNot an ObjectiveNo RefLisNot an ObjectiveSistematicWind ConeYesNot an ObjectiveNot an ObjectiveNot an ObjectiveSistematicPrimary Runy PCI70.005SistematicNot an ObjectiveNot an ObjectiveSistematicPrimary Runy PCI70.005SistematicNot an ObjectiveNot an ObjectiveSistematicPrimary Runy PCI70.005SistematicNot an ObjectiveNot an ObjectiveSistematicPrim	FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED	ESTIMATED COST
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Rurway Liphing     MIRL (praved)     MIRL     Yes     Image: Control of Control	Taxiway Type	Not an Objective	Turnaround both RWY Ends	Not an Objective	-	
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Apprach Liphing System     Not an Objective     Not an Objective     Not an Objective       Rotating Beacon     Yes     No     Yes     Image: Control of		Not an Objective	None	Not an Objective	-	
Rotating Beacon     Yes     Yes     Yes     Yes       Segmented Circle     Yes     No     No     Instal Wind Cone     \$15       Wind Cone     Yes     No     No     Instal Wind Cone     \$15       Numay End Identifier Lights     Notan Objective     Notan Objective     -     -       Weather Reporting     Notan Objective     Notan Objective     -     -       Primary RWP PCI     70     58     No     Improve Pavement Condition Index     -       Weight Capacity     12,000 SW     No     Improve Pavement Condition Index     -		Not an Objective	Visual	Not an Objective	-	
Rotating Beacon     Yes     Yes     Yes     Yes       Segmented Circle     Yes     No     No     Instal Wind Cone     \$15       Wind Cone     Yes     No     No     Instal Wind Cone     \$15       Numay End Identifier Lights     Notan Objective     Notan Objective     -     -       Weather Reporting     Notan Objective     Notan Objective     -     -       Primary RWP PCI     70     58     No     Improve Pavement Condition Index     -       Weight Capacity     12,000 SW     No     Improve Pavement Condition Index     -	Approach Lighting System	Not an Objective	None	Not an Objective	-	
Wind Cone     Yes     No     Install Wind Cone     Stat       Visual Guidance Stope Indicator     Not an Objective     Not REILs     Not an Objective     -       Wand Free Porting     Not an Objective     Nor REILs     Not an Objective     -       Weather Reporting     Not an Objective     Nor REILs     Not an Objective     -       Weight Capacity     12,000 SW     No     Improve Pavement Condition Index     \$23,864       Covered Storage     95% of Forecasted Based AC     0%     No     1 space     \$23,864       Covered Storage     95% of Forecasted Based AC     0%     No     1 space     \$23,864       Covered Storage     95% of Forecasted Based AC     0%     No     1 space     \$23,864       Covered Storage     95% of Forecasted Based AC     0%     No     1 space     \$200       Conference Area     Not an Objective     No     Not an Objective     \$200     \$200       Conference Area     Not an Objective     No     Not an Objective     \$200     \$200       Conference Area     Not an Objective     No		Yes	No	Yes	-	
Wind Cone     Yes     No     Install Wind Cone     Stat       Visual Guidance Stope Indicator     Not an Objective     Not REILs     Not an Objective     -       Wand Free Porting     Not an Objective     Nor REILs     Not an Objective     -       Weather Reporting     Not an Objective     Nor REILs     Not an Objective     -       Weight Capacity     12,000 SW     No     Improve Pavement Condition Index     \$23,864       Covered Storage     95% of Forecasted Based AC     0%     No     1 space     \$23,864       Covered Storage     95% of Forecasted Based AC     0%     No     1 space     \$23,864       Covered Storage     95% of Forecasted Based AC     0%     No     1 space     \$23,864       Covered Storage     95% of Forecasted Based AC     0%     No     1 space     \$200       Conference Area     Not an Objective     No     Not an Objective     \$200     \$200       Conference Area     Not an Objective     No     Not an Objective     \$200     \$200       Conference Area     Not an Objective     No	Segmented Circle	Yes	Yes	Yes	-	
Rumway End Identifier Lights     Notan Objective     No REILs     Notan Objective     -       Weather Reporting     Notan Objective     Notan Objective     -     -       Primary RWY PCI     70     58     No     Improve Pavement Condition Index     \$3,564       Overed Storage     95% of Forecasted Based AC     0%     No     Increase Weight Bearing Capacity     \$3,564       Covered Storage     95% of Forecasted Based AC     0%     No     Increase Weight Bearing Capacity     \$3,564       Covered Storage     95% of Forecasted Based AC     0%     No     Increase Weight Bearing Capacity     \$3,564       Covered Storage     95% of Forecasted Based AC     0%     No     Increase     \$200       Terminal Building     Notan Objective     No     Notan Objective     So     \$235       Conference Area     Notan Objective     No     Notan Objective     -         Pild's Lounge     Notan Objective     No     Notan Objective     -          Uffice Space for Aiport Manager     Notan Objective     Notan Objective		Yes	No	No	Install Wind Cone	\$15,000
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Covered Storage     95% of Forecasted Based AC     0%     No     1 space     \$235       Ramp Area     2,000 SY (3 spaces)     4,200 SY     Yes     -		70	58	No	Improve Pavement Condition Index	,
Covered Storage     95% of Forecasted Based AC     0%     No     1 space     \$235       Ramp Area     2,000 SY (3 spaces)     4,200 SY     Yes     -	Weight Capacity	12,500 SW	12,000 SW	No	Increase Weight Bearing Capacity	\$3,564,000
Ramp Area   2,000 SY (3 spaces)   4,200 SY   Yes   -     CENERAL AVIATION FACILITIES     Center Area     Not an Objective     Not an Objective<		95% of Forecasted Based AC	0%	No		\$235,000
GENERAL AVIATION FACILITIES       Terminal Building     Not an Objective     No Terminal     Not an Objective     Image: Complex Comp	Ramp Area	2,000 SY (3 spaces)	4,200 SY	Yes	-	
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   -   -     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   -   -   -     Public Waiting Area   Not an Objective   No   Not an Objective   - <td></td> <td></td> <td>GENERAL AVIATION</td> <td>FACILITIES</td> <td></td> <td></td>			GENERAL AVIATION	FACILITIES		
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Office Space for Airport Manager     Not an Objective     Not an Objective     -       Public Waiting Area     Not an Objective     Not an Objective     -       Fuel     Not an Objective     Not an Objective     -       Jet Fuel (24/7 trucking)     Not an Objective     Not an Objective     -       Jet Fuel (24/7 trucking)     Not an Objective     Not an Objective     -       Aircraft Maintenance     Not an Objective     Not an Objective     -       Aircraft Maintenance     Not an Objective     Not an Objective     -       Overnight Aircraft Storage     Not an Objective     Not an Objective     -       GPU     Not an Objective     No     Not an Objective     -     -       RV service Cart     Not an Objective     Not an Objective     -     -     -       RPZ Control     Airport Controls all RPZs     Partial Control     Not an Objective     -     -     -       RPZ Control     Airport Controls all RPZs     Partial Control     No     Secure Full Control of RWY End 1     -       RSA Standards     Compliance with RSA Standards     120' x 240' b	Conference Area	Not an Objective	No	Not an Objective	-	
Public Waiting Area     Not an Objective     Not an Objective     -       Fuel     Not an Objective     Not an Objective     -     -       Fuel     Not an Objective     Not an Objective     -     -       Jet Fuel (24/7 trucking)     Not an Objective     Not an Objective     -     -       Jet Fuel (24/7 trucking)     Not an Objective     No     Not an Objective     -     -       Aircraft Maintenance     Not an Objective     No     Not an Objective     -     -     -       Ground Transportation     Not an Objective     No     Not an Objective     -	Pilot's Lounge	Not an Objective	No	Not an Objective	-	
SERVICES     Fuel   Not an Objective   No Fuel   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   Not an Objective   -     Aircraft Maintenance   Not an Objective   No   Not an Objective   -     Ground Transportation   Not an Objective   No   Not an Objective   -     Overnight Aircraft Storage   Not an Objective   0 spaces   Not an Objective   -     GPU   Not an Objective   No   Not an Objective   -   -     LAV Service Cart   Not an Objective   No   Not an Objective   -   -     RPZ Control   Airport Controls all RPZs   Partial Control   No   Secure Full Control of RWY End 1   -     RSA Standards   Compliance with RSA Standards   120' x 240' beyond RWY end   Yes   -   -     Runway/Taxiway Separation   150 ft   N/A   -   -   -   -     20:1 Surfa	Office Space for Airport Manager	Not an Objective	No	Not an Objective	-	
FuelNot an ObjectiveNo FuelNot an Objective-Jet Fuel (24/7 trucking)Not an ObjectiveNoNot an Objective-Fixed-Base OperatorNot an ObjectiveNoNot an Objective-Aircraft MaintenanceNot an ObjectiveNo MaintenanceNot an Objective-Ground TransportationNot an ObjectiveNoNot an Objective-Overnight Aircraft StorageNot an Objective0 spacesNot an Objective-Overnight Aircraft StorageNot an Objective0 spacesNot an Objective-LAV Service CartNot an ObjectiveNoNot an Objective-Not an ObjectiveNoNot an ObjectiveRPZ ControlAirport Controls all RPZsPartial ControlNoSecure Full Control of RWY End 1RSA StandardsCompliance with RSA Standards120' x 240' beyond RWY endYes-Runway/Taxiway Separation150 ftNAHeight ZoningJurisdiction with Height Zoning OrdianceTalihina - YesYes-20:1 Surface Obstructions20:1 Surface Clear of ObstructionsObstruction on RWY Ends 1/19NoAddress Obstruction on RWY Ends 1/19	Public Waiting Area	Not an Objective	No	Not an Objective	-	
Jet Fuel (24/7 trucking)Not an ObjectiveNoNot an Objective-Fixed-Base OperatorNot an ObjectiveNoNot an Objective-Aircraft MaintenanceNot an ObjectiveNo MaintenanceNot an Objective-Ground TransportationNot an ObjectiveNoNot an Objective-Overnight Aircraft StorageNot an Objective0 spacesNot an Objective-Overnight Aircraft StorageNot an Objective0 spacesNot an Objective-LAV Service CartNot an ObjectiveNoNot an Objective-Not an ObjectiveNoNot an ObjectiveRPZ ControlAirport Controls all RPZsPartial ControlNoSecure Full Control of RWY End 1RSA StandardsCompliance with RSA Standards120' x 240' beyond RWY endYes-Runway/Taxiway Separation150 ftN/AHeight ZoningJurisdiction with Height Zoning OrdianceTalihina - YesYes-20:1 Surface Obstructions20:1 Surface Clear of ObstructionsObstruction on RWY Ends 1/19NoAddress Obstruction on RWY Ends 1/19			SERVICE	S		
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Aircraft Maintenance   Not an Objective   Not an Objective   -     Ground Transportation   Not an Objective   Not an Objective   -     Overnight Aircraft Storage   Not an Objective   0 spaces   Not an Objective   -     GPU   Not an Objective   0 spaces   Not an Objective   -   -     GPU   Not an Objective   Not an Objective   -   -   -     LAV Service Cart   Not an Objective   Not an Objective   -   -   -     RZZ Control   Airport Controls all RPZs   Partial Control   No   Secure Full Control of RWY End 1   -     RSA Standards   Compliance with RSA Standards   120' x 240' beyond RWY end   Yes   -   -     Runway/Taxiway Separation   150 ft   N/A   -   -   -     14eight Zoning   Jurisdiction with Height Zoning Ordiance   Tallinia - Yes   Yes   -   -     20:1 Surface Obstructions   20:1 Surface Clear of Obstructions   Obstruction on RWY Ends 1/19   No   Address Obstruction on RWY Ends 1/19	Jet Fuel (24/7 trucking)	Not an Objective	No	Not an Objective	-	
Ground Transportation   Not an Objective   No   Not an Objective   -     Overnight Aircraft Storage   Not an Objective   0 spaces   Not an Objective   -     GPU   Not an Objective   No   Not an Objective   -     LAV Service Cart   Not an Objective   No   Not an Objective   -     LAV Service Cart   Not an Objective   No   Not an Objective   -     COMPLIANCE WITH FAA GUIDANCE     COMPLIANCE WITH FAA GUIDANCE     RPZ Control   Airport Controls all RPZs   Partial Control   No   Secure Full Control of RWY End 1     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   Talihina - Yes   Yes   -     20:1 Surface Obstructions   20:1 Surface Clear of Obstructions   Obstruction on RWY Ends 1 / 19   No   Address Obstruction on RWY Ends 1 / 19	Fixed-Base Operator	Not an Objective	No	Not an Objective	-	
Overnight Aircraft Storage     Not an Objective     0 spaces     Not an Objective     -       GPU     Not an Objective     No     Not an Objective     -     -       LAV Service Cart     Not an Objective     No     Not an Objective     -     -       LAV Service Cart     Not an Objective     No     Not an Objective     -     -       COMPLIANCE WITH FAA GUIDANCE       COMPLIANCE WITH FAA GUIDANCE       COMPLIANCE WITH FAA GUIDANCE       RPZ Control     No     Secure Full Control of RWY End 1       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     Talihina - Yes     Yes     -     -       20:1 Surface Obstructions     20:1 Surface Clear of Obstructions     Obstruction on RWY Ends 1 / 19     No     Address Obstruction on RWY Ends 1 / 19	Aircraft Maintenance	Not an Objective	No Maintenance	Not an Objective	-	
GPU   Not an Objective   No   Not an Objective   -     LAV Service Cart   Not an Objective   Not an Objective   -     COMPLIANCE WITH FAA GUIDANCE     RPZ Control   Airport Controls all RPZs   Partial Control   No   Secure Full Control of RWY End 1     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   Talihina - Yes   Yes   -     20:1 Surface Obstructions   20:1 Surface Clear of Obstructions   Obstruction on RWY Ends 1 / 19   No   Address Obstruction on RWY Ends 1 / 19	Ground Transportation	Not an Objective	No	Not an Objective	-	
LAV Service Cart Not an Objective Not Not an Objective -   COMPLIANCE WITH FAA GUIDANCE   RPZ Control Airport Controls all RPZs Partial Control No Secure Full Control of RWY End 1   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 Tallinina - Yes Yes -   20:1 Surface Obstructions 20:1 Surface Clear of Obstructions Obstruction on RWY Ends 1 / 19 No Address Obstruction on RWY Ends 1 / 19	Overnight Aircraft Storage	Not an Objective	0 spaces	Not an Objective	-	
COMPLIANCE WITH FAA GUIDANCE       RPZ Control     Airport Controls all RPZs     Partial Control     No     Secure Full Control of RWY End 1       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     Talihina - Yes     Yes     -       20:1 Surface Obstructions     20:1 Surface Clear of Obstructions     Obstruction on RWY Ends 1 / 19     No     Address Obstruction on RWY Ends 1 / 19	GPU	Not an Objective	No	Not an Objective	-	
RPZ Control     Airport Controls all RPZs     Partial Control     No     Secure Full Control of RWY End 1       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     Talihina - Yes     Yes     -       20:1 Surface Obstructions     00:1 Surface Clear of Obstructions     Obstruction on RWY Ends 1 / 19     No     Address Obstruction on RWY Ends 1 / 19	LAV Service Cart	Not an Objective			-	
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   Talihina - Yes   Yes   -   -     20:1 Surface Obstructions   20:1 Surface Clear of Obstructions   Obstruction on RWY Ends 1 / 19   No   Address Obstruction on RWY Ends 1 / 19			COMPLIANCE WITH F	A GUIDANCE		
Runway/Taxiway Separation 150 ft N/A - -   Height Zoning Jurisdiction with Height Zoning Ordiance Talihina - Yes Yes -   20:1 Surface Obstructions 20:1 Surface Clear of Obstructions Obstruction on RWY Ends 1 / 19 No Address Obstruction on RWY Ends 1 / 19	RPZ Control	Airport Controls all RPZs			Secure Full Control of RWY End 1	
Height Zoning     Jurisdiction with Height Zoning Ordiance     Talihina - Yes     Yes     -       20:1 Surface Obstructions     20:1 Surface Clear of Obstructions     Obstruction on RWY Ends 1 / 19     No     Address Obstruction on RWY Ends 1 / 19		Compliance with RSA Standards		Yes	-	
20:1 Surface Obstructions 20:1 Surface Clear of Obstructions Obstruction on RWY Ends 1 / 19 No Address Obstruction on RWY Ends 1 / 19	Runway/Taxiway Separation			-	-	
	Height Zoning	Jurisdiction with Height Zoning Ordiance	Talihina - Yes	Yes	-	
*Costs are provided only if available from airport identified project list \$3.844			Obstruction on RWY Ends 1 / 19	No	Address Obstruction on RWY Ends 1 / 19	
oyotom multipletion and projection	*Costs are provided only if available	e from airport identified project list			System Plan Project Cost Subtotal:	\$3,814,000



# **TALIHINA MUNICIPAL AIRPORT (6F1)** STATE HOUSE DISTRICT 17 | STATE SENATE DISTRICT 7

## 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 \$5 million was identified to improve the Talihina Municipal 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 \$250,000 will be needed to improve and maintain the airport. According to an OAC study, the airport has \$140,000 in annual economic impact. This benefit should be considered to provide context for the airport's estimated annual financial need.

### **FINDINGS FOR TALIHINA MUNICIPAL 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 Talihina Municipal 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.



**OKLAHOMA AIRPORT SYSTEM PLAN**