

AGENDA
AIRPORT ADVISORY BOARD
NOVEMBER 15, 2023 AT 5:30 PM
ORIGINAL LOCATION:
SHAWNEE REGIONAL AIRPORT
2202 AIRPORT DRIVE, SHAWNEE, OKLAHOMA

RESCHEDULED LOCATION:
RECREATION CENTER CRAFT ROOM 1
401 NORTH BELL, SHAWNEE, OKLAHOMA

Official action can only be taken on items which appear on the agenda. The public body may adopt, approve, ratify, deny, defer, recommend, amend, strike, or continue any agenda item. When more information is needed to act on an item, the public body may refer the matter to Staff or back to Committee or the recommending body. Under certain circumstances, items are deferred to a future date or stricken from the agenda entirely.

CALL TO ORDER

DECLARATION OF QUORUM

1. Consideration of approval of the Minutes from the June 21, 2023, Rescheduled Regular Meeting.
2. Consideration of approval of the Minutes from the August 16, 2023, rescheduled Regular Meeting
3. Citizens Participation (A three-minute limit per person)
(A twelve-minute limit per topic)
4. Oklahoma Aeronautics Commission Pavement Condition Index Results
5. Federal Aviation Administration Capital Improvement Plan 2025-2029
6. Construction Activity Report
7. Fuel Prices Report
8. Fuel Sales Report
9. Budget Report

10. Board Comments

11. Adjournment

Respectfully submitted,

A handwritten signature in cursive script, reading "Bonnie A. Wilson". The ink is dark and the signature is fluid.

Bonnie A. Wilson, CM
Secretary

The City of Shawnee encourages participation from its citizens in public meetings. If participation is not possible due to a disability, notify the City Clerk, in writing, at least forty-eight hours prior to the scheduled meeting, and necessary accommodations will be made. (ADA 28 CFR 36)

DRAFT

AIRPORT ADVISORY BOARD PROCEEDINGS

JUNE 21, 2023 AT 5:30 PM

The Airport Advisory Board of the City of Shawnee, County of Pottawatomie, State of Oklahoma, met in a Rescheduled Regular Session at the Recreation Center Craft Room 1, 401 North Bell Street, Shawnee, OK 74801, on June 21, 2023 at 5:30 P.M., pursuant to notice duly posted as prescribed by law at 1:30 PM, June 1, 2023. Chairman DerSahakian presided. The Chairman called the meeting to order. Upon roll call, the following members were in attendance.

Harmik DerSahakian
Chairman

Larry Briggs
Board Member

Randall Rogers
Board Member

Scott Lee
Board Member

ABSENT: Colton Crowder, Cody Smithson, Blake White

CALL TO ORDER

DECLARATION OF QUORUM

1. Minutes from the April 19, 2023 regular meeting.

The Chairman inquired if any member of the Board had questions or comments regarding the minutes. None were offered. A motion was made by Mr. Briggs, seconded by Mr. Lee to accept the minutes from the April 19, 2023 Regular Meeting. Motion carried 4-0-0.

AYE: Briggs, Der Sahakian, Lee, Rogers

NAY: None

ABSTAIN: None

2. Citizens Participation (A three-minute limit per person)
(A twelve-minute limit per topic)

No citizens requested the opportunity to provide comments during the meeting.

3. Staff Reports

Airport Condition Report

Staff provided reports on the status of the airport infrastructure, equipment, and operations since the April 19, 2023, tornado event. Additional information was provided related to funding sources for repairs and restoration.

Rental Rate and Lease Agreements

Staff reported the actions of the Shawnee Airport Authority (SAA) regarding a temporary waiver of the current Lease Policy for the duration of Fiscal Year 2024, effectively suspending rate increases for the Fiscal Year due to the impact of the tornado event on the airport and its business partners. The SAA also authorized the City Manager to execute standard lease renewal agreements, and provide for temporary relocation agreements as necessary to accommodate airport tenants.

Staff also provided reports on wholesale fuel prices, fuel sales, budget performance to date, and an update on federal and state grant funding in support of capital construction and planning projects scheduled for Fiscal Year 2024.

4. Board Comments

The Chairman inquired if any members of the Board had comments they wished to share. Mr. Briggs offered copies of an article published by AOPA Pilot Magazine entitled "Is there a lack of vision? You can help." A reprint of the article is attached to these minutes.

Mr. Rogers noted the next FAAS team meeting was scheduled for July 12, 2023, and that the Gordon Cooper Technology Center Aviation Campus offered to serve as hosts.

5. Adjournment

The Chairman called for a motion to adjourn, Mr. Rogers offered a second (6:45 PM). Motion carried 4-0-0.

AYE: DerSahakian, Briggs, Lee, Rogers

NAY: None

ABSTAIN: None

Harmik DerSahakian
Chairman

ATTEST:

Bonnie A. Wilson, CM
Secretary

DRAFT

AIRPORT ADVISORY BOARD PROCEEDINGS

AUGUST 16, 2023 AT 5:30 PM

The Airport Advisory Board of the City of Shawnee, County of Pottawatomie, State of Oklahoma, met in Regular Session in the Recreation Center Craft Room 1, 401 North Bell, Shawnee, Oklahoma on, August 16, 2023, at 5:30 pm, pursuant to notice duly posted as prescribed by law at 4:51 pm August 9, 2023. Chairman DerSahakian presided and called the meeting to order. Upon roll call, the following members were in attendance.

Harmik DerSahakian
Chairman

Larry Briggs
Board Member

Absent
Board Member

Absent
Board Member

Randall Rogers
Board Member

Absent
Board Member

Blake White
Board Member

ABSENT: Colton Crowder, Scott Lee, Cody
Smithson

CALL TO ORDER

DECLARATION OF QUORUM

1. Discussion and Consideration of Proposal to Update Spill Prevention Control and Countermeasure (SPCC) Plan - Terracon Consultants, Inc.

Staff presented a proposal from Terracon Consultants, Inc. to provide an update to the airport's current Spill Prevention Control and Countermeasure (SPCC) plan. US Environmental Protection Agency regulations require the Shawnee Regional Airport to maintain an SPCC plan, which must be reviewed, updated, and sealed by a registered professional engineer at least once every five years. The current SPCC plan expires in December 2023.

A motion was made by Mr. Briggs, seconded by Mr. White, to authorize staff to make a recommendation to Shawnee Airport Authority to authorize execution of an agreement with Terracon to update the current SPCC plan.
Motion carried 4-0- 0.

AYE: DERSAHAKIAN, BRIGGS, ROGERS, WHITE

NAY: NONE

ABSTAIN: NONE

2. Overview of Grant Funded Capital Construction Projects - Fiscal Year 2024

Staff provided an overview of grant funded capital projects scheduled to begin in Fiscal Year 2024. A presentation on the projects was included in the agenda package. The Chairman led a general discussion on the projects, staff responded to questions related to scheduling and potential impacts on operations.

3. Legislative Update

Staff provided information on the Securing Growth and Robust Leadership in American Aviation Act (HR 3935), a bill passed by the US House of Representatives to reauthorize the Airport Improvement Program and provide funding for various airport projects. A summary of the highlights of the bill was included in the agenda package.

4. Staff Reports

Staff provided an update on fuel sales and pricing. Additional information was provided regarding increases in wholesale fuel prices published after the agenda package was produced.

5. Board Comments

Mr. Rogers reminded members of the Board that the next FAAS Team meeting is scheduled for September 6, 2023, at the Gordon Cooper Technology Center Aviation Campus.

6. Adjournment

There being no further business to be considered, the meeting was adjourned by power of the Chair. (6:38 p.m.)

HARMIK DERSAHAKIAN
CHAIRMAN

ATTEST:

BONNIE A. WILSON
SECRETARY



Shawnee Regional Airport
2202 N. Airport Dr.
Shawnee, OK 74804
ShawneeOK.org

Date: November 15, 2023
To: Airport Advisory Board
From: Bonnie Wilson
Subject: Oklahoma Aeronautics Commission Pavement Condition Index Results

Background: On September 19, 2023, the Oklahoma Aeronautics Commission (OAC) came to the Shawnee Regional Airport (SNL) to conduct a Pavement Condition Index (PCI) inspection as part of the Oklahoma Statewide Airport Pavement Management System (APMS) program. OAC conducts these APMS inspections on behalf of SNL and other public airports to help ensure the airport is compliant with Federal Aviation Administration (FAA) and OAC grant assurances. This was a routine visual inspection, performed once every three years to document pavement conditions.

The PCI survey inspection method is an objective methodology used to assess current overall pavement conditions. Pavement deterioration is characterized in terms of distinct distress types, severity level of distress, and quantity of distress. This information is utilized to calculate a numeric PCI value that represents the overall condition of the pavement in a numeric range from 0 (a condition category of FAILED) to 100 (GOOD). The overall pavement condition at Shawnee Regional Airport was rated as GOOD condition, with an area-weighted PCI of 83 for the airport. If a PCI of 65 or lower is determined for any Oklahoma airport, then the pavement will need a further detailed inspection to see what kind of repair or rehabilitation, or complete reconstruction is recommended.

In addition to establishing a PCI value, the study provides an estimation of near-term maintenance and repair, depicts planning-levels, costs, and a listing of recommended maintenance activities. There are a few areas at SNL (see graphic) that need maintenance and/or rehabilitation. Staff has included these areas in the five-year Capital Improvement Plan (CIP).

The survey has concluded that the pavement at SNL has an overall GOOD rating. The recommendations for maintenance involve crack seal. Areas requiring rehabilitation are provided only as guidance for the anticipated five-year CIP eligibility for FAA or OAC funding. Available FAA and/or OAC funding was not considered in these recommendations.

Attachments: OAC PCI Report



October 2, 2023

Bonnie Wilson, Airport Manager
Shawnee Regional Airport, SNL
2202 N Airport Drive
Shawnee, OK 74804

Subject: Oklahoma Aeronautics Commission Statewide Airport Pavement Management System Update – Pavement Condition Index Results

Dear Ms. Wilson,

This letter is to provide the results of the recent Pavement Condition Index (PCI) inspection by Oklahoma Aeronautics Commission (OAC) staff as part of the Oklahoma Statewide Airport Pavement Management System (APMS) program. OAC conducts these APMS inspections on behalf of your airport to help ensure the airport is compliant with Federal Aviation Administration (FAA) and OAC grant assurances. In addition to this triennial PCI inspection, routine airport inspections should be conducted locally to document pavement distresses, vegetation abatement efforts, and construction work history of all airport pavement to ensure full compliance. It is important that we all take care of the pavements across the airport system as we invest over 75% of our funding into pavement construction, rehabilitation, and maintenance.

Shawnee Regional Airport was inspected by OAC staff on **September 19, 2023**. Pavement inspections were conducted in accordance with the guidelines in the FAA Advisory Circulars AC 150/5380-7B, Airport Pavement Management Program and ASTM D5340. During the PCI inspection, a qualified inspector visually assessed the airport pavements and identified any signs of deterioration. Pavement deterioration is characterized in terms of distinct distress types, severity levels and quantity of each of the identified distress. This distress information is utilized to calculate a numeric PCI value representing the overall condition of the pavement. The PCI values range from 100 (Good) to 0 (Failed). The PCI methodology analyzes the overall pavement condition and provides airport owners, the Oklahoma Aeronautics Commission, and Federal Aviation Administration with a snapshot of the current pavement condition and a relative indication of the degree of maintenance, repair, or rehabilitation needs that may be required to sustain functional pavement. This PCI information is valuable in our capital planning processes and the development of the 5-year Airport Construction Program.

The following attachment displays the results of the PCI inspection. If you have any questions regarding the Statewide APMS, please do not hesitate to contact me at 405-604-6905 or via email at KFincannon@oac.ok.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kelly S. Fincannon", with a stylized flourish at the end.

Kelly S. Fincannon, P.E.
Chief Airport Engineer
Oklahoma Aeronautics Commission

Airport PCI Summary

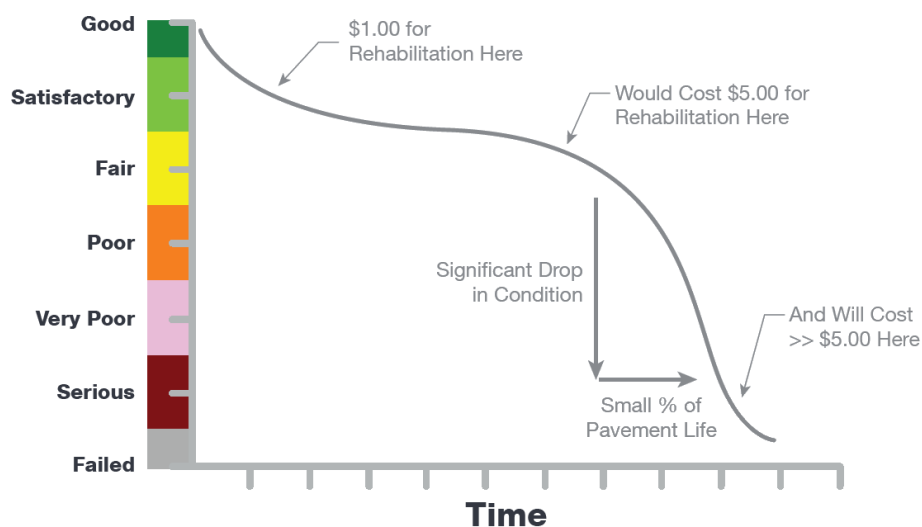
Shawnee Regional Airport was inspected on **September 19, 2023**. The PCI (Pavement Condition Index) survey inspection method is an objective methodology to assess pavement condition. Pavement deterioration, in accordance with the ASTM D5340, is characterized in terms of distinct distress types, severity level of distress, and quantity of distress. This information is utilized to calculate a numeric PCI value that represents the overall condition of the pavement in a numeric range from 0 (a condition category of FAILED) to 100 (GOOD). as shown in **Figure 1**.

Figure 1: PCI Rating

	PCI Range	Pavement Condition
	86 – 100	Good
	71 – 85	Satisfactory
	56 – 70	Fair
	41 – 55	Poor
	26 – 40	Very Poor
	11 – 25	Serious
	0 – 10	Failed

The PCI methodology analyzes the overall pavement condition and provides an indication of where the pavement is at in its life cycle and the degree of maintenance, repair, or rehabilitation efforts that will be required to sustain functional pavement for the future. **Figure 2** shows the PCI categorical ratings with a conceptual pavement life curve. Pavements typically deteriorate over time at an ever-increasing rate. Early maintenance is the most cost-effective procedure that results in the greatest extension of useful pavement life while late maintenance will require extensive repair with higher cost.

Figure 2: Typical Pavement Condition Life Cycle



**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements.*

Pavement inspections are an important resource to help airports and other governmental entities plan projects to sustain a healthy pavement system.

Recommendations

In consideration of the Airport's pavement conditions and the maintenance and major rehabilitation needs described below, it is recommended that the Airport consider the following planning projects. These recommendations are provided only as guidance for the anticipated 5-year airport needs given the results of the inspection. Eligibility for FAA or State funding have not been considered in these recommendations given they are based solely on the PCI inspection data.

- AC Rehabilitation (crack seal and seal coat) for AP RU 17:10, AP TERM:10, AP TERM:50, TW B:20, and TL HANG S:20
- AC Reconstruct (reconstruct) for TL HANG S:10 and AP TERM:60
- Monitor other pavements and crack seal as cracks develop.

Current Pavement Conditions

The overall pavement condition at **Shawnee Regional Airport** is in **Good** condition, with an area-weighted PCI of **83** for the airport. For each section that was inspected and analyzed a resulting PCI value was calculated. A section is a subdivision of the airfield pavement used to plan projects and is typically unique in use, construction type, age, or condition. The distribution of the pavement conditions for the airport is shown below in **Figure 3**. The pavement conditions are further broken down by section in **Table 1**.

Figure 3: Pavement Condition

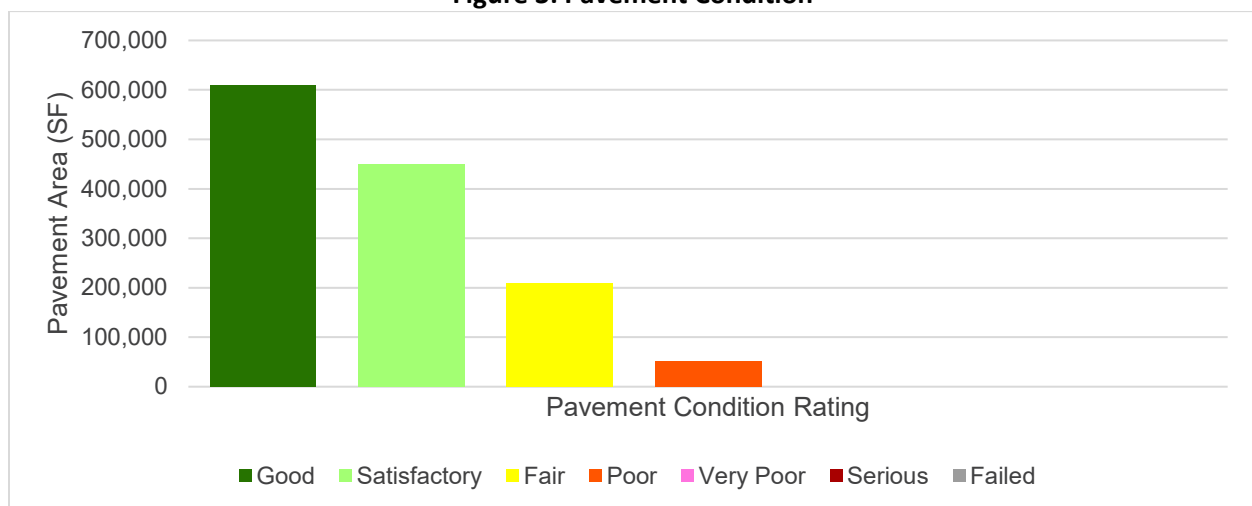


Table 1: Pavement Condition Index by Section

Branch Name	Branch ID	Section ID	Area (sf)	Surface Type	Last Major Work Date	Last Inspection Date	PCI	PCI Rating
RUN-UP APRON 17	AP RU 17	10	16,275	AAC	1/1/2012	9/19/2023	67	Fair
RUN-UP APRON 35	AP RU 35	10	15,990	AAC	1/1/2012	9/19/2023	91	Good
TERMINAL APRON	AP TERM	10	68,182	AC	1/1/1996	9/19/2023	67	Fair
TERMINAL APRON	AP TERM	20	22,363	AC	1/1/2012	9/19/2023	81	Satisfactory
TERMINAL APRON	AP TERM	30	7,500	PCC	11/1/2015	9/19/2023	100	Good
TERMINAL APRON	AP TERM	40	35,451	PCC	1/1/2009	9/19/2023	100	Good
TERMINAL APRON	AP TERM	50	12,172	APC	1/1/1996	9/19/2023	60	Fair
TERMINAL APRON	AP TERM	60	5,314	AC	1/1/2006	9/19/2023	47	Poor
RUNWAY 17-35	RW 17-35	10C	58,000	AAC	1/1/2013	9/19/2023	77	Satisfactory
RUNWAY 17-35	RW 17-35	10E	29,000	AAC	1/1/2013	9/19/2023	86	Good
RUNWAY 17-35	RW 17-35	10W	29,000	AAC	1/1/2013	9/19/2023	81	Satisfactory
RUNWAY 17-35	RW 17-35	20C	49,250	AAC	1/1/2013	9/19/2023	90	Good
RUNWAY 17-35	RW 17-35	20E	24,625	AAC	1/1/2013	9/19/2023	93	Good
RUNWAY 17-35	RW 17-35	20W	24,625	AAC	1/1/2013	9/19/2023	77	Satisfactory
RUNWAY 17-35	RW 17-35	30C	192,750	AC	1/1/2013	9/19/2023	84	Satisfactory
RUNWAY 17-35	RW 17-35	30E	96,375	AC	1/1/2013	9/19/2023	85	Satisfactory
RUNWAY 17-35	RW 17-35	30W	96,375	AC	1/1/2013	9/19/2023	86	Good
SOUTH HANGAR TAXILANE	TL HANG S	10	46,037	AC	1/1/1980	9/19/2023	41	Poor
SOUTH HANGAR TAXILANE	TL HANG S	20	58,783	AAC	1/1/2009	9/19/2023	69	Fair
SOUTH HANGAR TAXILANE	TL HANG S	30	57,403	PCC	1/1/2018	9/19/2023	98	Good
TAXIWAY A	TW A	10	105,905	AC	1/1/2012	9/19/2023	90	Good
TAXIWAY A	TW A	20	106,645	AC	1/1/2012	9/19/2023	91	Good
TAXIWAY A1	TW A1	10	14,506	AAC	1/1/2012	9/19/2023	87	Good
TAXIWAY A2	TW A2	10	18,351	AAC	1/1/2012	9/19/2023	100	Good
TAXIWAY A3	TW A3	10	14,139	AAC	1/1/2012	9/19/2023	100	Good
TAXIWAY A3	TW A3	20	20,169	AC	1/1/1987	9/19/2023	77	Satisfactory
TAXIWAY A4	TW A4	10	14,498	AC	1/1/2012	9/19/2023	100	Good
TAXIWAY A5	TW A5	10	12,841	AAC	1/1/2012	9/19/2023	100	Good
TAXIWAY B	TW B	10	7,418	AAC	1/1/2012	9/19/2023	100	Good
TAXIWAY B	TW B	20	54,293	AC	1/1/1943	9/19/2023	59	Fair
TAXIWAY C	TW C	10	7,199	AC	1/1/2012	9/19/2023	84	Satisfactory

The attached exhibit within **Appendix A, Pavement Condition Index Exhibit**, displays the PCI ratings and PCI for each section of the airport.

Forecasted Pavement Conditions

The key to the pavement management system program is accurately estimating the forecasted condition of the pavement through the use of Performance Models. Pavement performance models are developed from the distress data and historic construction records collected for the APMS. This data is consolidated in a database and organized by inspection/construction date, pavement type, age, and pavement use. The pavement performance models are used to develop broad prediction models, also known as pavement

condition deterioration curves or family curves. These curves are utilized to develop forecasted PCI values based on historic trends and statistical models. The following table, **Table 2**, provides detail to the forecasted PCI values for each section inspected.

Table 2: Forecasted Pavement Condition Index by Section

Branch ID	Section ID	Area (sf)	Current PCI	PCI Forecast					Forecasted 5-Year PCI Rating
				2024	2025	2026	2027	2028	
AP RU 17	10	16,275	67	66	65	64	63	63	Fair
AP RU 35	10	15,990	91	88	85	83	81	79	Satisfactory
AP TERM	10	68,182	67	66	65	64	63	63	Fair
AP TERM	20	22,363	81	79	77	75	74	72	Satisfactory
AP TERM	30	7,500	100	98	97	96	95	94	Good
AP TERM	40	35,451	100	98	97	96	95	94	Good
AP TERM	50	12,172	60	59	59	58	58	58	Fair
AP TERM	60	5,314	47	46	44	43	42	40	Very Poor
RW 17-35	10C	58,000	77	75	73	72	71	70	Fair
RW 17-35	10E	29,000	86	83	81	79	77	76	Satisfactory
RW 17-35	10W	29,000	81	79	77	75	74	72	Satisfactory
RW 17-35	20C	49,250	90	87	85	82	81	79	Satisfactory
RW 17-35	20E	24,625	93	90	87	85	83	81	Satisfactory
RW 17-35	20W	24,625	77	75	73	72	71	70	Fair
RW 17-35	30C	192,750	84	81	79	78	76	74	Satisfactory
RW 17-35	30E	96,375	85	82	80	78	77	75	Satisfactory
RW 17-35	30W	96,375	86	83	81	79	77	76	Satisfactory
TL HANG S	10	46,037	41	39	37	36	34	32	Very Poor
TL HANG S	20	58,783	69	68	67	66	65	64	Fair
TL HANG S	30	57,403	98	97	96	95	94	93	Good
TW A	10	105,905	90	87	85	82	81	79	Satisfactory
TW A	20	106,645	91	88	85	83	81	79	Satisfactory
TW A1	10	14,506	87	84	82	80	78	77	Satisfactory
TW A2	10	18,351	100	96	93	91	88	86	Good
TW A3	10	14,139	100	96	93	91	88	86	Good
TW A3	20	20,169	77	75	73	72	71	70	Fair
TW A4	10	14,498	100	96	93	91	88	86	Good
TW A5	10	12,841	100	96	93	91	88	86	Good
TW B	10	7,418	100	96	93	91	88	86	Good
TW B	20	54,293	59	58	58	58	57	57	Fair
TW C	10	7,199	84	81	79	78	76	74	Satisfactory

Maintenance and Rehabilitation Needs

Critical PCI

An important concept in pavement management is the Critical PCI. The Critical PCI is a value that is used to prompt major rehabilitation. In other words, the Critical PCI serves as a minimum pavement maintenance value that helps determine a section's suitability to receive major work. As soon as a

section's PCI reaches the Critical PCI, the rate of PCI loss (deterioration) is expected to increase. The concept is built on the assumption that once a pavement deteriorates to this critical level it will be more cost-effective to plan for major rehabilitation as opposed to localized maintenance. **The Critical PCI determined for Oklahoma airports is approximately 65.** Below 65, a pavement will need to be analyzed in detail to determine if maintenance or minor rehabilitation would be a worthwhile investment. OAC takes great care to anticipate those airports and pavement surfaces that have PCIs near 65 to ensure necessary major rehabilitations are planned and programmed in the 5-year Airport Construction Program. It would be a very rare occasion where a critical pavement suddenly ends up with a PCI near 65 without prior knowledge. Should that occur, no guarantees can be made to insert a major M&R (Maintenance and Rehabilitation) project in a near-term window. That is why it is important for airports to report to OAC any major changes in pavement deterioration between routine APMS inspections.

Maintenance

This study provides a planning-level estimation of Localized Maintenance and Repair costs based on the results of the latest PCI assessment performed at the Airport. Due to the limited sample units inspected in certain pavement sections, a statistical extrapolation of distresses is used to estimate the quantities of recommended repair activities at the section level. These work quantities are limited to a near-term application since they were determined directly from the most recent PCI assessment efforts.

Table 3 provides a breakdown of the anticipated planning-level costs by section for areas exhibiting distresses that would benefit from Near-Term Localized Maintenance. The table shows the approximate improved "End Condition" PCI value of the section after the application of localized M&R. This approximation is intended to depict a planning-level estimate of the effect the localized M&R has on the section-level PCI. The performance of the work does not guarantee the pavement will not deteriorate in other ways outside of the described treatment. The following table depicts planning-level costs along with a listing of the maintenance activities. Further details regarding the Near-Term Localized Maintenance can be found in **Table A-1** in **Appendix A**.

Table 3: Localized Near-Term Maintenance

Branch ID	Section ID	Area Units	Start Condition	End Condition	Cost	Maintenance Activity
TL HANG S	30	57,403	98	98	\$55,259	Joint Sealing - PCC
TW A3	20	20,169	77	80	\$656	Crack Seal - AC Medium

Major Rehabilitation

Major rehabilitation identified within the context of this study is a major construction activity that results in a substantial improvement to the pavement condition and resets the pavement section's PCI value to 100. Major rehabilitation recommendations (AC Rehabilitation, AC Reconstruction, PCC Rehabilitation, and PCC Reconstruction) should be considered as planning-level only. The objective of the 5-Year Major Rehabilitation Needs analysis, depicted in **Table 4**, is to develop planning-level projects within an airport's airfield pavement network. Major rehabilitation activities are recommended when a pavement section has deteriorated below the critical PCI value, a point at which localized maintenance and repair activities may not be a cost-effective solution. In addition, major rehabilitation is also recommended when the section's PCI value is above the critical PCI value with the section exhibiting a significant amount of load-

related distresses. Identification of rehabilitation needs is done at the section-level.

5-Year Major Rehabilitation Needs Analysis

The needs analysis assumes an unconstrained budget over a 5-year period strictly based on the Pavement Condition Index results. While this is financially impractical, it yields the unbiased pavement needs. **Table 4** records the planning year that the pavement section reaches the determined critical PCI and is assigned a rehabilitation project cost. This table is intended to help you plan for future capital improvement projects.

Table 4: 5-Year Major Rehabilitation Needs

Year	Branch ID	Section ID	Surface Type	Section Area	Pre-Work PCI	Rehabilitation Type	Estimated Planning-Level Cost
2023	AP RU 17	10	AAC	16,275	67	AC Rehabilitation	\$105,794
2023	AP TERM	10	AC	68,182	67	AC Rehabilitation	\$443,212
2023	AP TERM	50	APC	12,172	60	AC Rehabilitation	\$79,227
2023	AP TERM	60	AC	5,314	47	AC Reconstruction	\$79,711
2023	TL HANG S	10	AC	46,037	41	AC Reconstruction	\$690,561
2023	TL HANG S	20	AAC	58,783	69	AC Rehabilitation	\$382,115
2023	TW B	20	AC	54,293	59	AC Rehabilitation	\$399,537

Inspector's Notes:

- Limited number of sample units are inspected in this planning-level study. Each sample unit is about 5,000±2,000 ft² for AC pavement and 20±8 slabs for PCC pavements.
- In each branch (i.e. Runway, Taxiway, Taxilane, or Apron) and section (i.e. subdivision of a branch with similar pavement composition, construction history, age, and traffic) only 20% to 25% of sample units are inspected.
- Since limited number of sample units are inspected in certain pavement sections, a statistical extrapolation of distresses is used to estimate the quantities of recommended repair activities at the section level. Therefore, the quantities of distresses and estimated cost offered in this report will need to be re-evaluated for construction purposes.

Appendix A

Definitions for table A-1:

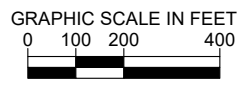
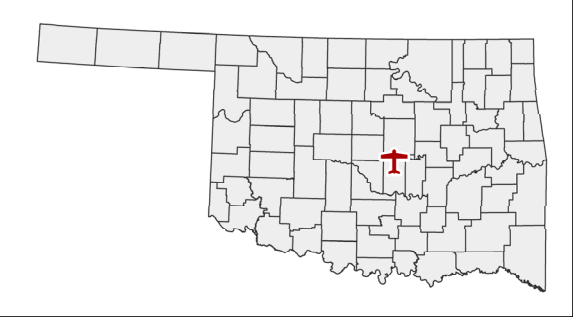
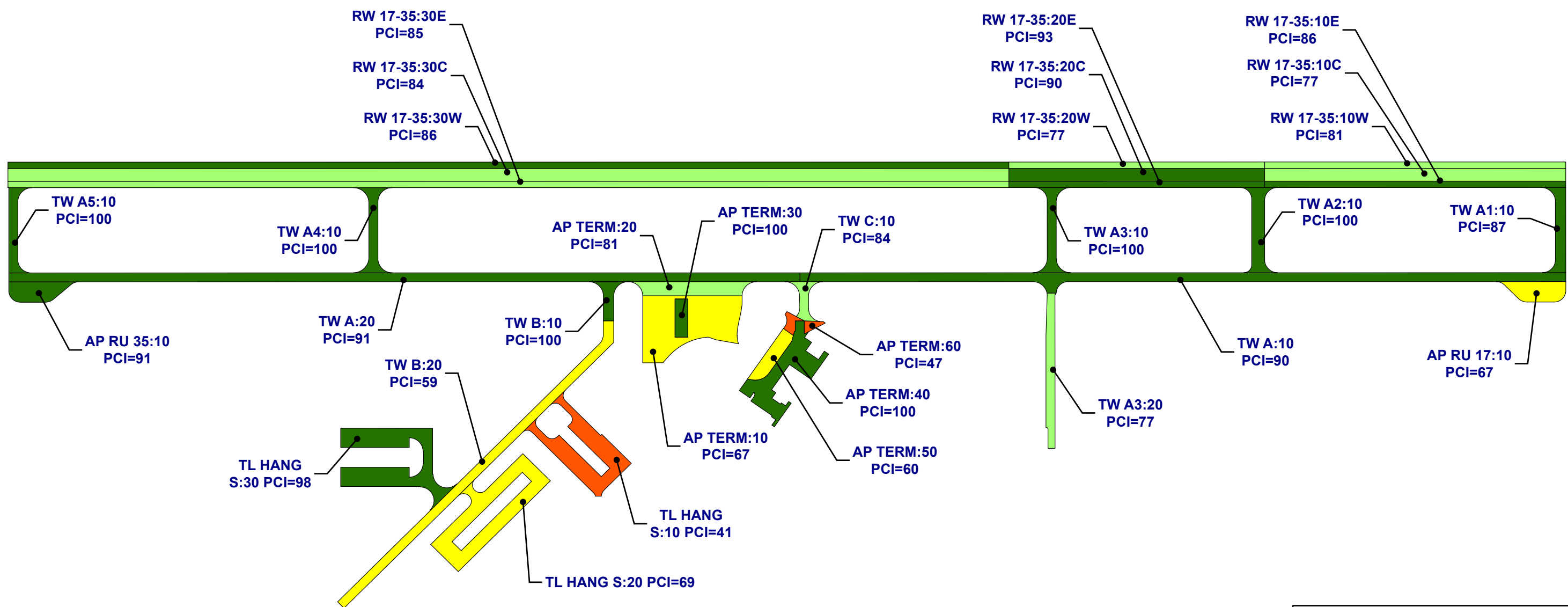
- **Stop Gap (below critical PCI):** Stop gap maintenance is defined as localized maintenance needed to keep the pavement operational and in a safe condition. The stop gap policy is applied only for those pavements below critical PCI when funds for major rehabilitation are not available or the timing is unsatisfactory.
- **Preventive (above critical PCI):** Preventive maintenance is defined as maintenance activities that are intended to slow the rate of deterioration for pavements in Good condition. It should be noted that applying the localized preventive maintenance policy to pavement sections below the critical PCI is typically not cost-effective in many cases.

Table A-1: Near-Term Localized Maintenance Details

Branch ID	Section ID	Policy	Description	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
AP RU 17	10	Stopgap	BLOCK CR	Low	13020.03	SqFt	Monitor Pavement	0	SqFt	\$0.00	\$0
AP RU 35	10	Preventive	L & T CR	Low	399.74	Ft	Monitor Pavement	0	SqFt	\$0.00	\$0
AP TERM	10	Stopgap	BLOCK CR	Low	57004.59	SqFt	Monitor Pavement	0	SqFt	\$0.00	\$0
AP TERM	20	Preventive	BLOCK CR	Low	1355.28	SqFt	Monitor Pavement	0	SqFt	\$0.00	\$0
AP TERM	20	Preventive	L & T CR	Low	542.13	Ft	Monitor Pavement	0	SqFt	\$0.00	\$0
AP TERM	50	Stopgap	WEATHERING	Low	12172.05	SqFt	Monitor Pavement	0	SqFt	\$0.00	\$0
AP TERM	50	Stopgap	BLOCK CR	Low	7100.31	SqFt	Monitor Pavement	0	SqFt	\$0.00	\$0
AP TERM	50	Stopgap	DEPRESSION	Low	405.69	SqFt	Monitor Pavement	0	SqFt	\$0.00	\$0
AP TERM	60	Stopgap	L & T CR	Low	425.13	Ft	Monitor Pavement	0	SqFt	\$0.00	\$0
AP TERM	60	Stopgap	WEATHERING	Medium	5314.03	SqFt	Monitor Pavement	0	SqFt	\$0.00	\$0
AP TERM	60	Stopgap	DEPRESSION	Low	1700.48	SqFt	Monitor Pavement	0	SqFt	\$0.00	\$0
RW 17-35	10C	Preventive	L & T CR	Low	5800.00	Ft	Monitor Pavement	0	SqFt	\$0.00	\$0
RW 17-35	10E	Preventive	L & T CR	Low	1450.00	Ft	Monitor Pavement	0	SqFt	\$0.00	\$0
RW 17-35	10W	Preventive	L & T CR	Low	2029.99	Ft	Monitor Pavement	0	SqFt	\$0.00	\$0
RW 17-35	20C	Preventive	L & T CR	Low	1477.49	Ft	Monitor Pavement	0	SqFt	\$0.00	\$0
RW 17-35	20E	Preventive	L & T CR	Low	492.49	Ft	Monitor Pavement	0	SqFt	\$0.00	\$0
RW 17-35	20W	Preventive	L & T CR	Low	2462.50	Ft	Monitor Pavement	0	SqFt	\$0.00	\$0
RW 17-35	30C	Preventive	L & T CR	Low	11406.69	Ft	Monitor Pavement	0	SqFt	\$0.00	\$0
RW 17-35	30E	Preventive	L & T CR	Low	4818.77	Ft	Monitor Pavement	0	SqFt	\$0.00	\$0
RW 17-35	30W	Preventive	L & T CR	Low	4577.82	Ft	Monitor Pavement	0	SqFt	\$0.00	\$0
TL HANG S	10	Stopgap	WEATHERING	Low	21760.43	SqFt	Monitor Pavement	0	SqFt	\$0.00	\$0
TL HANG S	10	Stopgap	DEPRESSION	Low	1586.71	SqFt	Monitor Pavement	0	SqFt	\$0.00	\$0
TL HANG S	10	Stopgap	BLOCK CR	Low	21760.43	SqFt	Monitor Pavement	0	SqFt	\$0.00	\$0

Branch ID	Section ID	Policy	Description	Severity	Distress Qty	Distress Unit	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
TL HANG S	10	Stopgap	ALLIGATOR CR	Low	11333.54	SqFt	Monitor Pavement	0	SqFt	\$0.00	\$0
TL HANG S	10	Stopgap	RAVELING	Low	4533.44	SqFt	Monitor Pavement	0	SqFt	\$0.00	\$0
TL HANG S	20	Stopgap	BLOCK CR	Low	19594.30	SqFt	Monitor Pavement	0	SqFt	\$0.00	\$0
TL HANG S	20	Stopgap	L & T CR	Low	783.76	Ft	Monitor Pavement	0	SqFt	\$0.00	\$0
TL HANG S	20	Stopgap	WEATHERING	Medium	58783.01	SqFt	Monitor Pavement	0	SqFt	\$0.00	\$0
TL HANG S	30	Preventive	JT SEAL DMG	Low	750.00	Slabs	Joint Sealing - PCC	12279.47	SqFt	\$4.50	\$55,259
TW A	10	Preventive	L & T CR	Low	3631.04	Ft	Monitor Pavement	0	SqFt	\$0.00	\$0
TW A	20	Preventive	L & T CR	Low	3300.92	Ft	Monitor Pavement	0	SqFt	\$0.00	\$0
TW A	20	Preventive	BLOCK CR	Low	253.92	SqFt	Monitor Pavement	0	SqFt	\$0.00	\$0
TW A1	10	Preventive	L & T CR	Low	580.25	Ft	Monitor Pavement	0	SqFt	\$0.00	\$0
TW A3	20	Preventive	L & T CR	Medium	201.71	Ft	Crack Seal - AC Medium	201.77	Ft	\$3.25	\$656
TW A3	20	Preventive	L & T CR	Low	806.76	Ft	Monitor Pavement	0	SqFt	\$0.00	\$0
TW A3	20	Preventive	WEATHERING	Low	20168.98	SqFt	Monitor Pavement	0	SqFt	\$0.00	\$0
TW B	20	Stopgap	L & T CR	Low	3800.52	Ft	Monitor Pavement	0	SqFt	\$0.00	\$0
TW B	20	Stopgap	BLOCK CR	Medium	21717.16	SqFt	Monitor Pavement	0	SqFt	\$0.00	\$0
TW B	20	Stopgap	WEATHERING	Medium	13573.29	SqFt	Monitor Pavement	0	SqFt	\$0.00	\$0
TW C	10	Preventive	L & T CR	Low	399.93	Ft	Monitor Pavement	0	SqFt	\$0.00	\$0

Airport PCI = 83



Pavement Condition Index Category					
	86-100 Good		56-70 Fair		26-40 Very Poor
	71-85 Satisfactory		41-55 Poor		11-25 Serious
					0-10 Failed
					Not Inspected

Updated OAC Airport Pavement Condition Index Exhibit
SHAWNEE REGIONAL AIRPORT



Shawnee Regional Airport
2202 N. Airport Dr.
Shawnee, OK 74804
ShawneeOK.org

Date: November 15, 2023
To: Airport Advisory Board
From: Bonnie Wilson
Subject: Federal Aviation Administration Capital Improvement Plan 2025-2029

Background: Each year, the airport staff works with the airport's consultant engineering team to review and amend the airport's rolling Five Year Capital Improvement Plan (CIP) for submission to the Federal Aviation Administration's (FAA) Airport District Office (ADO).

The ADO staff use this document to determine if proposed projects are (1) eligible for Airport Improvement Program (AIP) and/or Airport Infrastructure (AIG) grant funding, and (2) how much funding the FAA will consider providing in support of each project.

The annual updates reflect estimated sources of funding based on Congressional appropriations, any additional projects scheduled for the "fifth year" on the new CIP, and affirmations or amendments to the estimated costs of construction for prior listed projects.

The project list and estimated costs and funding for CIP Start Year 2024, and the complete CIP package, including project descriptions, funding and cost information for Start Year 2025 is provided as an attachment.

Notable updates from the 2024-2028 to the 2025-2029 CIPs include:

1. The estimated cost of construction to address rehabilitation of the taxi lanes supporting the 100 Series T-Hangars and Box Hangars 15 and 100 (see ODO 1) has increased by \$726,150.
 - a. If FAA agrees to provide these additional funds, they will come from the AIP Discretionary appropriations.
 - b. If FAA does not support the project as planned, it will be prepared and advertised for bids with "add alternates" to allow the work to progress in stages as funding allows.
2. At the request of the FAA and the Oklahoma Aeronautics Commission, the project to generate engineering design specifications for reconstructing the aircraft parking apron (see ODO 2) has been moved from federal fiscal year 2026 to 2027, with construction to follow in 2028.
3. The design phase of the project to reconstruct the "T-Hangar Taxi Lane" and the area around the 200 Series T-hangars has been added for funding in 2029.
 - a. The scope of work for the engineering design phase of this project will be amended to reflect the selected use/reuse/redevelopment of this area once determined.

Acronyms

AIP Airport Improvement Program – A grant program funded by the Airport and Airways Trust Fund, administered by the FAA.

AIG Airport Infrastructure Grant – A grant program funded by United States general funds, provided for under the Bilateral Infrastructure Law.

BIL Bilateral Infrastructure Law – Also known as the Infrastructure Investment and Jobs Act of 2021, provides funding for infrastructure development, to include highways, transit systems, highway safety, motor carrier, research, hazardous materials, rail programs, broadband access, clean water, electric grid, and airports. The final bill included approximately \$1.2 trillion in spending, in addition to funds Congress routinely authorizes for these programs.

NPE Non-Primary Entitlement – These are funds provided to airports based on their classification (commercial/non-commercial) and number of annual operations as compared to other airports in the national system. Funds are provided under the AIP program.

ODO Overall Development Objective – Generally a project description including a narrative and graphic depiction of a proposed project. A cost justification statement, benefits/necessity of proposed projects, and detailed estimates of the costs for design and construction.

Attachments: CIP Attachment

5 Year Capital Improvement Plan (CIP)

Airport Name (LOC ID), ST: Shawnee Regional Airport (SNL) - Shawnee, OK

CIP START YEAR: **2024**

2021 NPE (Expires FY24)
 2022 NPE (Expires FY25) \$159,000 2022 AIG (Expires FY25)
 2023 NPE (Expires FY26) \$159,000 2023 AIG (Expires FY26)
 \$150,000 Estimated NPE (for planning through 2028) \$159,000 2024 AIG (for planning through 2026)

Fed FY	Available		Funding Source	ODO Project Component/Phase	Estimated Cost	Funding Plan				
	NPE	AIG				NPE	AIG	Additional AIP	Other	Match
2024	\$150,000	\$477,000	AIP	ODO 1: Reconstruct Taxilanes (Design)	\$166,667	\$150,000				\$16,667
	Total = \$627,000									
		\$477,000	Remaining Funds 2024 Annual Subtotals:		\$166,667	\$150,000				\$16,666
2025	\$150,000	\$636,000	AIP/BIL	ODO 2: Reconstruct Taxilanes (Construction)	AIP portion: \$166,667	\$150,000				\$16,667
			AIP/BIL	ODO 2: Reconstruct Taxilanes (Construction)	BIL portion: \$1,145,533		\$636,000	\$394,980		\$114,553
	Total = \$786,000									
			Remaining Funds 2025 Annual Subtotals:		\$1,312,200	\$150,000	\$636,000	\$394,979		\$131,220
2026	\$150,000	\$159,000	AIP/BIL	ODO 3: Reconstruct Apron (Design)	AIP portion: \$103,333	\$92,999				\$10,333
			AIP/BIL	ODO 3: Reconstruct Apron (Design)	BIL portion: \$176,667		\$159,000			\$17,667
	Total = \$309,000									
	\$57,001		Remaining Funds 2026 Annual Subtotals:		\$280,000	\$92,999	\$159,000			\$27,999
2027	\$207,001		AIP	ODO 4: Reconstruct Apron (Construct)	\$2,847,200	\$207,001		\$2,370,199	\$135,000	\$135,000
	Total = \$207,001									
			Remaining Funds 2027 Annual Subtotals:		\$2,847,200	\$207,001		\$2,370,199	\$135,000	\$135,000
2028	\$150,000		AIP	ODO 5: Reconstruct Taxiway (Taxilanes) (Design)	\$166,667	\$150,000				\$16,667
	Total = \$150,000									
			Remaining Funds 2028 Annual Subtotals:		\$166,667	\$150,000				\$16,666
5 Year CIP Totals:					\$4,772,733	\$750,000	\$795,000	\$2,765,178	\$135,000	\$327,551

SPONSOR SIGNATURE: Bonnie A. White

DATE: 09/23/2022

5 Year Capital Improvement Plan (CIP)

Airport Name (LOC ID), ST: Shawnee Regional Airport (SNL) - Shawnee, OK

CIP START YEAR: **2025**

2022 NPE (Expires FY25)	\$159,000	2022 AIG (Expires FY25)
2023 NPE (Expires FY26)	\$145,000	2023 AIG (Expires FY26)
2024 NPE (Expires FY27)	\$145,000	2024 AIG (Expires FY27)
\$150,000 Estimated NPE (for planning through 2029)	\$145,000	2025 AIG (for planning through 2026)

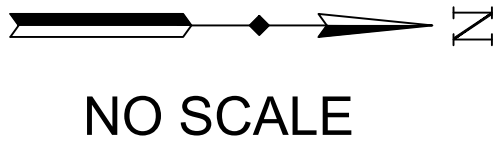
Fed FY	Available		Funding Source	ODO Project Component/Phase	Estimated Cost	Funding Plan						
	NPE	AIG				NPE	AIG	Additional AIP	Other	Match		
2025	\$150,000	\$594,000	AIP/BIL	ODO 1: Reconstruct Taxilanes (Construction) AIP portion:	\$1,378,350	\$150,000		\$1,090,515		\$137,835		
			AIP/BIL	ODO 1: Reconstruct Taxilanes (Construction) BIL portion:	\$660,000		\$594,000		\$66,000			
	Total = \$744,000											
			Remaining Funds 2025 Annual Subtotals:			\$2,038,350	\$150,000	\$594,000	\$1,090,515		\$203,835	
2026	\$150,000	\$145,000	Bank	Rollover								
	Total = \$295,000											
	\$150,000	\$145,000	Remaining Funds 2026 Annual Subtotals:									
2027	\$300,000	\$145,000	AIP/BIL	ODO 2: Reconstruct Apron (Design) AIP portion:	\$118,889	\$107,000				\$11,889		
			AIP/BIL	ODO 2: Reconstruct Apron (Design) BIL portion:	\$161,111		\$145,000		\$16,111			
	Total = \$445,000											
	\$193,000		Remaining Funds 2027 Annual Subtotals:			\$280,000	\$107,000	\$145,000			\$28,000	
2028	\$343,000		AIP	ODO 2: Reconstruct Apron (Construct)	\$5,928,355	\$343,000		\$4,992,520		\$592,836		
	Total = \$343,000											
			Remaining Funds 2028 Annual Subtotals:			\$5,928,355	\$343,000		\$4,992,519		\$592,835	
2029	\$150,000		AIP	ODO 3: Reconstruct Taxiway (Taxilanes) (Design)	\$166,667	\$150,000				\$16,667		
	Total = \$150,000											
			Remaining Funds 2029 Annual Subtotals:			\$166,667	\$150,000				\$16,666	
5 Year CIP Totals:					\$8,413,372	\$750,000	\$739,000					\$841,336

SPONSOR SIGNATURE: _____

Bonnie A. White

DATE: 09/23/2023

Drawing Name: I:\A\GENAIRPORTS\OKLAHOMA\Shawnee Regional (SNL)\ACIP\FY 2025-2029 ACIP\ODO Sketches\SNL ODO DRAWINGS.dwg Sep 15 2023 - 8:53am



CITY OF SHAWNEE, OKLAHOMA
SHAWNEE REGIONAL AIRPORT
SHAWNEE, OKLAHOMA

LOCHNER
6301 Waterford Blvd. | Suite 310 | Oklahoma City, Oklahoma 73118
P 405.748.6651 | www.hwlochner.com

PROJECT NO.	
DRAWN BY LFC	DATE 09/12/2022
CHECKED BY FJB	DATE 09/12/2022
DESIGNED BY LFC	DATE 09/12/2022
REVISIONS	DATE
OVERALL DEVELOPMENT OBJECTIVES	
1	

AIRPORT				1. SPONSOR INFORMATION			
Shawnee Regional Airport (SNL)				Mayor (or Authorized Representative) Ed Bolt, Mayor		Term Expiration 2024	
			LOCAL PRIORITY NUMBER 1	Physical Street Address (no PO Box) 16 West 9 th St.			
				City Shawnee		State OK	Zip 74801
				Phone 405-878-1601	Fax	E-mail	
2. LOCAL CONTACT INFORMATION				3. CONSULTANT INFORMATION			
Name Bonnie Wilson		Title/Position Airport Manager		Company/Firm Name Lochner			
Phone Number 405-878-1532		Fax		Point of Contact Kirk D. Evans, PE		Phone 405-418-5881	
Alternate Phone	E-mail Bonnie.Wilson@shawneecok.org			Fax	E-mail kevans@hwlochner.com		
Mailing Address 2202 Airport Drive				Mailing Address 6301 Waterford Blvd., Suite 310			
City Shawnee		State OK	Zip 74804	City Oklahoma City		State OK	Zip 73118
4. OVERALL DEVELOPMENT OBJECTIVE (ODO)							
State the Overall Development Objective (ODO) as described in FAA Order 5100.39A, paragraph 7 and Appendix 6. Reconstruct Taxilanes (Construction)							
NOTE: For a development project to be considered eligible for federal funding, the development must be shown on an approved Airport Layout Plan (ALP) or Airport Layout Drawing (ALD) and have a favorable environmental determination.							
4a. ODO COMPONENT WORK ITEMS							
List all component work items associated with ODO execution						Estimated Cost	
Preliminary Expense						\$5,000	
Project Inspection Fees						\$220,000	
Construction and Project Improvement						\$1,813,350	
ODO Estimated Total Cost						\$2,038,350	
4b. ODO PROJECT/PHASE DRAWING/SKETCH							
Attach an 8½"x11" or 11"x17" sketch depicting the limits of each proposed development project/phase in relation to the airport. Shading, hatching or color-coding a reduced Airport Layout Plan (ALP) is ideal. For projects involving land acquisition, attach a copy of the airport's property map (Exhibit A) identifying the parcel(s) and/or easement(s) to be acquired. – See Attachment							
4c. ODO PROJECT/PHASE JUSTIFICATION							
Attach FAA Form 5100-100 PART IV – PROGRAM NARRATIVE (or its equivalent) describing the need, method of accomplishment and benefit expected.							
5. IMPACTS							
Describe impacts to navigational aids, approach procedures, environmental concerns, utilities etc. associated with ODO execution. No impacts to navigational aids, approach procedures, environmental concerns, or utilities are anticipated with the execution of this ODO.							
6. COST ESTIMATE							
For each component work item listed above that the Sponsor is pursuing receipt of a federal grant in the upcoming federal fiscal year, attach FAA Form 5100-100 PART III – BUDGET INFORMATION – CONSTRUCTION, SECTION B -CALCULATION OF FEDERAL							

Completed By: Kirk D. Evans, PE
(Print Name)

Date: September 29, 2023

FOR FAA USE

Date Received: _____

Date Loaded: _____

Program Manager's Initials: _____

PART IV
PROGRAM NARRATIVE

(Suggested Format)

DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

OMB NO. 2120-0569

PROJECT: Reconstruct Taxilanes (Construction)

AIRPORT: Shawnee Regional Airport (SNL), Shawnee, Oklahoma

1. Objective:

The objective of this project is to reconstruct various taxilanes that grant access to existing publicly owned hangar buildings. The existing taxilanes have been properly maintained over the course of their service life through the pavement management program. The pavement has begun exhibiting major cracking and signs of base failure, and the increased efforts to preserve their integrity have become increasingly challenging. The reconstruction of the taxilane pavements will address the base failures and provide a new service life to the pavement.

2. Benefits Anticipated:

This project will provide a new service life to the taxilane pavements. Safety to taxing aircraft will be increased by the elimination FOD due to a raveling pavement.

3. Approach: *(See approved Scope of Work in final Application)*

The design is planned for 2024 and construction is planned for 2025.

4. Geographic Location:

The proposed improvements will take place at the Shawnee Regional Airport, Pottawatomie County, Oklahoma

5. If Applicable, Provide Additional Information:

6: Sponsor's Representative: *(incl. address & tel. no.)*

Lochner
Kirk D. Evans, PE
6301 Waterford Blvd., Suite 310
Oklahoma City, OK 73118
405-418-5881

PART III - BUDGET INFORMATION - CONSTRUCTION**SECTION A - GENERAL**

1. Federal Domestic Assistance Catalog No..... 20.106
2. Functional or Other Breakout Airport Improvement Program

SECTION B -CALCULATION OF FEDERAL GRANT

Cost Classification	Use only for revisions		Total Amount Required
	Latest Approved Amount	Adjustment + or (-)	
1. Administrative expense	\$	\$	
2. Preliminary expense			\$5,000
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			
5. Other Architectural engineering fees			
6. Project inspection fees			\$220,000
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			\$1,813,350
12. Equipment			
13. Miscellaneous			
14. Total (Lines 1 through 13)			\$2,038,350
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			\$2,038,350
17. Less: Ineligible Exclusions			
18. Add: Contingencies			
19. Total Project Amt. (Excluding Rehabilitation Grants)			\$2,038,350
20. Federal Share requested of Line 19			\$1,834,515
21. Add Rehabilitation Grants Requested (100 Percent)			
22. Total Federal grant requested (lines 20 & 21)			\$1,834,515
23. Grantee share			\$203,835
24. Other shares			
25. Total Project (Lines 22, 23 & 24)	\$	\$	\$2,038,350

SHAWNEE REGIONAL AIRPORT SHAWNEE, OKLAHOMA

TAXILANES RECONSTRUCTION

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

September 14, 2023

I:\AVI\GEN\AIRPORTS\OKLAHOMA\Shawnee Regional (SNL)\ACI\FY 2025-2029 ACI\Estimates\Shawnee 2025-2029 Estimates.xls\Taxilane Rehab

TAXILANES RECONSTRUCTION

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	TEMP	Temporary Marking & Barricades	1	L.S.	\$ 25,000.00	\$ 25,000.00
2	C-102	Temporary Erosion Control	1	L.S.	\$ 70,000.00	\$ 70,000.00
3	C-105	Mobilization	1	L.S.	\$ 550,000.00	\$ 550,000.00
4	P-101	Pavement Removal	19,000	S.Y.	\$ 25.00	\$ 475,000.00
5	P-101	Full Depth Saw Cut	40	L.F.	\$ 15.00	\$ 600.00
6	P-101	Removal of Existing Drainage Structures	1	L.S.	\$ 10,000.00	\$ 10,000.00
7	P-152	Unclassified Excavation	15,000	C.Y.	\$ 35.00	\$ 525,000.00
8	P-152	Unsuitable Subgrade Removal and Replacement	1,500	C.Y.	\$ 45.00	\$ 67,500.00
9	P-219	Aggregate Base	22,350	S.Y.	\$ 40.00	\$ 894,000.00
1	P-501	PCC Pavement	21,550	S.Y.	\$ 130.00	\$ 2,801,500.00
10	P-620	Yellow Reflectorized Pavement Marking	3,000	S.F.	\$ 5.00	\$ 15,000.00
11	P-620	Black Non-Reflectorized Pavement Marking	6,000	S.F.	\$ 4.00	\$ 24,000.00
12	D-701	24" Polypropylene Pipe	600	L.F.	\$ 350.00	\$ 210,000.00
13	D-705	Perforated Underdrain (4")	3,620	L.F.	\$ 45.00	\$ 162,900.00
14	D-705	Non-Perforated Outlet Pipe (4")	500	L.F.	\$ 50.00	\$ 25,000.00
15	D-705	Underdrain Cleanout Riser	10	EA	\$ 1,500.00	\$ 15,000.00
16	D-705	Splash Pad	7	EA	\$ 2,000.00	\$ 14,000.00
17	D-751	Area Inlet	5	EA	\$ 20,000.00	\$ 100,000.00
18	T-901	Seeding	8	AC	\$ 2,500.00	\$ 20,000.00
19	T-901	Temporary Seeding	8	AC	\$ 1,500.00	\$ 12,000.00
20	T-908	Manufactured Mulch	8	AC	\$ 3,500.00	\$ 28,000.00
						\$ 6,044,500.00

AREA

CONSTRUCTION COST PER AREA AVERAGED BREAKOUT

ODO 1 NW-SE T-Hangar	\$ 1,511,125.00	
ODO 1 Box Hangars	\$ 302,225.00	\$ 1,813,350.00
ODO 3 SW-NE T-Hangar	\$ 1,934,240.00	
ODO 3 South 35'-Wide Taxilane	\$ 1,813,350.00	\$ 3,747,590.00
ODO 4 North 35'-Wide Taxilane	\$ 483,560.00	\$ 483,560.00

ODO 1		
	EST. CONSTRUCTION COST	\$ 1,813,350.00
	EST. CONSTRUCTION OBSERVATION / INSPECTION	\$ 220,000.00
	EST. ENGINEERING BASIC	\$ 161,667.00
	EST. PRELIMINARY EXPENSE	\$ 5,000.00
	TOTAL EST. PROJECT COST	\$ 2,200,017.00

AIRPORT				1. SPONSOR INFORMATION			
Shawnee Regional Airport (SNL)				Mayor (or Authorized Representative) Ed Bolt, Mayor		Term Expiration 2024	
			LOCAL PRIORITY NUMBER 2	Physical Street Address (no PO Box) 16 West 9 th St.			
				City Shawnee		State OK	Zip 74801
				Phone 405-878-1601	Fax	E-mail	
2. LOCAL CONTACT INFORMATION				3. CONSULTANT INFORMATION			
Name Bonnie Wilson		Title/Position Airport Manager		Company/Firm Name Lochner			
Phone Number 405-878-1532		Fax		Point of Contact Kirk D. Evans, PE		Phone 405-418-5881	
Alternate Phone	E-mail Bonnie.Wilson@shawneecok.org			Fax	E-mail kevans@hwlochner.com		
Mailing Address 2202 Airport Drive				Mailing Address 6301 Waterford Blvd., Suite 310			
City Shawnee		State OK	Zip 74804	City Oklahoma City		State OK	Zip 73118
4. OVERALL DEVELOPMENT OBJECTIVE (ODO)							
State the Overall Development Objective (ODO) as described in FAA Order 5100.39A, paragraph 7 and Appendix 6. Reconstruct Apron							
NOTE: For a development project to be considered eligible for federal funding, the development must be shown on an approved Airport Layout Plan (ALP) or Airport Layout Drawing (ALD) and have a favorable environmental determination.							
4a. ODO COMPONENT WORK ITEMS							
List all component work items associated with ODO execution						Estimated Cost	
Preliminary Expense						\$10,000	
Engineering Basic Fees						\$275,000	
Project Inspection Fees						\$300,000	
Construction and Project Improvement						\$5,623,355	
ODO Estimated Total Cost						\$6,208,355	
4b. ODO PROJECT/PHASE DRAWING/SKETCH							
Attach an 8½"x11" or 11"x17" sketch depicting the limits of each proposed development project/phase in relation to the airport. Shading, hatching or color-coding a reduced Airport Layout Plan (ALP) is ideal. For projects involving land acquisition, attach a copy of the airport's property map (Exhibit A) identifying the parcel(s) and/or easement(s) to be acquired. – See Attachment							
4c. ODO PROJECT/PHASE JUSTIFICATION							
Attach FAA Form 5100-100 PART IV – PROGRAM NARRATIVE (or its equivalent) describing the need, method of accomplishment and benefit expected.							
5. IMPACTS							
Describe impacts to navigational aids, approach procedures, environmental concerns, utilities etc. associated with ODO execution. No impacts to navigational aids, approach procedures, environmental concerns, or utilities are anticipated with the execution of this ODO.							
6. COST ESTIMATE							
For each component work item listed above that the Sponsor is pursuing receipt of a federal grant in the upcoming federal fiscal year, attach FAA Form 5100-100 PART III – BUDGET INFORMATION – CONSTRUCTION, SECTION B -CALCULATION OF FEDERAL							

Completed By: Kirk D. Evans, PE
(Print Name)

Date: September 29, 2023

FOR FAA USE

Date Received: _____ Date Loaded: _____ Program Manager's Initials: _____

PART IV
PROGRAM NARRATIVE

(Suggested Format)

DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

OMB NO. 2120-0569

PROJECT: Reconstruct Apron

AIRPORT: Shawnee Regional Airport (SNL), Shawnee, Oklahoma

1. Objective:

The objective will fund the reconstruction and expansion of the main apron west of the terminal to provide additional space for aircraft parking, accommodate the increased use of the general aviation facilities, and repair the existing pavement. The apron last received maintenance in 2008 and was originally reconstructed in 1995. The pavement has been determined to be rapidly approaching the end of its anticipated service life.

2. Benefits Anticipated:

Reconstruction of the apron will provide a new service life, as well as a reduction in FOD related safety issues. The apron expansion will accommodate the increasing number of aircraft that use the airport, as the existing apron has been considered undersized for the amount of traffic that the airport has seen for decades.

3. Approach: *(See approved Scope of Work in final Application)*

The design is planned for 2027 and construction is planned for 2028.

4. Geographic Location:

The proposed improvements will take place at the Shawnee Regional Airport, Pottawatomie County, Oklahoma

5. If Applicable, Provide Additional Information:

6: Sponsor's Representative: *(incl. address & tel. no.)*

Lochner
Kirk D. Evans, PE
6301 Waterford Blvd., Suite 310
Oklahoma City, OK 73118
405-418-5881

PART III - BUDGET INFORMATION - CONSTRUCTION**SECTION A - GENERAL**

1. Federal Domestic Assistance Catalog No..... 20.106
2. Functional or Other Breakout Airport Improvement Program

SECTION B -CALCULATION OF FEDERAL GRANT

Cost Classification	Use only for revisions		Total Amount Required
	Latest Approved Amount	Adjustment + or (-)	
1. Administrative expense	\$	\$	
2. Preliminary expense			\$10,000
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			\$275,000
5. Other Architectural engineering fees			
6. Project inspection fees			\$300,000
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			\$5,623,355
12. Equipment			
13. Miscellaneous			
14. Total (Lines 1 through 13)			\$6,208,355
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			\$6,208,355
17. Less: Ineligible Exclusions			
18. Add: Contingencies			
19. Total Project Amt. (Excluding Rehabilitation Grants)			\$6,208,355
20. Federal Share requested of Line 19			\$5,587,519
21. Add Rehabilitation Grants Requested (100 Percent)			
22. Total Federal grant requested (lines 20 & 21)			\$5,587,519
23. Grantee share			\$620,836
24. Other shares			
25. Total Project (Lines 22, 23 & 24)	\$	\$	\$6,208,355

SHAWNEE REGIONAL AIRPORT SHAWNEE, OKLAHOMA

APRON RECONSTRUCTION

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

September 14, 2023

I:\AVI\GENAIRPORTS\OKLAHOMA\Shawnee Regional (SNL)\ACIP\FY 2025-2029 ACIP\Estimates\Shawnee 2025-2029 Estimates.xls\Taxilane Rehab

APRON RECONSTRUCTION

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
1	TEMP	Temporary Marking & Barricades	1	L.S.	\$ 10,000.00	\$ 10,000.00
2	C-102	Temporary Erosion Control	1	L.S.	\$ 30,000.00	\$ 30,000.00
3	C-105	Mobilization	1	L.S.	\$ 500,000.00	\$ 500,000.00
4	P-101	Pavement Removal	11,000	S.Y.	\$ 20.00	\$ 220,000.00
5	P-101	Full Depth Saw Cut	600	L.F.	\$ 7.00	\$ 4,200.00
6	P-101	Relocate Apron Lighting	1	L.S.	\$ 100,000.00	\$ 100,000.00
7	P-152	Unclassified Excavation	12,000	C.Y.	\$ 35.00	\$ 420,000.00
8	P-152	Unsuitable Subgrade Removal and Replacement	1,200	C.Y.	\$ 40.00	\$ 48,000.00
9	P-219	Geofabric	19,400	S.Y.	\$ 11.00	\$ 213,400.00
10	P-219	Aggregate Base	19,400	S.Y.	\$ 40.00	\$ 776,000.00
11	P-501	PCC Pavement	19,300	S.Y.	\$ 150.00	\$ 2,895,000.00
12	Tie	Tie Downs	45	EA	\$ 1,800.00	\$ 81,000.00
13	P-620	Yellow Reflectorized Pavement Marking	355	S.F.	\$ 5.00	\$ 1,775.00
14	P-620	Black Non-Reflectorized Pavement Marking	745	S.F.	\$ 4.00	\$ 2,980.00
15	D-701	24" Polypropylene Pipe	200	L.F.	\$ 350.00	\$ 70,000.00
16	D-705	Perforated Underdrain (4")	3,120	L.F.	\$ 45.00	\$ 140,400.00
17	D-705	Non-Perforated Outlet Pipe (4")	480	L.F.	\$ 50.00	\$ 24,000.00
18	D-705	Underdrain Cleanout Riser	8	EA	\$ 1,600.00	\$ 12,800.00
19	D-705	Splash Pad	8	EA	\$ 2,100.00	\$ 16,800.00
20	D-751	Area Inlet	2	EA	\$ 21,000.00	\$ 42,000.00
21	T-901	Seeding	2	AC	\$ 2,500.00	\$ 5,000.00
22	T-901	Temporary Seeding	2	AC	\$ 1,500.00	\$ 3,000.00
23	T-908	Manufactured Mulch	2	AC	\$ 3,500.00	\$ 7,000.00

EST. CONSTRUCTION COST	\$ 5,623,355.00
EST. CONSTRUCTION OBSERVATION / INSPECTION	\$ 300,000.00
EST. ENGINEERING BASIC	\$ 275,000.00
EST. PRELIMINARY EXPENSE	\$ 10,000.00
TOTAL EST. PROJECT COST	\$ 6,208,355.00

AIRPORT				1. SPONSOR INFORMATION			
Shawnee Regional Airport (SNL)				Mayor (or Authorized Representative) Ed Bolt, Mayor		Term Expiration 2024	
			LOCAL PRIORITY NUMBER 3	Physical Street Address (no PO Box) 16 West 9 th St.			
				City Shawnee		State OK	Zip 74801
				Phone 405-878-1601	Fax	E-mail	
2. LOCAL CONTACT INFORMATION				3. CONSULTANT INFORMATION			
Name Bonnie Wilson		Title/Position Airport Manager		Company/Firm Name Lochner			
Phone Number 405-878-1532		Fax		Point of Contact Kirk D. Evans, PE		Phone 405-418-5881	
Alternate Phone	E-mail Bonnie.Wilson@shawneecok.org			Fax	E-mail kevans@hwlochner.com		
Mailing Address 2202 Airport Drive				Mailing Address 6301 Waterford Blvd., Suite 310			
City Shawnee		State OK	Zip 74804	City Oklahoma City		State OK	Zip 73118
4. OVERALL DEVELOPMENT OBJECTIVE (ODO)							
State the Overall Development Objective (ODO) as described in FAA Order 5100.39A, paragraph 7 and Appendix 6. Reconstruct Taxiway (Taxilanes) (Design)							
NOTE: For a development project to be considered eligible for federal funding, the development must be shown on an approved Airport Layout Plan (ALP) or Airport Layout Drawing (ALD) and have a favorable environmental determination.							
4a. ODO COMPONENT WORK ITEMS							
List all component work items associated with ODO execution						Estimated Cost	
Preliminary Expense						\$5,000	
Engineering Basic Fees						\$161,667	
ODO Estimated Total Cost						\$166,667	
4b. ODO PROJECT/PHASE DRAWING/SKETCH							
Attach an 8½"x11" or 11"x17" sketch depicting the limits of each proposed development project/phase in relation to the airport. Shading, hatching or color-coding a reduced Airport Layout Plan (ALP) is ideal. For projects involving land acquisition, attach a copy of the airport's property map (Exhibit A) identifying the parcel(s) and/or easement(s) to be acquired. – See Attachment							
4c. ODO PROJECT/PHASE JUSTIFICATION							
Attach FAA Form 5100-100 PART IV – PROGRAM NARRATIVE (or its equivalent) describing the need, method of accomplishment and benefit expected.							
5. IMPACTS							
Describe impacts to navigational aids, approach procedures, environmental concerns, utilities etc. associated with ODO execution. No impacts to navigational aids, approach procedures, environmental concerns, or utilities are anticipated with the execution of this ODO.							
6. COST ESTIMATE							
For each component work item listed above that the Sponsor is pursuing receipt of a federal grant in the upcoming federal fiscal year, attach FAA Form 5100-100 PART III – BUDGET INFORMATION – CONSTRUCTION, SECTION B -CALCULATION OF FEDERAL							

Completed By: Kirk D. Evans, PE
(Print Name)

Date: September 29, 2023

FOR FAA USE

Date Received: _____

Date Loaded: _____

Program Manager's Initials: _____

PART IV
PROGRAM NARRATIVE

(Suggested Format)

DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

OMB NO. 2120-0569

PROJECT: Reconstruct Taxiway (Taxilanes) (Design)

AIRPORT: Shawnee Regional Airport (SNL), Shawnee, Oklahoma

1. Objective:

The objective of this project is to reconstruct various taxilanes that grant access to existing publicly owned hangar buildings. The existing taxilanes have been properly maintained over the course of their service life through the pavement management program. The pavement has begun exhibiting major cracking and signs of base failure, and the increased efforts to preserve their integrity have become increasingly challenging. The reconstruction of the taxilane pavements will address the base failures and provide a new service life to the pavement.

2. Benefits Anticipated:

This project will provide a new service life to the taxilane pavements. Safety to taxing aircraft will be increased by the elimination FOD due to a raveling pavement.

3. Approach: *(See approved Scope of Work in final Application)*

The design is planned for 2029 and construction is planned for 2030.

4. Geographic Location:

The proposed improvements will take place at the Shawnee Regional Airport, Pottawatomie County, Oklahoma

5. If Applicable, Provide Additional Information:

6: Sponsor's Representative: *(incl. address & tel. no.)*

Lochner
Kirk D. Evans, PE
6301 Waterford Blvd., Suite 310
Oklahoma City, OK 73118
405-418-5881

PART III - BUDGET INFORMATION - CONSTRUCTION**SECTION A - GENERAL**

1. Federal Domestic Assistance Catalog No..... 20.106
2. Functional or Other Breakout Airport Improvement Program

SECTION B -CALCULATION OF FEDERAL GRANT

Cost Classification	Use only for revisions		Total Amount Required
	Latest Approved Amount	Adjustment + or (-)	
1. Administrative expense	\$	\$	
2. Preliminary expense			\$5,000
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			\$161,667
5. Other Architectural engineering fees			
6. Project inspection fees			
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			
12. Equipment			
13. Miscellaneous			
14. Total (Lines 1 through 13)			\$166,667
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			\$166,667
17. Less: Ineligible Exclusions			
18. Add: Contingencies			
19. Total Project Amt. (Excluding Rehabilitation Grants)			\$166,667
20. Federal Share requested of Line 19			\$150,000
21. Add Rehabilitation Grants Requested (100 Percent)			
22. Total Federal grant requested (lines 20 & 21)			\$150,000
23. Grantee share			\$16,667
24. Other shares			
25. Total Project (Lines 22, 23 & 24)	\$	\$	\$166,667

CAPITAL PROJECTS UPDATE

1. STORM WATER REHABILITATION PROJECT – MAJOR MILESTONES

- a. The general contracting team, Tri-City Seal and J&J Dozer began working on the project as planned on October 23, 2023.
- b. The contractors are completing work as scheduled, in some areas more rapidly than expected. The contractors have been working with Lochner's construction inspector and staff to flex the original project plan, allowing them to address additional areas of work without impacting safety and keeping the runway open.
- c. To date, they have been working in and around the terminal, t-hangar taxilane, t-hangars, and south end of Alpha and the runway generally. Ditches and drains have been grubbed and dredged; slopes are being prepared for resodding. Abandoned pipes are being properly closed and active pipes are being repaired. The most significant challenge they have run into is the replacement of a prefabricated inlet just to the west of the runway.
- d. The upcoming areas of work will be on and adjacent to taxiway Alpha. Alpha will not be completely closed, rather we will close small sections as the work progresses to allow access to the ramp and hangars. The next major focus will be the replacement of a storm pipe, directly west of the runway, requiring full runway closure. We expect to begin working on this pipe replacement mid-December.

2. TAXILANE GUIDANCE LIGHT INSTALLATION

- a. Installation of the solar powered taxilane guidance lights is scheduled to be installed November 14th.

3. PAVEMENT CONDITION RATING

- a. Lochner and their sub-contractor Burgess will be conducting the assessment of the airfield pavements to include Runway 17-35, Taxiway Alpha, Taxiways Bravo, Delta and Echo, the Hangar Taxilane and main parking ramp to determine sub-surface conditions.
- b. Runway work will be scheduled to coincide with the storm water project. At this time, we are projecting that work to commence mid-December.
- c. A written report will be provided to both the State of Oklahoma Aeronautics Commission and the Federal Aviation Administration to support requests for funding to rehabilitate these surfaces.

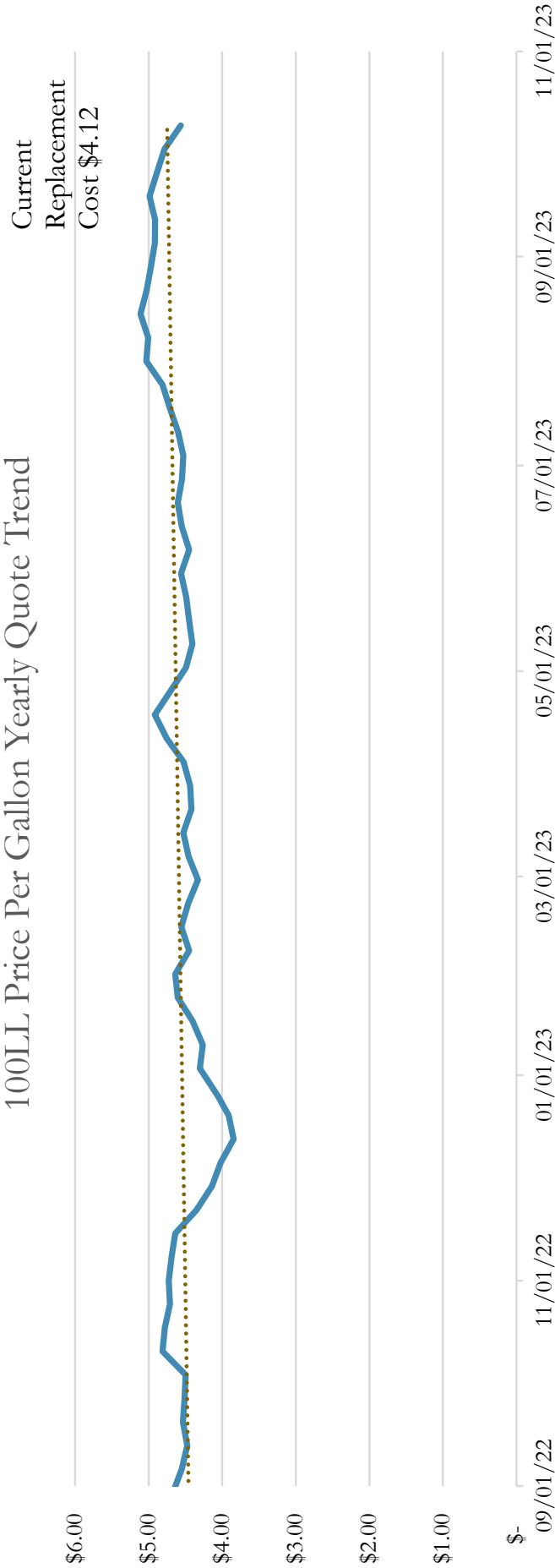
4. RAMP OVERHEAD/POLE LIGHTING UPGRADE

- a. Existing fixtures are being replaced with new LED type lights.
- b. Work began Friday, November 10th, with a scheduled completion date of Friday, November 17th.
- c. Access to the ramp will be limited but not closed to traffic.

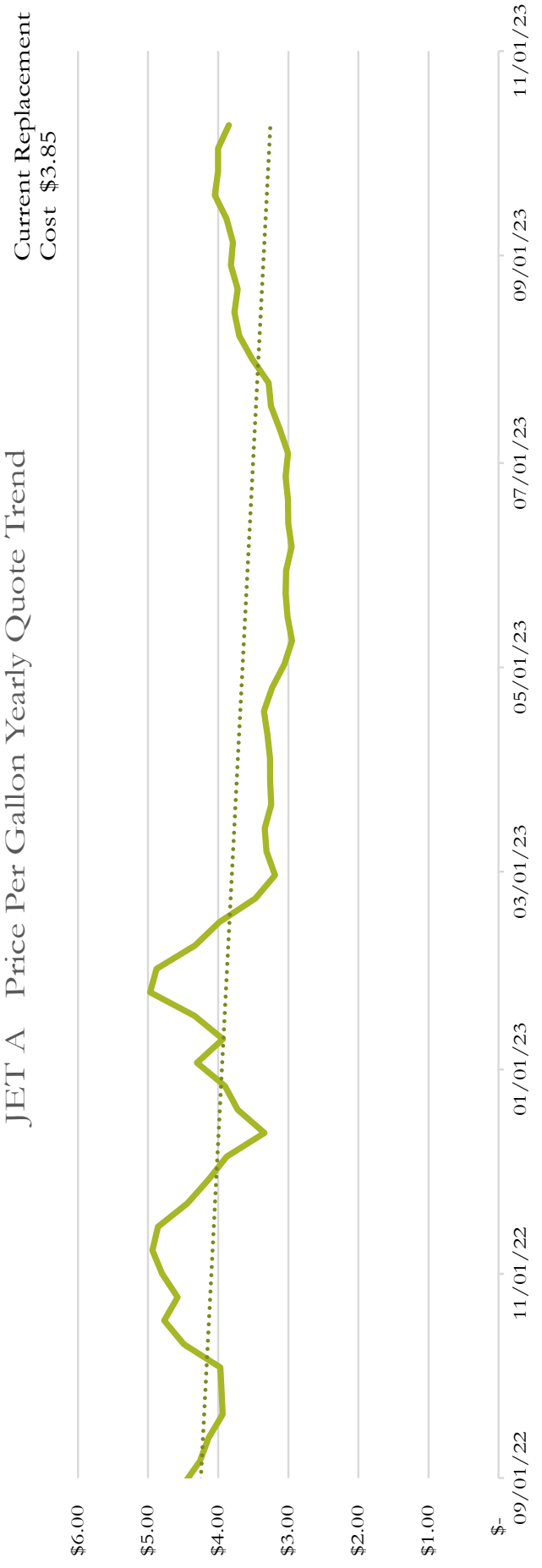
5. SPILL PREVENTION CONTROL AND COUNTERMEASURE PLAN UPDATE

- a. Updated SPCC Plan is in the final edit stage, with an expected completion date of November 30, 2023.
- b. Staff has also engaged the services of an emergency response/hazardous waste remediation contractor, Rose Rock Environmental Services, LLC of Oklahoma City, OK to; a) support the SPPC plan requirements; and b) respond to any accidents or incidents involving fuel or hazardous materials.

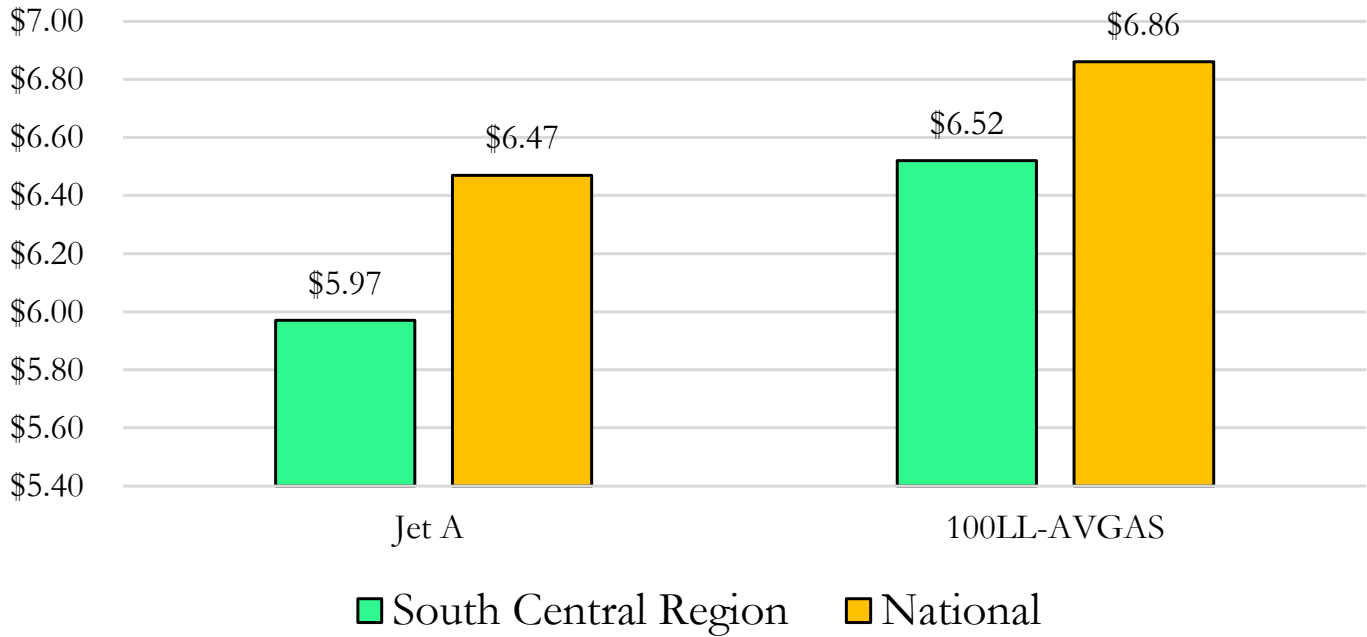
100LL Price Per Gallon Yearly Quote Trend



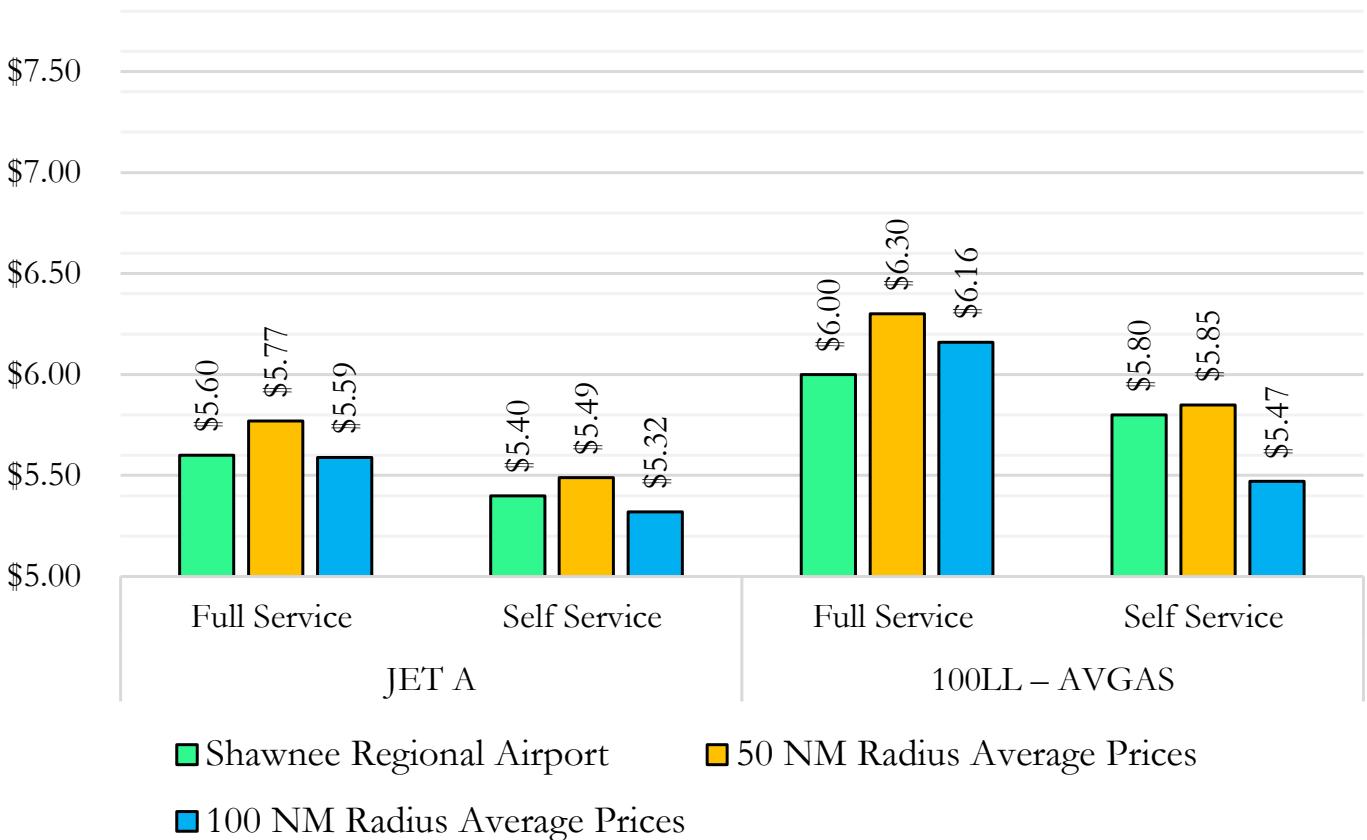
JET A Price Per Gallon Yearly Quote Trend



AVERAGE FUEL PRICES AS OF NOVEMBER 7, 2023



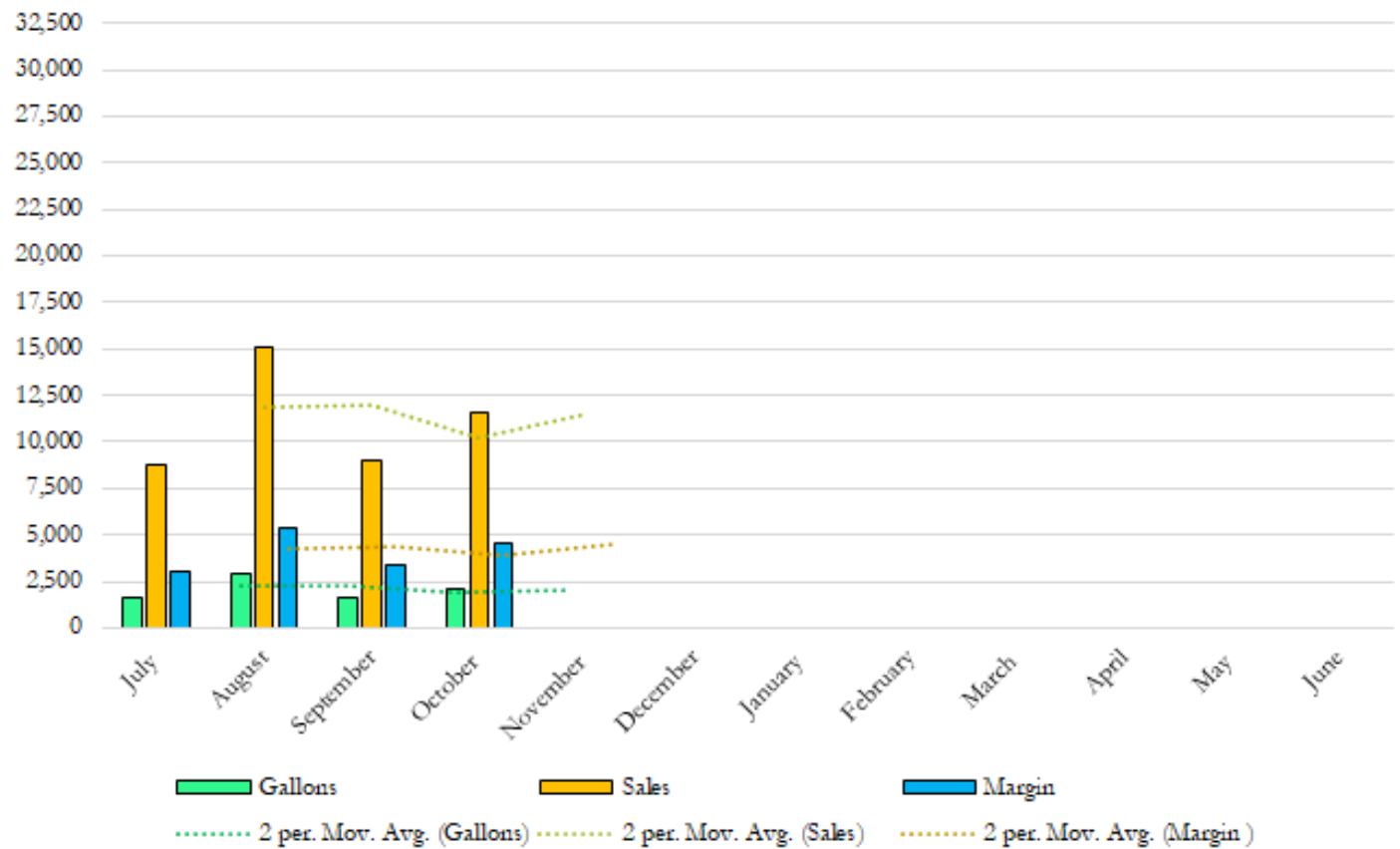
SNL AND SURROUNDING AREA AVERAGES AS OF NOVEMBER 7, 2023



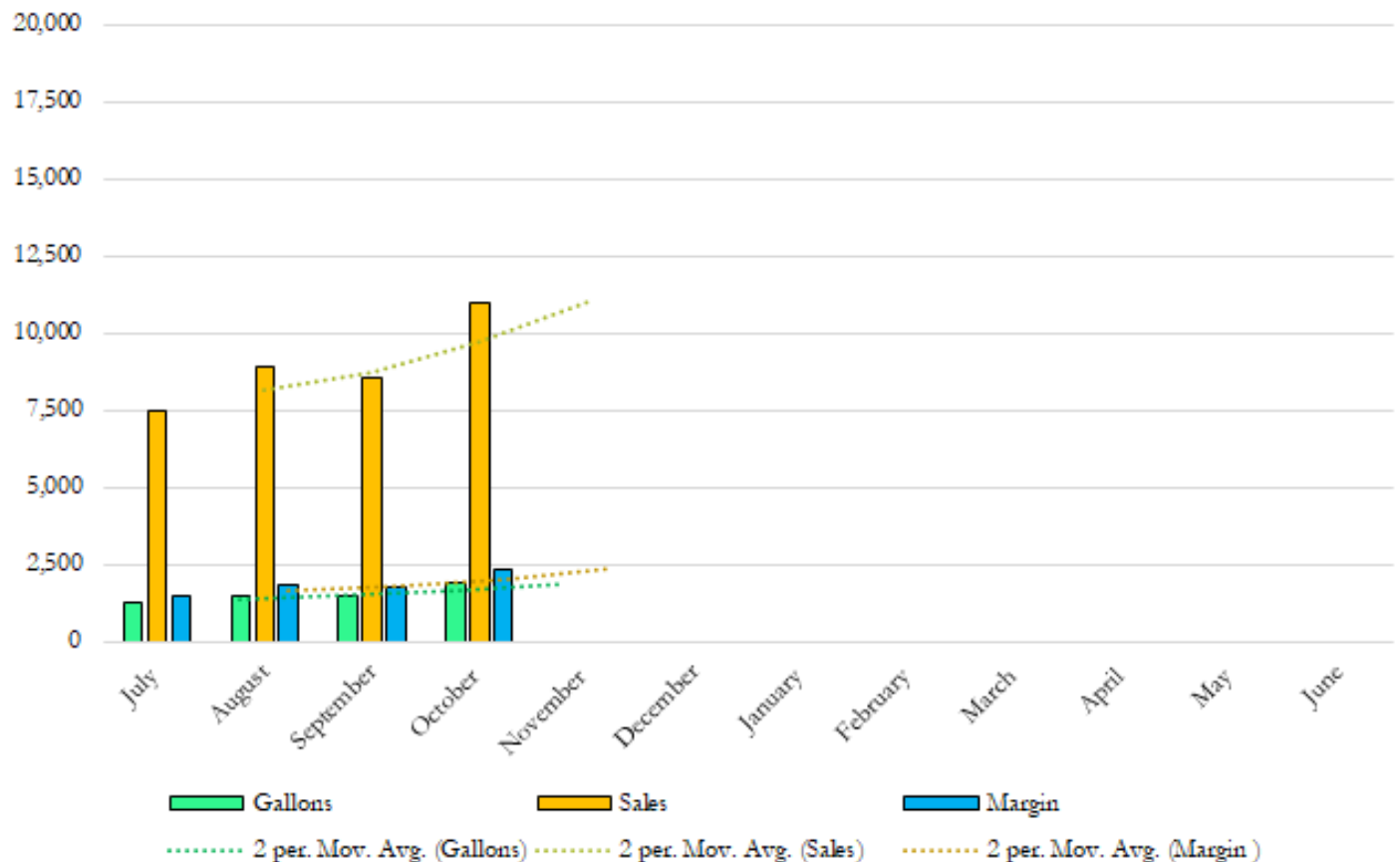
Commercial Passenger Service Airports within 100 NM of Shawnee Regional Airport								
Facility	Based Aircraft	Annual Operations	Annual GA Transient Arrivals	NM	100LL Self Serve	100LL Full Serve	Jet A Self Serve	Jet A Full Serve
Shawnee Regional Airport (SNL)	45	2,600	1,300	0	\$5.80	\$6.00	\$5.40	\$5.60
Cruise Aviation/ Westheimer (OUN)	109	63,437	7,280	30		\$6.31		\$6.33
AAR Aircraft Services (OKC)		158,764	12,740	37		\$7.14		\$5.96
Atlantic Aviation (OKC)	64	158,764	12,740	37		\$7.44		\$7.38
Atlantic Aviation (PWA)	277	73,285	16,016	41		\$7.84		\$7.11
METREA (formerly META Aerospace) (PWA)		73,285	16,016	41		\$5.30		\$4.88
Stillwater Flt Ctr (SWO)	70	99,115	6,935	56		\$5.58		\$5.94
Christiansen Aviation / Riverside (RVS)		266,463		71		\$6.53		\$5.59
Riverside Jet Center (RVS)		266,463		71				\$6.15
SBA - The Line Shack/Ardmore (ADM)	22	25,626	3,833	72	\$4.84	\$5.14		\$4.93
Atlantic Aviation (TUL)	429	127,390	18,200	82		\$7.59		\$7.53
Sparks Aviation Center (TUL)		127,390	18,200	82		\$7.30		\$5.65
United States Aviation (TUL)		127,390	18,200	82				\$5.75
Enid-Woodring Regional Airport (WDG)	91	67,265	3,120	84	\$5.30	\$5.80		\$5.24
Lawton Aviation Services / Lawton-Fort Sill (LAW)	48	34,219	5,475	99		\$6.58		\$5.65
Average Prices at 50 NM					\$5.80	\$6.67	\$5.40	\$6.21
Average Prices at 100 NM					\$5.31	\$6.50	\$5.40	\$5.98

General Aviation Airports within 100 NM of Shawnee Regional Airport								
Facility	Based Aircraft	Annual Operations (Est.) *1	Annual GA Transient Arrivals *2	NM	100LL Self Serve	100LL Full Serve	Jet A Self Serve	Jet A Full Serve
Shawnee Regional Airport (SNL)	45	2,600	1,300	0	\$5.80	\$6.00	\$5.40	\$5.60
Prague Municipal Airport (O47)	10	728	364	15	\$5.99			
Seminole Municipal (SRE)	33	1,456	728	16	\$5.80			\$5.35
Chandler Regional Airport (CQB)	11	1,144	572	26	\$6.99		\$6.65	
Goldsby (K1K4)	45	1,456	728	32	\$6.10			
City of Stroud (SUD)	10	156	78	33	\$5.99		\$5.45	
Heartland Aviation/ADA (ADH)	58	4,784	2,392	41		\$6.00		\$5.00
City of Cushing (CUH)	25	5,600	2,800	42	\$5.29	\$5.64	\$5.39	\$5.39
Crabtree Aircraft Co./Guthrie Edmond (GOK)	80	6,240	3,120	43	\$5.95	\$6.25		\$5.95
Sundance Airport (HSD)				46	\$5.65	\$5.95		\$4.60
Pauls Valley Airport (PVJ)	41	1,456	728	47	\$5.29		\$4.99	\$5.39
Legacy Aviation - Page Municipal (RCE)	56			50		\$5.80		\$5.30
Okmulgee Regional (OKM)	28	3,640	1,820	59	\$5.25		\$4.95	
Chickasha Municipal Airport (CHK)	42	2,184	1,092	60	\$5.50		\$4.50	
El Reno Regional Airport (RQO)	24	2,912	1,456	60	\$5.50	\$5.65	\$5.05	\$5.05
City of Kingfisher (KF92)		728	364	67	\$5.36			
City of Sand Springs (OWP)	65	4,368	2,184	71	\$5.20			
Brenair Aviation/McAlester (MLC)	23	2,600	1,300	73		\$5.13		\$5.66
Perry Municipal (F22)	25	1,456	728	73		\$5.40		\$4.00
Haskell Airport Inc. (2K9)				78	\$6.09			
Guest Air Inc/Hinton Municipal (K2O8)	10	416	208	79	\$5.15			
Atoka Municipal Airport (AQR)	15	370	185	80	\$5.89			
Harvey Young Airport/Tulsa (1H6)	40			82	\$6.00			
KMA Aviation LLC/Ardmore Downtown (K1F0)	47	2,184	1,092	84	\$5.00	\$5.25	\$4.65	\$4.90
5B Aviation/ Duncan (DUC)	43	2,912	1,456	84		\$6.37		\$5.65
Skiatook Municipal Airport (K2F6)	20	1,500	750	86	\$5.70			
Watonga Regional Airport (JWG)	16	728	364	90	\$5.25		\$5.25	
Davis Field Aviation/Muskogee (MKO)	90	3,640	1,820	91	\$5.45	\$6.25		\$5.55
Fuel PNC Ponca City (PNC)	53	6,240	3,120	95	\$4.80	\$5.10		\$4.80
Blackwell Airport Trust / Blackwell Tonkawa (BKN)	11	750	375	98	\$5.40			
Average Prices at 50 NM					\$5.89	\$5.94	\$5.58	\$5.32
Average Prices at 100 NM					\$5.62	\$5.75	\$5.23	\$5.21

Fiscal Year 2024 Jet A Activity



Fiscal Year 2024 100 Low Lead Activity



Revenue	Current Total Budget	Variance Favorable (Unfavorable)
FEDERAL GRANT REVENUE	\$ 876,317.00	\$ (868,037.00)
STATE GRANT REVENUE	\$ 48,684.00	\$ (48,684.00)
NON-AERONAUTICAL REVENUE	\$ 289,000.00	\$ (248,709.90)
AERONAUTICAL REVENUE	\$ 109,961.00	\$ (82,574.75)
WATER TOWER RENTAL	\$ 125,000.00	\$ (125,000.00)
INSURANCE RECOVERY	\$ -	\$ 6,425.00
OIL & LUB SALES	\$ 1,000.00	\$ (937.47)
OTHER MISC. REVENUE	\$ 100.00	\$ (92.33)
REFUNDS & REIMBURSEMENTS	\$ -	\$ 208.91
FUEL FLOWAGE FEE	\$ 150.00	\$ (150.00)
FUEL SALES	\$ 345,000.00	\$ (276,734.93)
TRANSFER FROM GENERAL FUND	\$ 230,230.00	\$ (230,230.00)
Revenue Total:	\$ 2,025,442.00	\$ (1,874,516.47)

Expense	Current Total Budget	Variance Favorable (Unfavorable)
PERSONNEL EXPENSES	\$ 285,789.52	\$ 195,096.94
OFFICE & COMPUTER SUPPLIES	\$ 500.00	\$ 448.80
FOOD & KITCHEN SUPPLIES	\$ 1,200.00	\$ 900.78
UNIFORMS AND CLOTHING	\$ 580.00	\$ 580.00
FUEL, OIL & LUBRICANTS	\$ 2,500.00	\$ 1,014.01
FUEL AND OIL FOR RESALE	\$ 800.00	\$ 800.00
CHEMICALS	\$ 200.00	\$ 200.00
MEDICAL SUPPLIES	\$ 120.00	\$ 120.00
LOW LEAD 100 OCTANE FUEL	\$ 200,000.00	\$ 200,000.00
JET A FUEL	\$ 145,000.00	\$ 120,920.53
TOOLS & MINOR EQUIPMENT	\$ 2,000.00	\$ 1,473.10
EQUIPMENT PARTS & SUPPLIES	\$ 4,000.00	\$ 3,178.56
OTHER MATERIALS & SUPPLIES	\$ 2,500.00	\$ 2,452.50
EQUIP. MAINT. CONTRACTS	\$ 9,000.00	\$ 7,000.00
REPAIR & MAINT. - BLDGS.	\$ 47,000.00	\$ 46,221.50
REPAIR & MAINT. - EQUIP.	\$ 30,300.00	\$ 24,461.02
REPAIR & MAINT.-VEHICLES	\$ 7,000.00	\$ 6,508.93
REPAIR & MAINT. - OTHER	\$ 5,000.00	\$ 4,955.00
OTHER PROFESSIONAL SERVICES	\$ 35,000.00	\$ 35,000.00
NATURAL GAS	\$ 5,500.00	\$ 3,596.32
ELECTRICITY	\$ 50,000.00	\$ 38,520.01
TELEPHONE	\$ 2,760.00	\$ 461.57
COPY USAGE EXPENSE	\$ 200.00	\$ 200.00
POSTAGE & SHIPPING	\$ 300.00	\$ 290.98
OTHER CONTRACTUAL SERVICES	\$ 500.00	\$ 500.00
MEMBERSHIPS & DUES	\$ 400.00	\$ 400.00
FILING FEES & PERMITS	\$ 100.00	\$ 100.00
BOOKS & SUBSCRIPTIONS	\$ 300.00	\$ 261.00
LEGAL ADVERTISING	\$ 500.00	\$ 500.00
PRINTING	\$ 100.00	\$ 100.00
INSURANCE	\$ 39,400.00	\$ 22,107.04
EQUIPMENT RENTAL	\$ 6,000.00	\$ -
MISC. OTHER SERV. & CHGS.	\$ 500.00	\$ 497.35
ADVERTISING & PROMOTIONS	\$ 1,500.00	\$ 1,383.31
CONTINGENCY	\$ 36,000.00	\$ 36,000.00
CAPITAL OUTLAY-BLDGS & IMPRV	\$ 1,151,263.00	\$ 1,132,088.38
LEASE PAYMENTS-EQUIPMENT	\$ 33,376.44	\$ (7,047.09)
Expense Total:	\$ 2,107,188.96	\$ 1,881,290.54