

# 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.

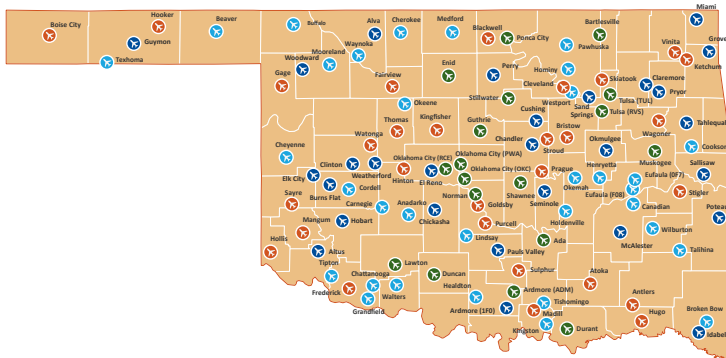
OKLAHOMA SYSTEM PERFORMANCE MEASURES	A SYSTEM THAT IS SAFE
	A SYSTEM THAT IS EFFICIENT
	A SYSTEM THAT IS ACCESSIBLE
	A SYSTEM THAT SUPPORTS THE ECONOMY
	A SYSTEM THAT MEETS USER NEEDS

## 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



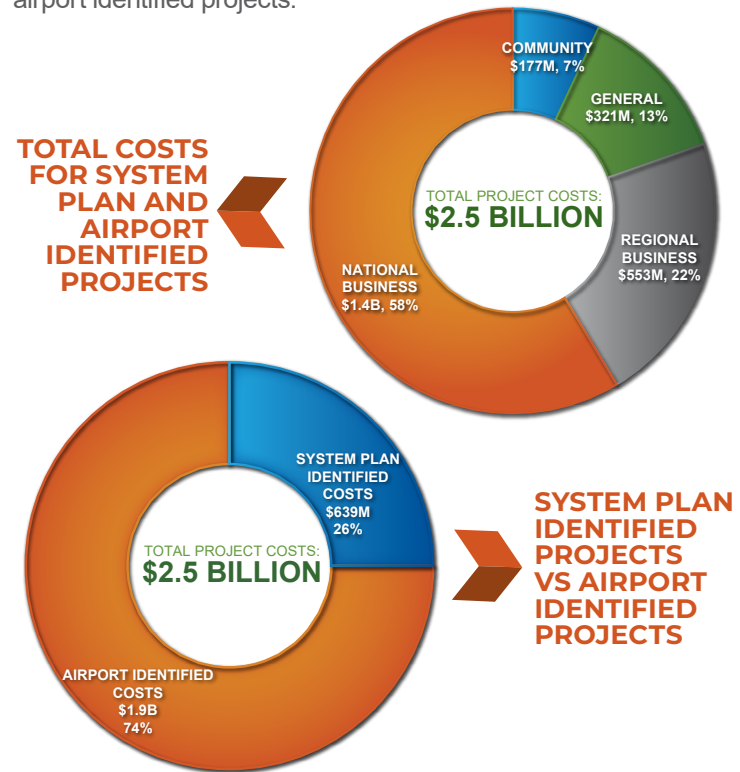
# CONCLUSIONS

## 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



## OKLAHOMA AIRPORT SYSTEM PLAN

# TISHOMINGO AIRPARK TISHOMINGO, OKLAHOMA



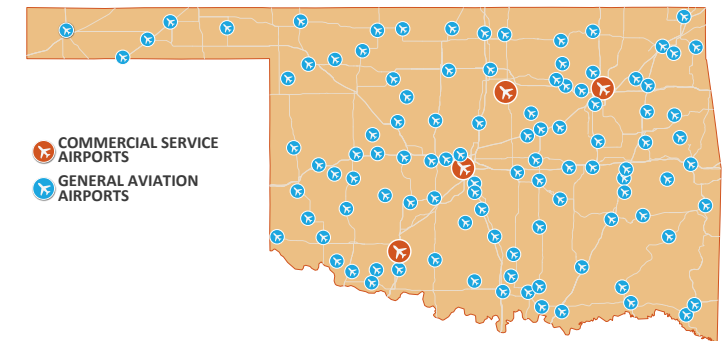
In late 2020, the Oklahoma Aeronautics Commission (OAC) undertook a comprehensive update to its State Airport System Plan. The plan was completed in 2022. This report summarizes major statewide findings, but it focuses primarily on the findings and recommendations from the plan for **Tishomingo Airpark**.

PREPARED BY  
**JVIATION**  
A WOOLPERT COMPANY

# 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](http://oac.ok.gov).



OKLAHOMA AIRPORT SYSTEM PLAN



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 TISHOMINGO AIRPARK are discussed in this report.



SOURCE: GOOGLE EARTH

TISHOMINGO AIRPARK (0F9)

TISHOMINGO, OKLAHOMA

KEY AIRPORT CHARACTERISTICS

FAA/NPIAS ROLE: UNCLASSIFIED

STATE ROLE: COMMUNITY

OWNER: CITY OF TISHOMINGO

PRIMARY RUNWAY: 17 / 35

APPROACH TYPE: VISUAL

BASED AIRCRAFT: 0

SERVICES: -



AIRPORT ROLE

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

TISHOMINGO AIRPARK



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 TISHOMINGO AIRPARK

AIRPORT ROLE: COMMUNITY (MAINTAIN-ONLY)		AIRPORT NAME: TISHOMINGO AIRPARK		CITY: TISHOMINGO		LOCID: 0F9	
FACILITIES	OBJECTIVE	ACTUAL	MEETS OBJECTIVE	IMPROVEMENT NEEDED	ESTIMATED COST		
<b>AIRSIDE FACILITIES</b>							
Airport Reference Code	A-1 or B-1 Small	B-1 Small	Yes				
Primary Runway Length	3,200 ft	3,100 ft	No				
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)	None	No				
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	No	No				
Wind Cone	Yes	Yes	Yes				
Visual Guidance Slope Indicator	Not an Objective	Neither End	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	85	Yes				
Weight Capacity	12,500 SW	12,000 SW	Yes				
Covered Storage	95% of Forecasted Based AC	No Aircraft Forecasted for Hangars	Yes				
Ramp Area	2,000 SY (3 spaces)	2,300 SY	Yes				
<b>GENERAL AVIATION FACILITIES</b>							
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				
<b>SERVICES</b>							
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 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				
<b>COMPLIANCE WITH FAA GUIDANCE</b>							
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 Ordinance	No Height Zoning Ordinance	No	Identify or Establish Height Zoning Ordinance			
20:1 Surface Obstructions	20:1 Surface Clear of Obstructions	Obstruction on RWY Ends 17 / 35	No	Address Obstruction on RWY Ends 17 / 35			
						<b>System Plan Project Cost Subtotal:</b>	<b>\$0</b>

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 \$1.8 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 \$90,000 will be needed to improve and maintain the airport. According to another OAC study, the airport has \$430,000 in annual economic impact. This benefit should be considered to provide context for the airport's estimated annual financial need.

FINDINGS FOR TISHOMINGO AIRPARK

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.

