



Joint Planning Conference Federal Fiscal Year 2025-2029

Oklahoma City Airport Trust

Welcome to OKC

OKC Will Rogers International
Airport (OKC)

Wiley Post Airport (PWA)

Clarence E. Page Airport (RCE)

Federal Capital Plan by Federal Fiscal Year

2025	\$55,602,493
2026	\$8,805,627
2027	\$19,990,400
2028	\$12,077,804
2029	\$16,144,674



OKC
Will Rogers
International Airport

OKC WILL ROGERS
INTERNATIONAL
AIRPORT

**Total Federal
Capital Plan:
\$80,674,033**

Reconstruct Terminal Apron – Phase II

2025

- Continuation of the Terminal Apron project to reconstruct the concrete apron pavement that is past its useful life.
- Current issues include panel cracking from load repetition, high severity scaling, raveling of surface and joints, and other age-related distresses.



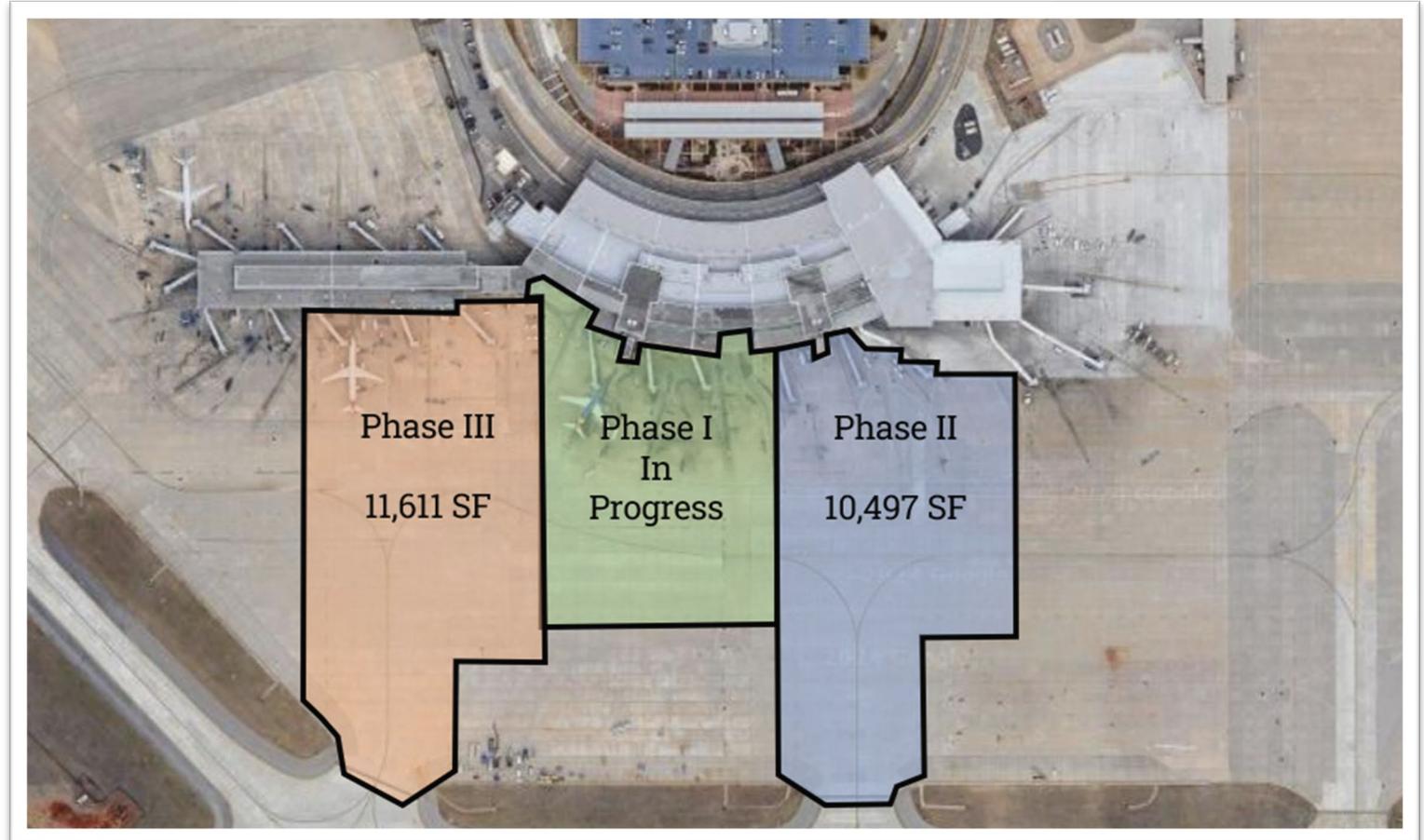
Reconstruct Terminal Apron – Phase II

2025

- New pavement will significantly reduce FOD hazards, reduce maintenance costs, and reduce gate closures for repair.
- Phase II encompasses 10,497 SF of pavement to be reconstructed adjacent to gates 20 through 24.

Total Budget

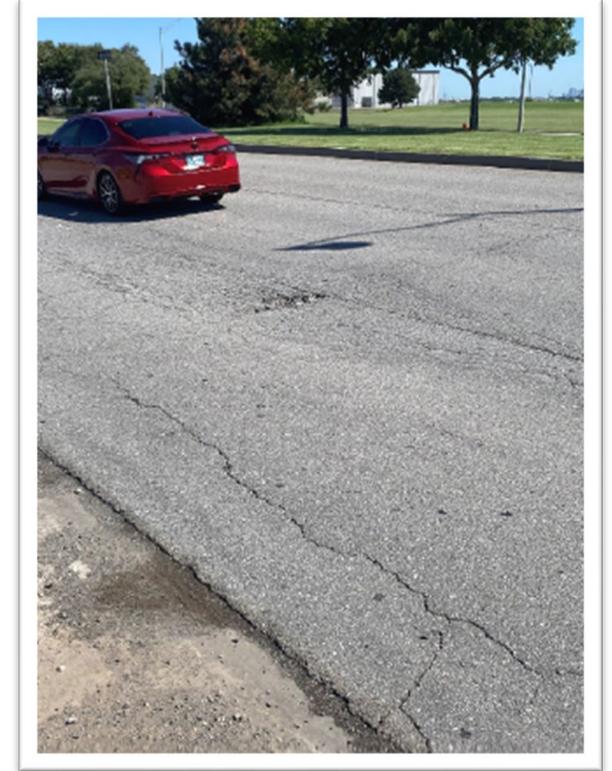
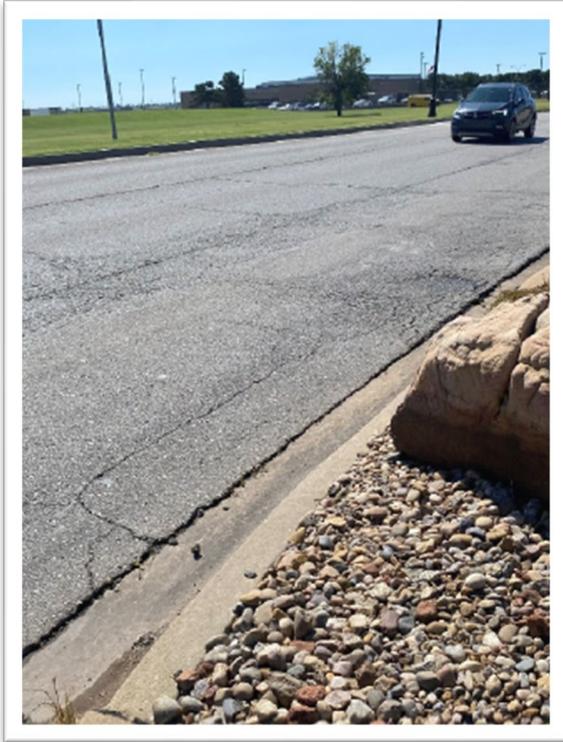
AIP - Entitlement	\$6,227,214
AIP – Req. Discretionary	\$0
AIG – Allocation	\$0
ATP	\$0
ODAA	\$0
OCAT	\$691,913
Total	\$6,919,127



**Rehabilitate
Terminal
Access
Roadways –
Phase III**

2025

- Phase III completes the pavement rehabilitation started in phase II, on the outbound in the section south of Amelia Earhart Lane.
- Asphalt pavement in the intersection has rutted and developed alligator cracking with uneven and bumpy sections affecting the customer's experience and increasing wear and tear on vehicles.



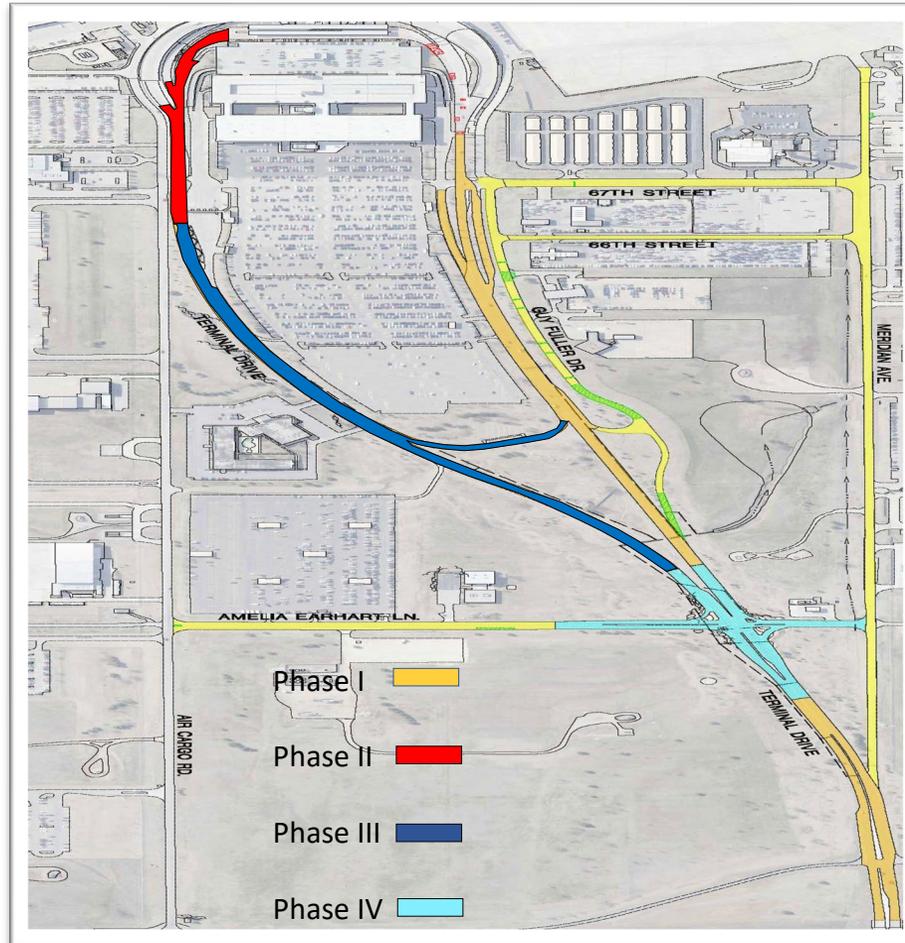
Rehabilitate Terminal Access Roadways – Phase III

2025

- Pavement repair will eliminate the need for temporary repairs that interrupt traffic flow at a critical section of the roadway that serves all passengers utilizing the terminal building, thereby also decreasing vehicle idle times and lowering wasteful emissions.
- Project consists of rehabilitation/replacement of approximately 8,800 SY of pavement, 4,400 LF of curb and gutter, and 2,000 LF of stormwater collection system pipe.

Total Budget

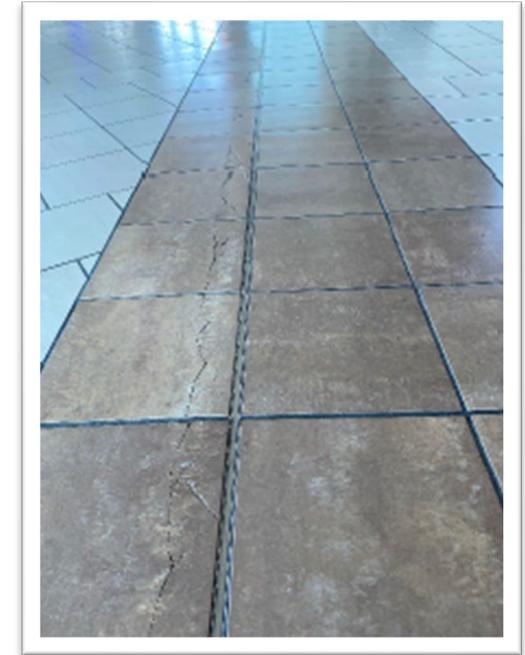
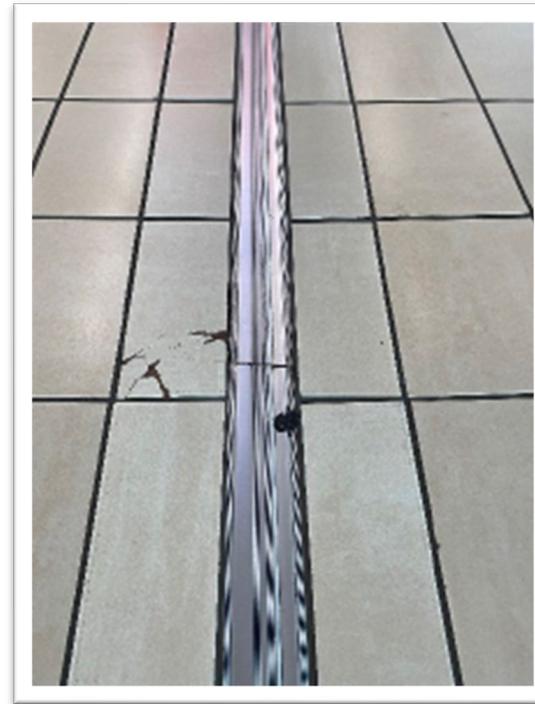
AIP - Entitlement	\$0
AIP – Req. Discretionary	\$0
AIG – Allocation	\$3,191,367
ATP	\$0
ODAA	\$0
OCAT	\$354,597
Total	\$3,545,964



Terminal Building Flooring Replacement – Phase I

2025

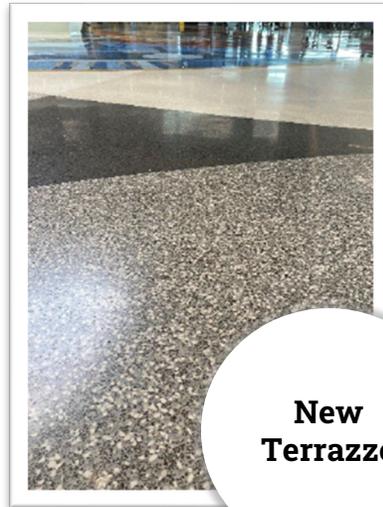
- Replace deteriorating porcelain tile flooring with terrazzo.
- The existing tiles are prone to frequent cracking and breaking.
- The current flooring generates significant noise, which contributes to stress, reduces communication effectiveness, and negatively impacts the overall traveler experience.
- The current tile style has been discontinued leading to an aesthetically displeasing mismatched look throughout the terminal.



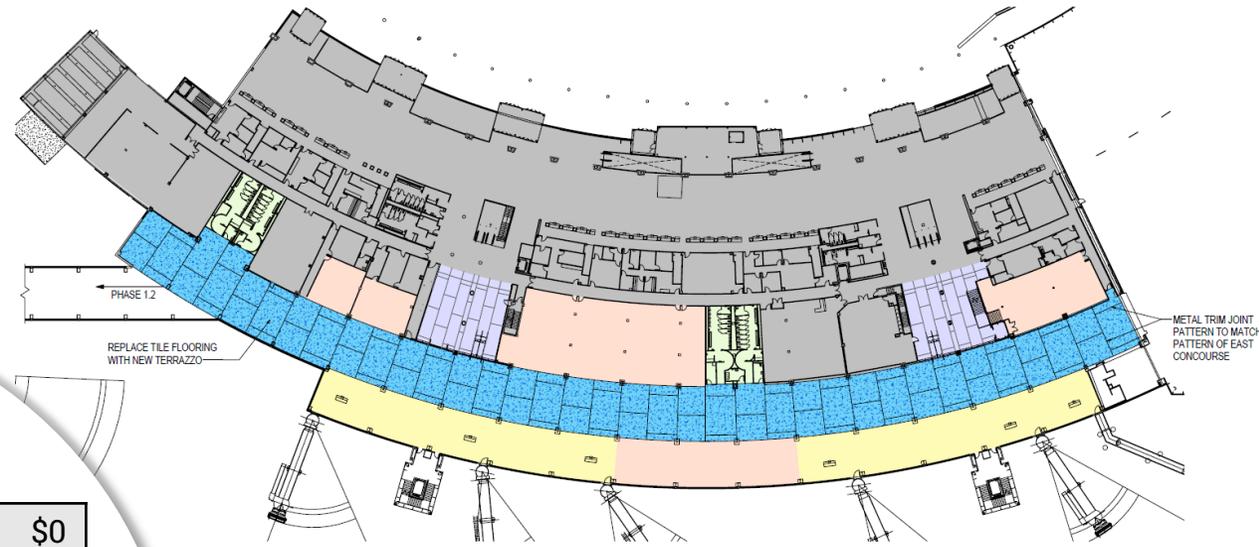
Terminal Building Flooring Replacement – Phase I

2025

- Terrazzo is a non-slip, highly durable flooring that resists heavy foot traffic, rolling luggage, and equipment movement. This durability means it can last for decades, often outlasting other flooring options.
- The smooth, seamless, ADA-compliant design ensures easier navigation for wheelchairs and other mobility aids.
- Provides an easy to clean hypoallergenic and hygienic surface.
- Phase I consists of the second level airside of the terminal with a total of 44,700 SF.

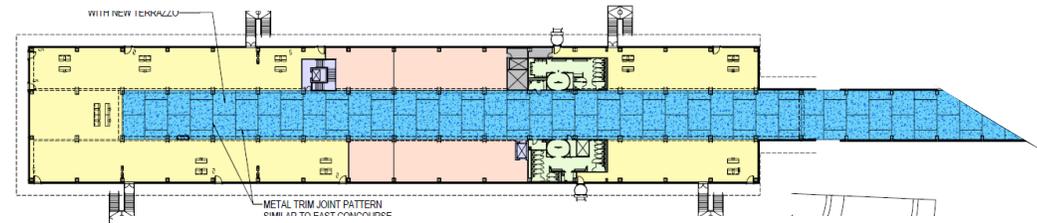


New Terrazzo



PLAN LEGEND	
	NEW TERRAZZO FLOORING
	PUBLIC RESTROOMS
	RETAIL / RESTAURANT
	CRITICAL EGRESS & CIRCULATION
	CRITICAL AIRLINE SPACE (HOLDROOMS, BAGGAGE CLAIM, TICKETING, ETC.)

1 PACKAGE 1, PHASE 1.1 - AIRSIDE SECOND FLOOR, CENTRAL CONCOURSE
SCALE: 1" = 20'-0"



2 PACKAGE 1, PHASE 1.2 - AIRSIDE SECOND FLOOR, WEST CONCOURSE
SCALE: 1" = 20'-0"

Total Budget

AIP - Entitlement	\$0
AIP – Req. Discretionary	\$0
AIG – Allocation	\$2,857,562
ATP	\$0
ODAA	\$0
OCAT	\$317,507
Total	\$3,175,069

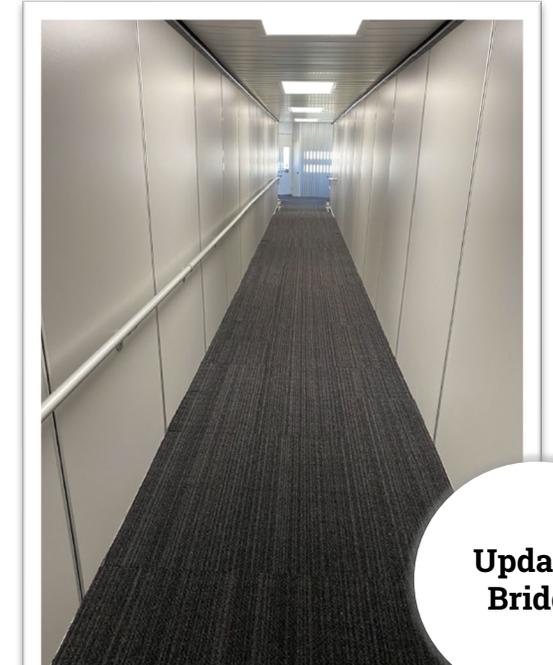
Passenger Boarding Bridges Replacement – Phase III

2025

- Final phase of the Passenger Boarding Bridges project to replace remaining outdated bridges.
- New bridges will improve passenger experience, operational efficiency, reduce maintenance downtime, improve reliability, and provide modernized features.
- New bridges will be adaptable to newer aircraft types ensuring continued compatibility and serve a broader range of aircraft as airlines' needs continue to evolve.
- Six bridges replaced at 128 LF each, totaling 768 LF.
- OCAT has applied for \$7,695,000 in ATP funds. Remaining \$2,851,971 will be funded by OCAT.



Current Bridge



Updated Bridge

Total Budget

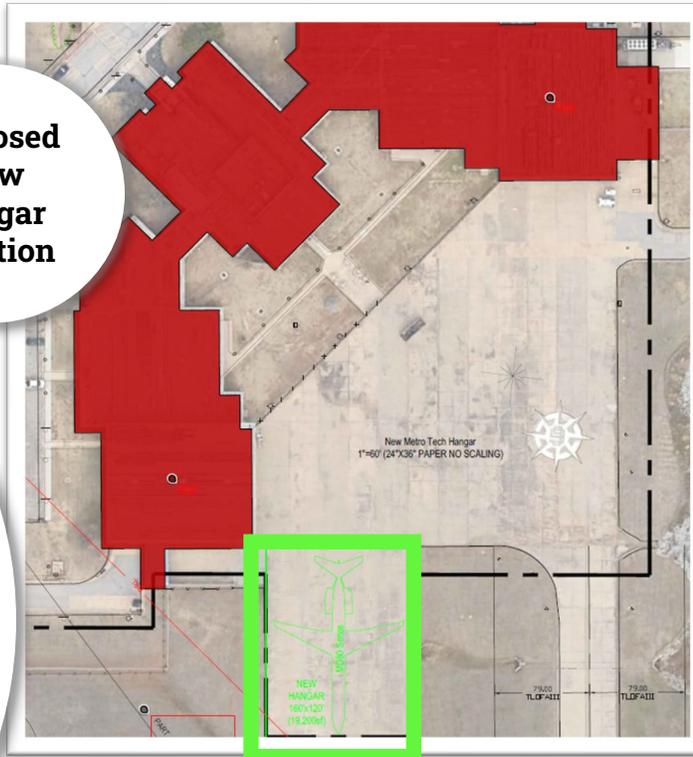
AIP - Entitlement	\$0
AIP – Req. Discretionary	\$0
AIG – Allocation	\$0
ATP	\$7,695,000
ODAA	\$0
OCAT	\$2,851,971
Total	\$10,546,971

Metro Tech Hangar

2025

- Design and construction of a new 20,000 SF hangar for the Metro Tech Campus at OKC Will Rogers International Airport.
- Provide cover for the MD-80 aircraft used for maintenance and training purposes.
- Reduce maintenance costs and prolong the life of the MD-80 aircraft by providing protection from harsh and inclement weather.
- Improve the quality of educational experience for staff and students by removing added stress that harsh and inclement weather can bring to the learning environment.

Proposed New Hangar Location



MD-80



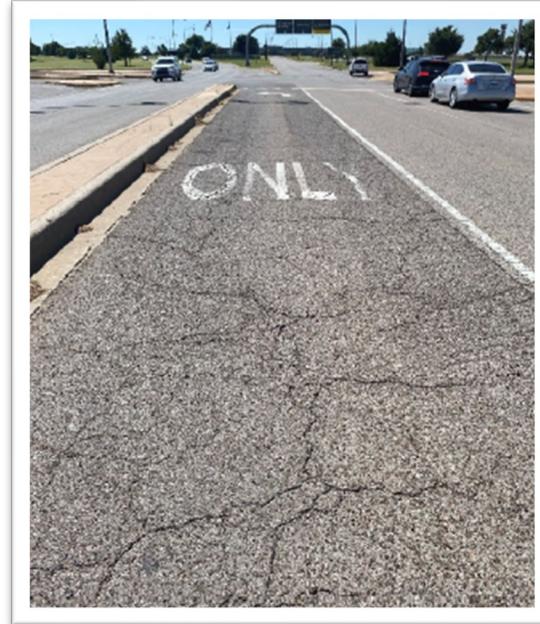
Total Budget

AIP - Entitlement	\$0
AIP - Req. Discretionary	\$0
AIG - Allocation	\$0
ATP	\$0
ODAA	\$4,000,000
OCAT	\$0
Total	\$4,000,000

Rehabilitate Terminal Access Roadways – Phase IV

2025

- Phase IV is the final phase of the Rehabilitate Terminal Access project, encompassing repairs of the intersection of Terminal Drive and Amelia Earhart Lane, which is a critical intersection for passengers accessing the terminal and for cargo delivery.
- Asphalt pavement in the intersection has rutted and developed alligator cracking with uneven and bumpy sections affecting customer experience and increasing wear and tear on vehicles.
- The intersection is currently included on the Metropolitan Planning Organization's dangerous intersections list. Dedicated left turn lanes and signal optimization will also improve the safety of the intersection.



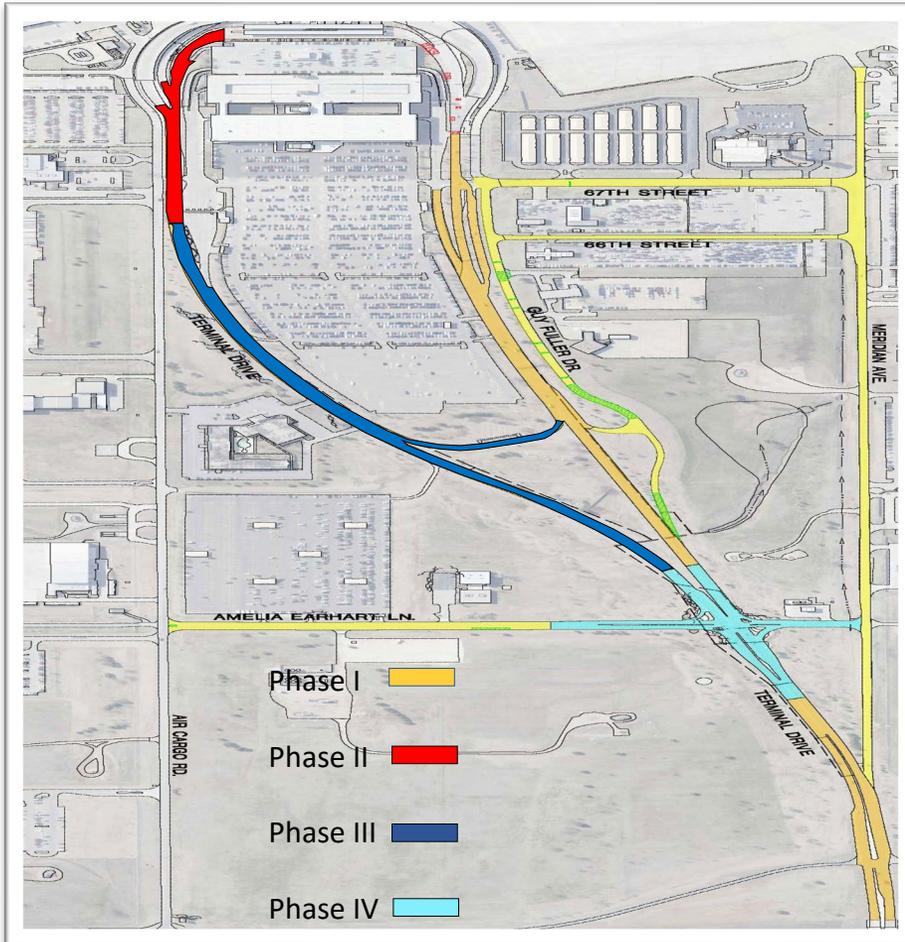
Rehabilitate Terminal Access Roadways – Phase IV

2025

- Repair of the intersection of Terminal Drive and Amelia Earhart Lane, which is a critical intersection for passengers accessing the terminal and for cargo delivery.
- Dedicated left turn lanes and signal optimization will also improve the safety of the intersection.
- Project consists of rehabilitation/replacement of approximately 16,750 SY of pavement, 4,750 LF of curb and gutter, 2,500 LF of stormwater collection system pipe, and 8 wayfinding signs.
- \$5,000,000 2025 Earmark requested, remaining \$900,000 will be funded by OCAT.

Total Budget

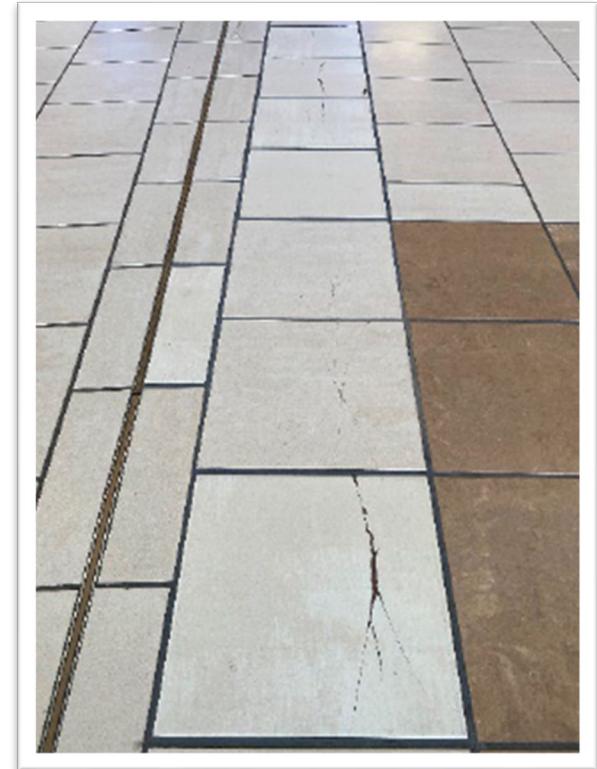
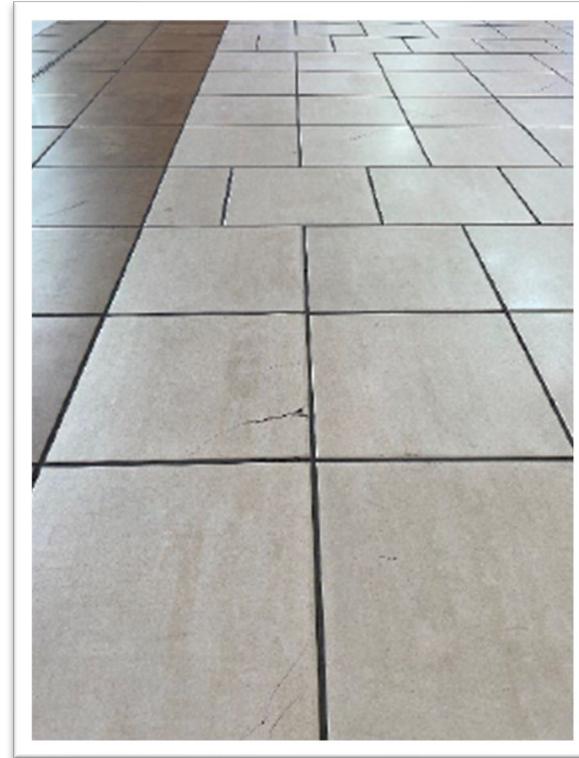
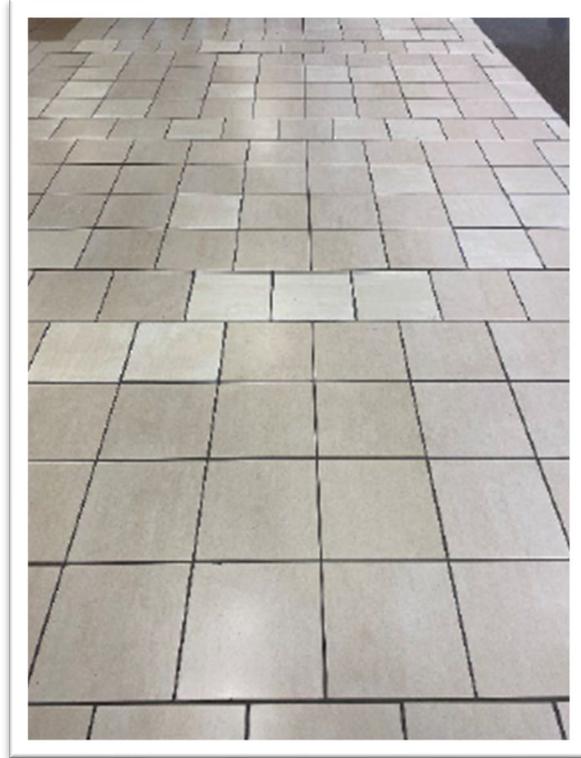
AIP - Entitlement	\$0
AIP – Req. Discretionary	\$5,000,000
AIG – Allocation	\$0
ATP	\$0
ODAA	\$0
OCAT	\$900,000
Total	\$5,900,000



Terminal Building Flooring Replacement – Phase II

2026

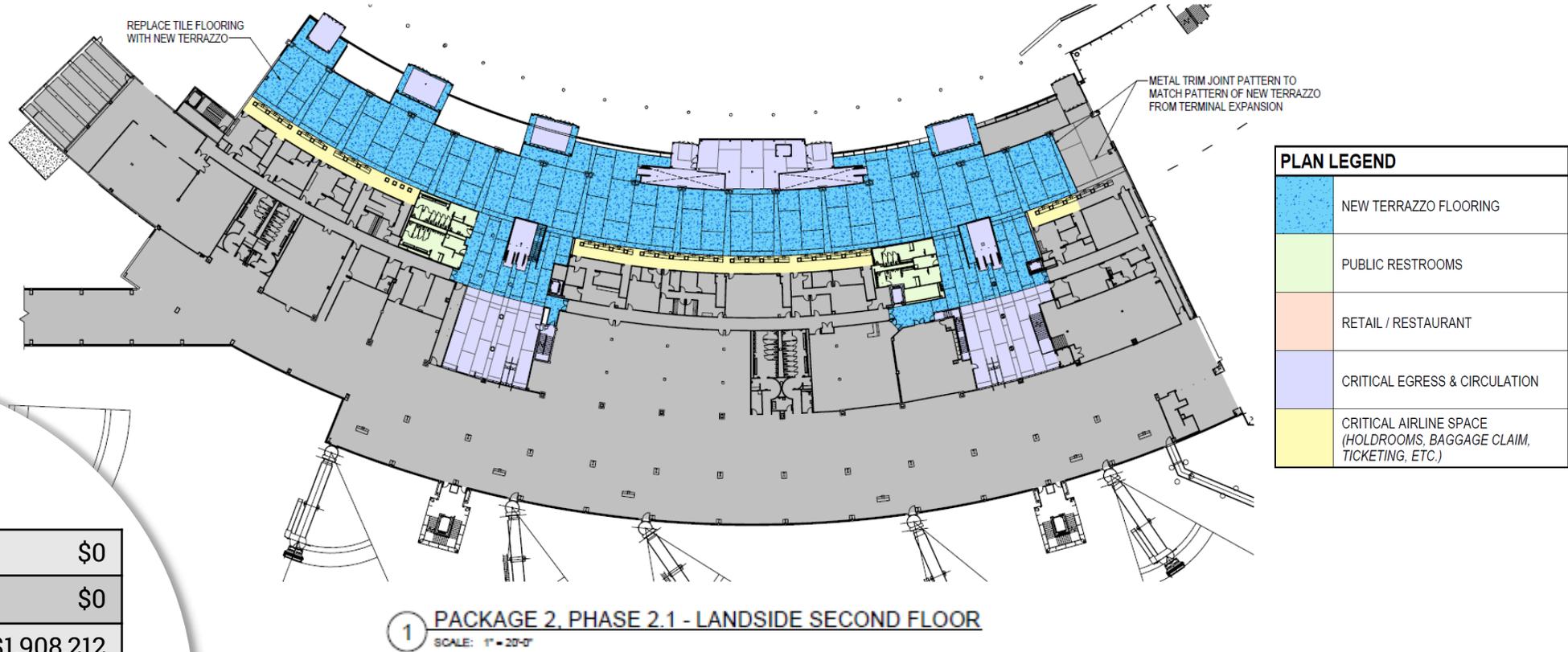
- Continuation of Terminal Building Flooring project to replace deteriorating porcelain tile flooring with terrazzo.



Terminal Building Flooring Replacement – Phase II

2026

- Phase II consists of the second level landside of the terminal with a total of 28,200 SF.



Total Budget

AIP - Entitlement	\$0
AIP – Req. Discretionary	\$0
AIG – Allocation	\$1,908,212
ATP	\$0
ODAA	\$0
OCAT	\$212,024
Total	\$2,120,236

Terminal Restrooms Renovations – Phase II

2026

- Update the access and finishes for the restrooms in the main terminal area, encompassing all landside restrooms.
- Upgrades will increase capacity and passenger access, replace aging infrastructure, achieve ADA compliance and increase energy and water use efficiency.
- Phase II will consist of a total of 2,787 SF of renovated area.
- The mezzanine restrooms located in the airport administration area will be renovated with 100% OCAT funding.
- Anticipate competing for ATP grant funds, remaining will be funded by OCAT.



Existing



Planned

Total Budget

AIP - Entitlement	\$0
AIP – Req. Discretionary	\$0
AIG – Allocation	\$0
ATP	\$2,621,429
ODAA	\$0
OCAT	\$137,970
Total	\$2,759,399

Rehabilitate Runway 17R/35L Pavement, Shoulder, and Lighting and Taxiway H Connector Reconstruction

2027

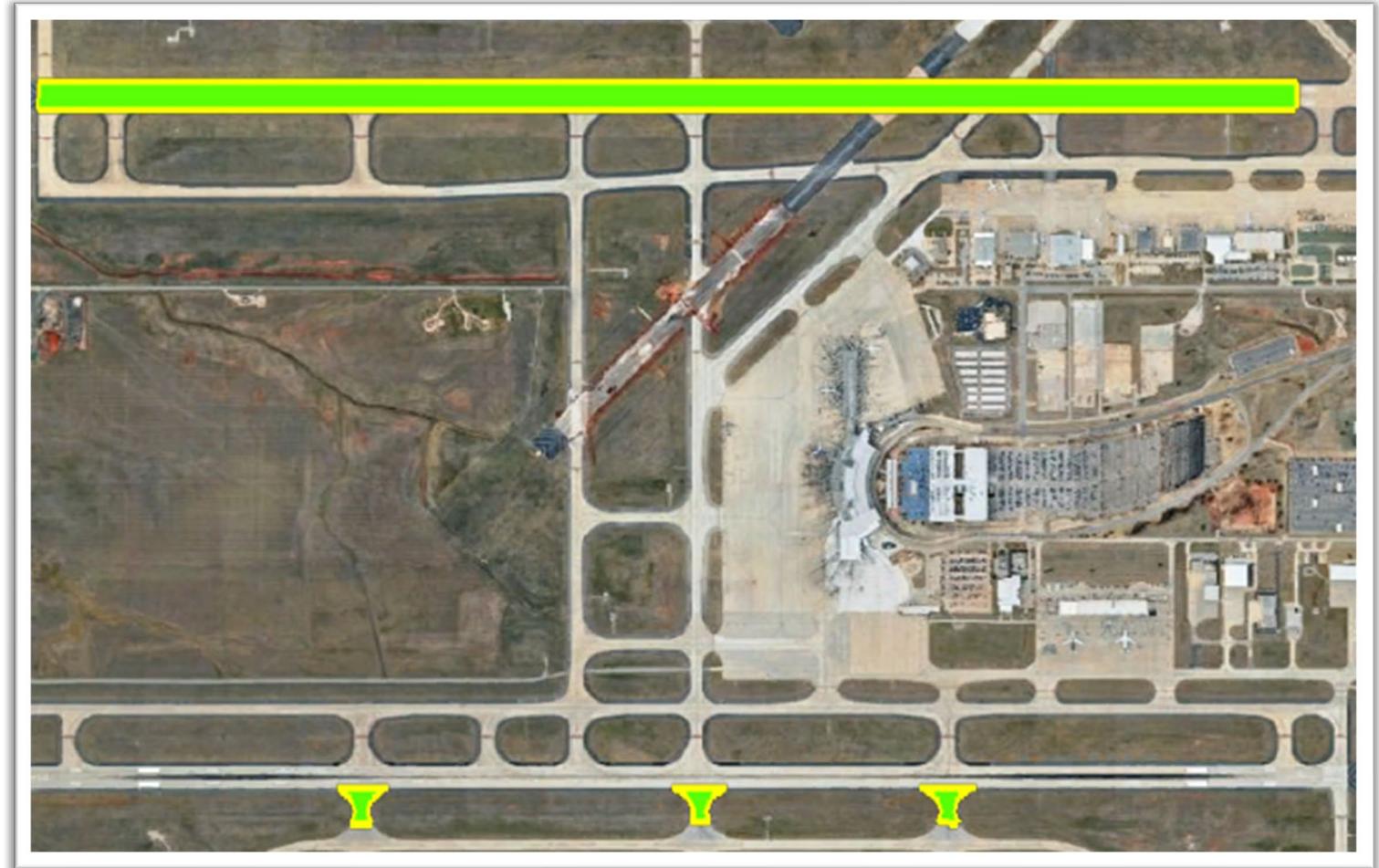
- Pavement in the center portion of the runway shows signs of distress including panel cracking from load repetition, high severity scaling and raveling of the surface, and other age-related distresses, with PCI numbers ranging from 70 to 90.
- Taxiway A1 and Taxiway B connectors are in poor condition, have been determined to be structurally compromised, and are recommended for reconstruction, as well as the runway lighting has that exceeded its maintainable life.
- Shoulders are severely degraded including transverse cracking of up to 2" with high severity raveling along the cracks.



Rehabilitate Runway 17R/35L Pavement, Shoulder, and Lighting and Taxiway H Connector Reconstruction

2027

- Runway rehabilitation will include extensive slab replacement, crack and spall repair, and patching and joint seal replacement, taxiways will be milled and overlaid, runway centerline will be upgraded, and edge lights changed from incandescent to LED.
- Project consists of approximately 8,800 LF at 150 FT wide, plus shoulders and lights. Also, approximately 275 LF per taxiway connector.



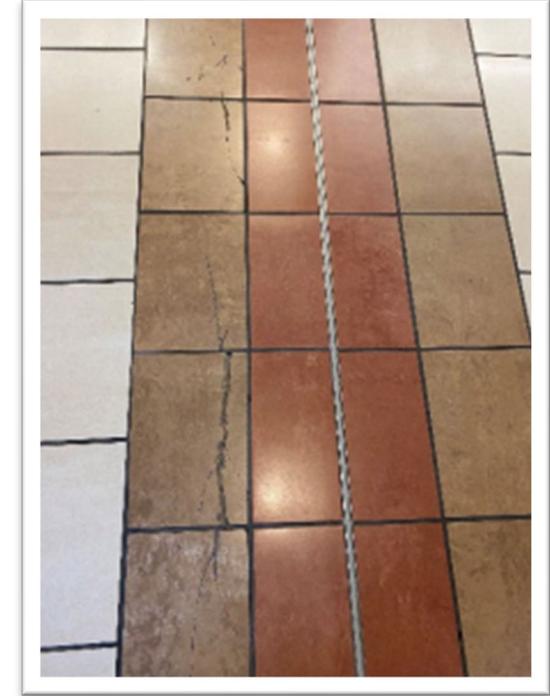
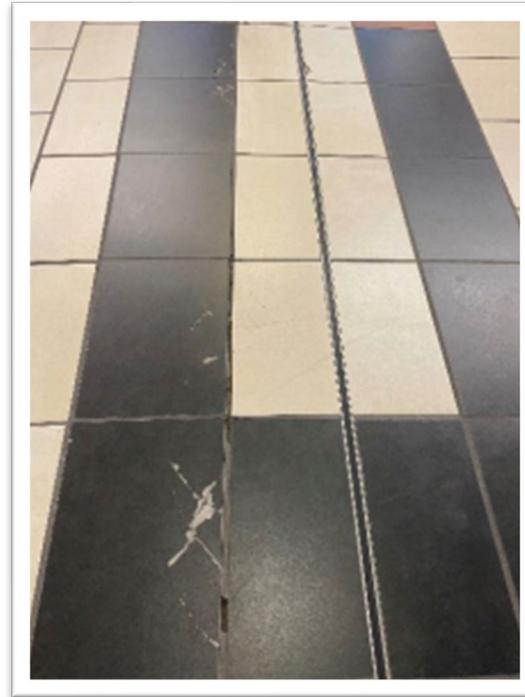
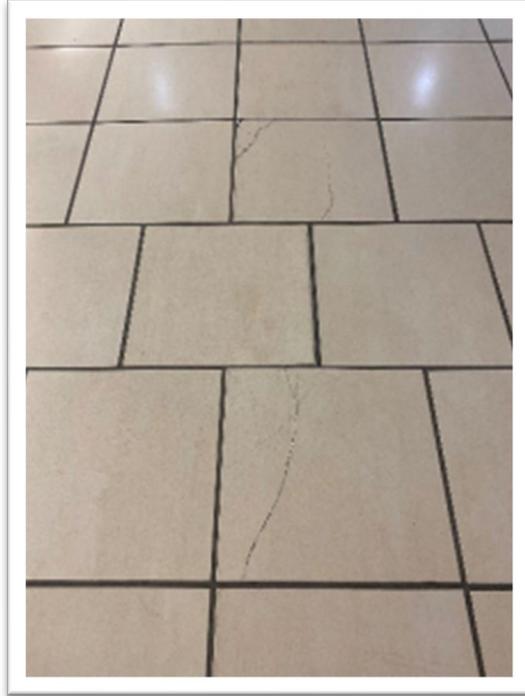
Total Budget

AIP - Entitlement	\$10,609,272
AIP - Req. Discretionary	\$3,137,695
AIG - Allocation	\$0
ATP	\$0
ODAA	\$0
OCAT	\$1,527,441
Total	\$15,274,408

Terminal Building Flooring Replacement – Phase III

2027

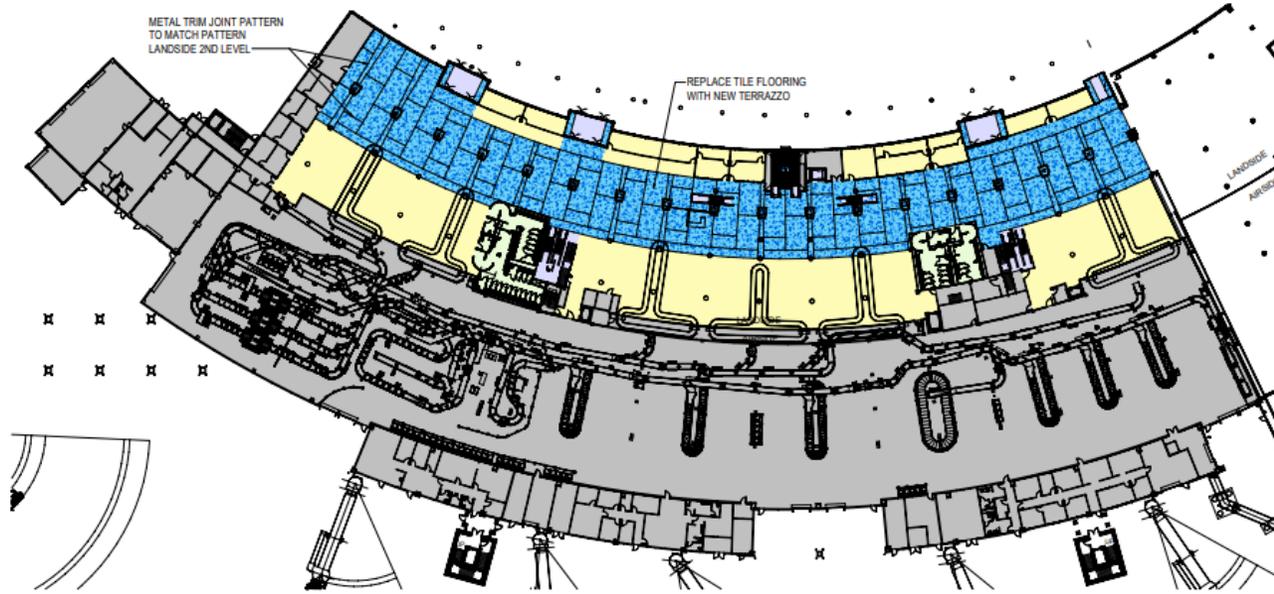
- Continuation of Terminal Building Flooring project to replace deteriorating porcelain tile flooring with terrazzo.



Terminal Building Flooring Replacement – Phase III

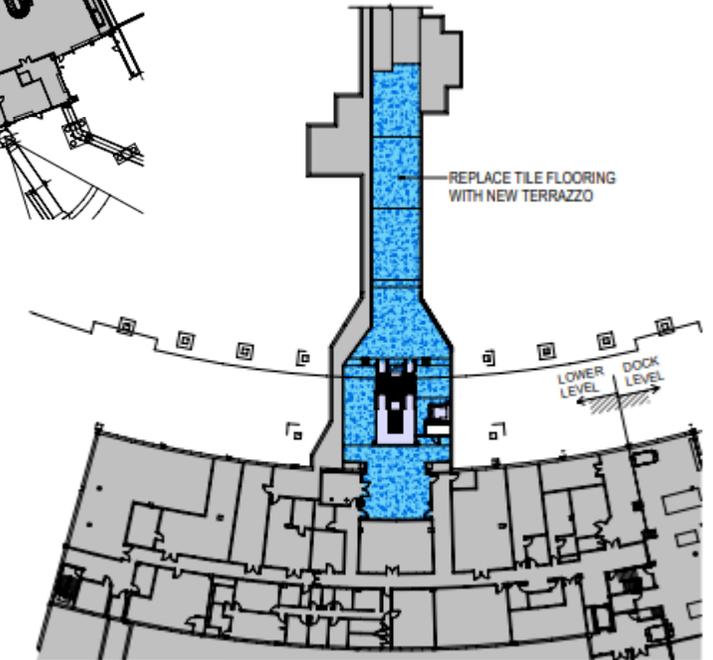
2027

- Phase III consists of the first level landside of the terminal with a total of 29,300 SF.



1 PACKAGE 3, PHASE 3.1 - LANDSIDE FIRST FLOOR
SCALE: 1" = 20'-0"

PLAN LEGEND	
	NEW TERRAZZO FLOORING
	PUBLIC RESTROOMS
	RETAIL / RESTAURANT
	CRITICAL EGRESS & CIRCULATION
	CRITICAL AIRLINE SPACE (HOLDROOMS, BAGGAGE CLAIM, TICKETING, ETC.)



2 PACKAGE 3, PHASE 3.2 - LANDSIDE LOWER LEVEL
SCALE: 1" = 20'-0"

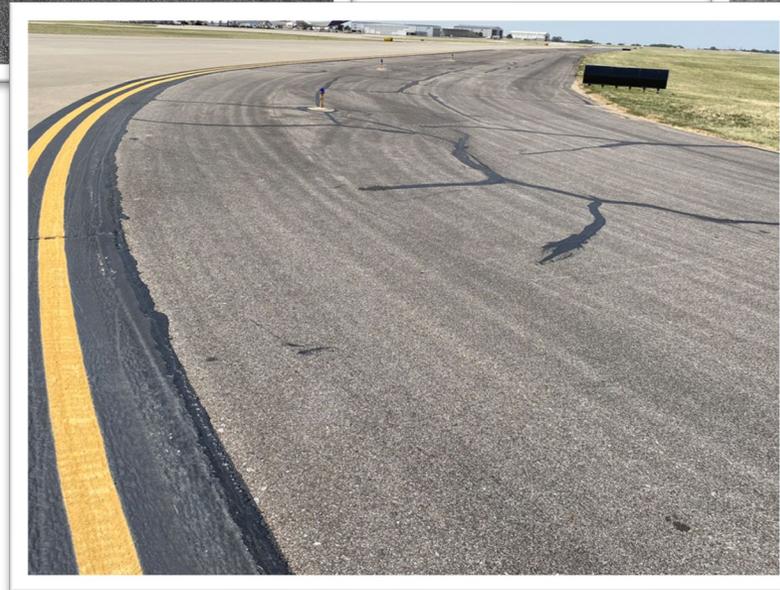
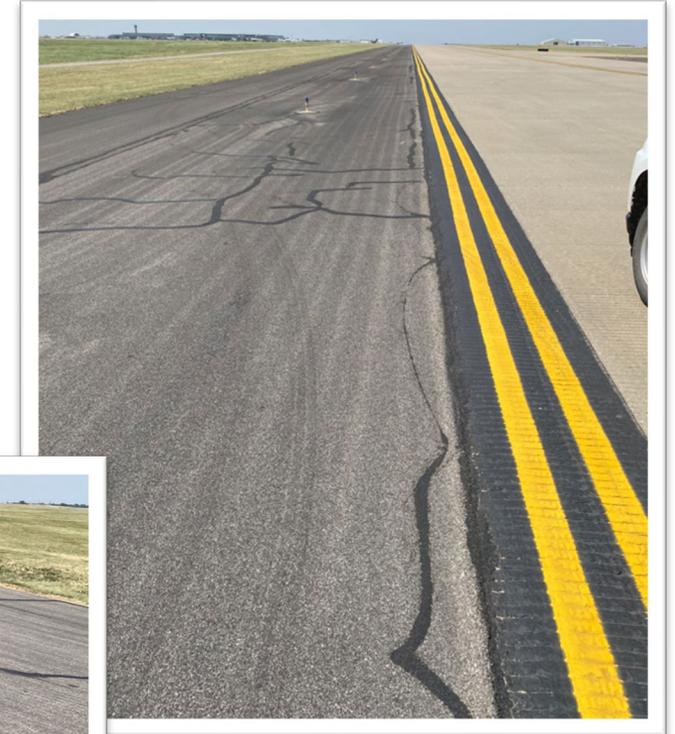
Total Budget

AIP - Entitlement	\$0
AIP – Req. Discretionary	\$0
AIG – Allocation	\$1,968,859
ATP	\$0
ODAA	\$0
OCAAT	\$218,763
Total	\$2,187,622

Rehabilitate Taxiway E, Connectors and Shoulders

2028

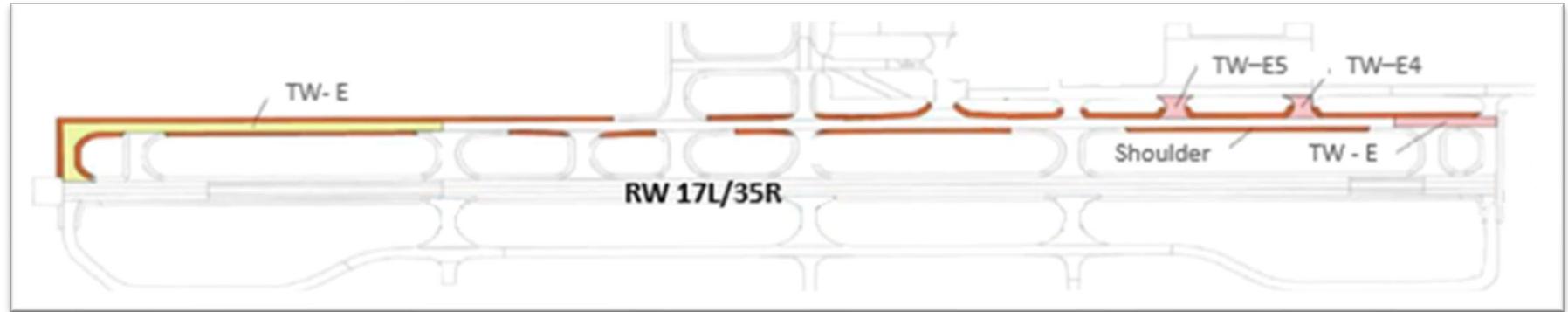
- Rehabilitation and/or reconstruction of concrete taxiway pavement, and asphalt shoulders on taxiway E and E connectors.
- Pavement Management Program results indicate these taxiway areas are at a point where rehabilitation will maximize pavement life while minimizing cost.



Rehabilitate Taxiway E, Connectors and Shoulders

2028

- The work will include concrete joint and spall repair, partial slab replacement as required, and full taxiway concrete replacement in isolated location.
- Shoulders are also recommended for a mill and overlay.



Total Budget

AIP - Entitlement	\$5,304,636
AIP - Req. Discretionary	\$1,985,871
AIG - Allocation	\$0
ATP	\$0
ODAA	\$0
OCAAT	\$810,056
Total	\$8,100,563

Construct Taxiway H Shoulder Pavement Reconstruction

2029

- When Taxiway H was relocated it didn't include paved shoulders. During the project FAA criteria changed, but it wasn't included in the design.
- Three midfield connectors to the west will be replaced with concrete.
- Provide shoulders the full length of Taxiway H.

Total Budget

AIP - Entitlement	\$5,304,636
AIP - Req. Discretionary	\$3,920,934
AIG - Allocation	\$0
ATP	\$0
ODAA	\$0
OCAT	\$1,025,063
Total	\$10,250,633



Reconstruct Terminal Apron – Phase III

2029

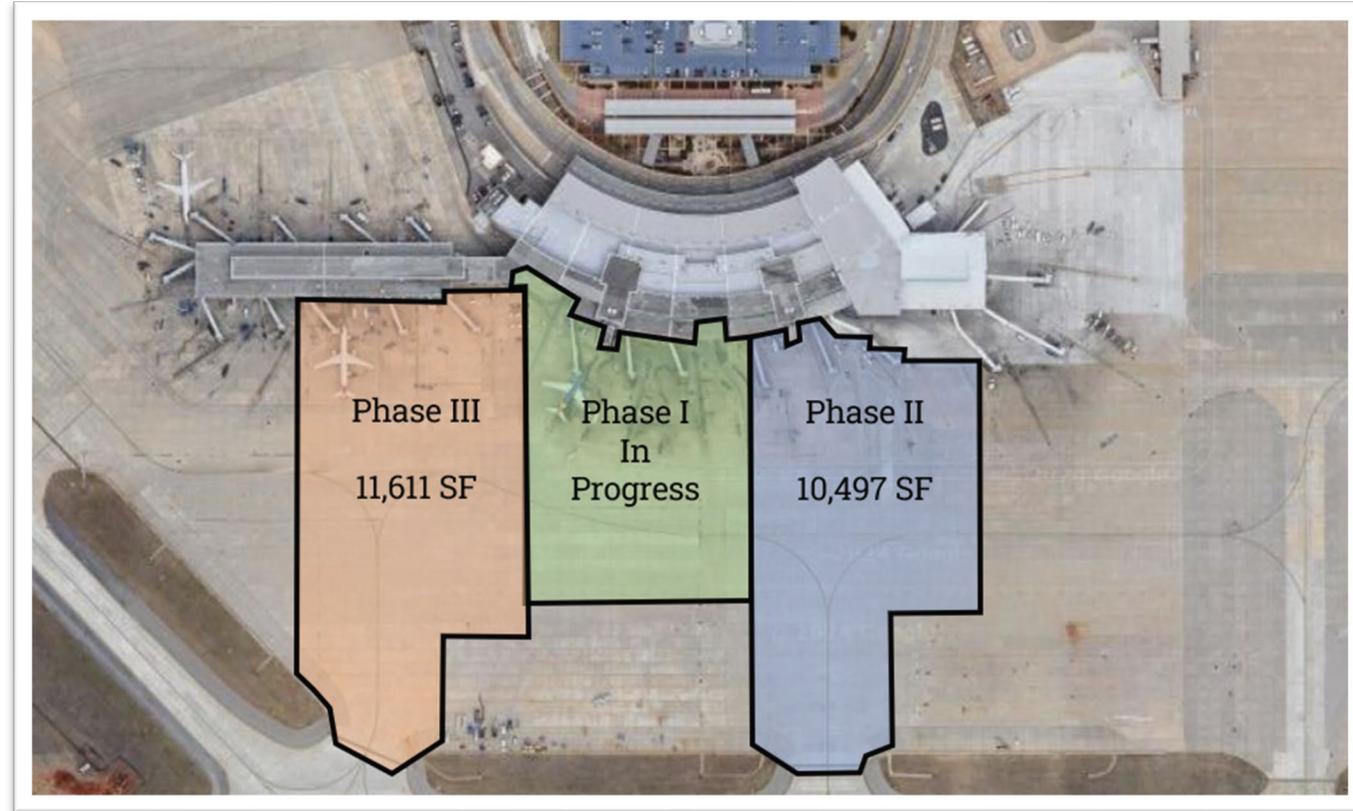
- Continuation of the Terminal Apron project to reconstruct the concrete apron pavement that is past its useful life.



Reconstruct Terminal Apron – Phase III

2029

- Phase III encompasses 11,611 SF of pavement to be reconstructed behind gates 8 to 12.



Total Budget

AIP - Entitlement	\$0
AIP – Req. Discretionary	\$5,304,637
AIG – Allocation	\$0
ATP	\$0
ODAA	\$0
OCAT	\$589,404
Total	\$5,894,041



**Total Federal
Capital Plan:
\$29,042,102**

Wiley Post Airport



New Air Traffic Control Tower

2025



- Current Air Traffic Control Tower (ATCT) is 64-year-old, infrastructure is outdated and has significant deficiencies.
- The current tower lacks an elevator, impeding emergency evacuation and accessibility for disabled individuals.
- Serious line-of-sight issues reducing controllers' visibility of aircraft movements on the runway and taxiways, increasing the risks of accidents, inefficiencies in traffic management, and delays in emergency response.
- Equipment in the current tower is antiquated, resulting in slower processing times, reduced reliability, and increased maintenance costs, which further impacts operational efficiency.



LEGEND	
	EXISTING TOWER LOCATION
	PROPERTY LINE
	AREA NOT VISIBLE BY EXISTING TOWER

APPROX. 674,000 S.Y. OF AIRPORT PROPERTY ARE NOT VISIBLE BY THE EXISTING TOWER

New Air Traffic Control Tower

2025

- The new tower will enhance visibility, improving airfield safety, reduce controller workload and collision risks, optimize airfield operations, and handle increased flights efficiently.
- Upgrade will also introduce energy-efficient technologies, lowering operational costs and environmental impact.
- A siting study is currently underway to determine the optimal location for the new tower with construction anticipated in 2025.
- Siting study will determine a new tower height, with a likely increase from 39 FT to between 85 FT to 95 FT.
- Anticipate competing for ATP & FCT grant funds, remaining costs will be funded by OCAT.

Total Budget

AIP - Entitlement	\$0
AIP – Req. Discretionary	\$0
AIG – Allocation	\$0
ATP	\$16,005,721
ODAA	\$0
OCAT	\$842,407
Total	\$16,848,128



Terminal Apron Pavement Rehabilitation

2025

- Current concrete is showing signs of cracking, shattered slabs, joint spalling, and failing sealants. Creating significant FOD hazards for aircraft and ground operations.
- The State PCI inspection, conducted on November 14, 2023, resulted in a PCI value of 73.



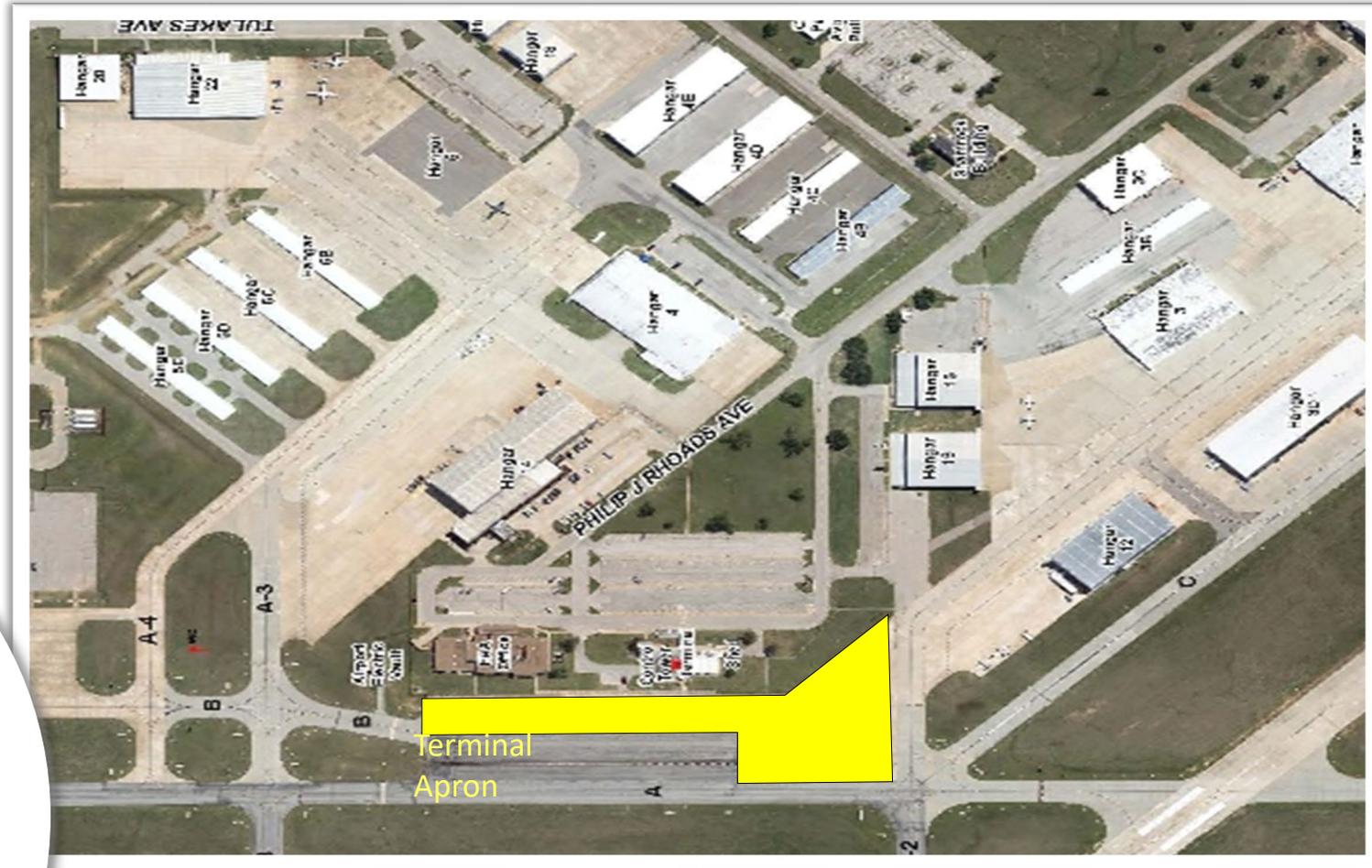
Terminal Apron Pavement Rehabilitation

2025

- Conduct detailed inspections and testing to assess the extent of damage, replace damaged concrete and upgrade sealant.
- The proposed area covers a 115,583 SF area on the northeast side of the ramp.

Total Budget

AIP - Entitlement	\$300,000
AIP - Req. Discretionary	\$0
AIG - Allocation	\$0
ATP	\$0
ODAA	\$0
OCAT	\$592,029
Total	\$892,029



Aircraft Box Hangars

2025

- Install new hangars in the Northeast Development Area to decrease the number of individuals/companies on the tenant waiting list and increase airport revenue.
- The Northeast Development Area is currently set up for hangars with taxiway, access road, and utilities in place.
- OCAT will study and evaluate to see how many box hangars will be built.
- The box hangars will be approximately 60'x60' and planned in a group of six hangars with a new taxilane constructed between them.
- ODAA is providing up to five million in funding.

Total Budget

AIP - Entitlement	\$0
AIP - Req. Discretionary	\$0
AIG - Allocation	\$0
ATP	\$0
ODAA	\$1,342,082
OCAT	\$2,013,123
Total	\$3,355,205



Construct Perimeter Fence and Gates

2026

- The existing three foot chain-link and wrought iron fencing is a decades-old system and has suffered from significant wear and tear, leading to rust, corrosion, and structural damage.



Construct Perimeter Fence and Gates

2026

- Installing a taller fence will enhance the property boundary and deter unauthorized access, trespassing, and protect airport infrastructure.
- Redesign gate locations which will control the access points for authorized vehicles accessing the Airport Operations Area.
- Perimeter chain-link fence with wildlife deterrent - 24,446 LF, interior chain-link fence - 16,374 LF, 1 pedestrian gate and 28 vehicular gates.

Total Budget

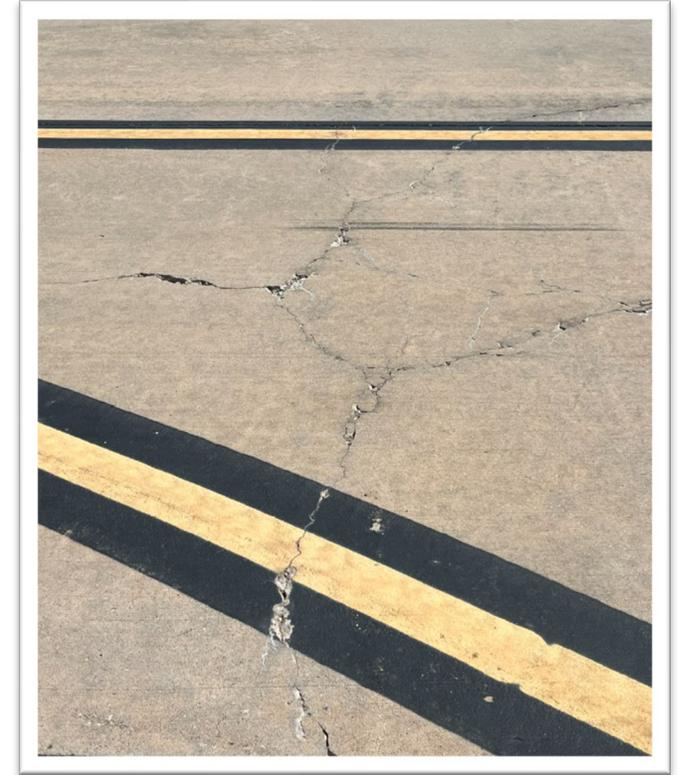
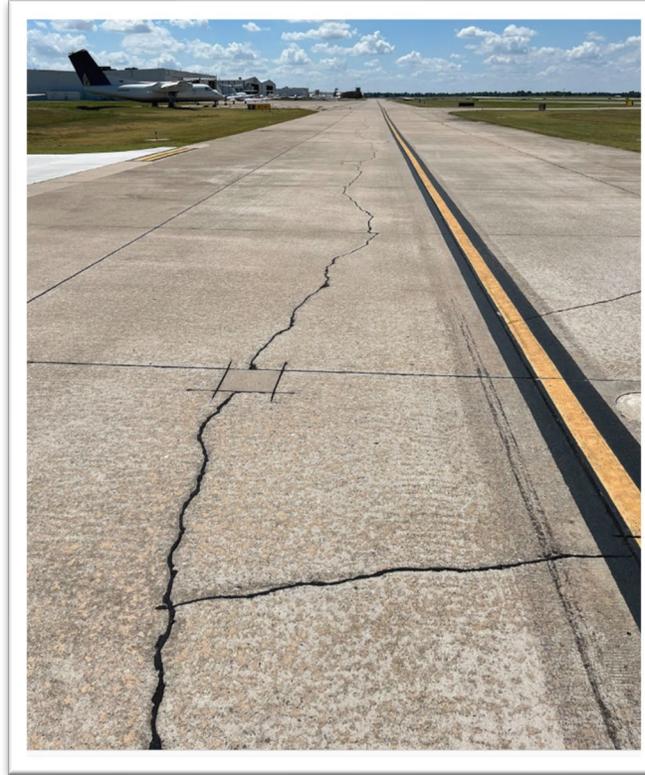
AIP - Entitlement	\$0
AIP - Req. Discretionary	\$0
AIG - Allocation	\$2,553,000
ATP	\$0
ODAA	\$0
OCAAT	\$508,992
Total	\$3,061,992



Taxiway B Pavement Rehabilitation and Drainage

2027

- Current pavement is exhibiting signs of distress, including spalls and cracks, worsening FOD issues.
- Unsafe grade changes at intersections are causing aircraft to experience bouncing during taxiing, compromising safety and operational efficiency.
- Issues with standing water creates maintenance challenges.



Taxiway B Pavement Rehabilitation and Drainage

2027

- Pavement rehabilitation will remove and replace joint sealant, concrete spall, cracks, and full depth repairs.
- Improve taxiway profile to remove unsafe grade changes at intersections.
- Drainage improvements include increasing existing structure size or adding a structure that conveys drainage from the terminal area to the west side of the airport.
- 3,730' x 50' taxiway.

Total Budget

AIP - Entitlement	\$300,000
AIP - Req. Discretionary	\$1,800,000
AIG - Allocation	\$0
ATP	\$0
ODAA	\$125,000
OCAT	\$303,370
Total	\$2,528,370



**Runway
17L/35R
Rehabilitation,
PAPI and Edge
Lights**

2028

- Rehabilitation of concrete pavement and the replacement of PAPIs and edge lighting on runway 17L/35R. It has been over ten years since the last rehabilitation on the runway.



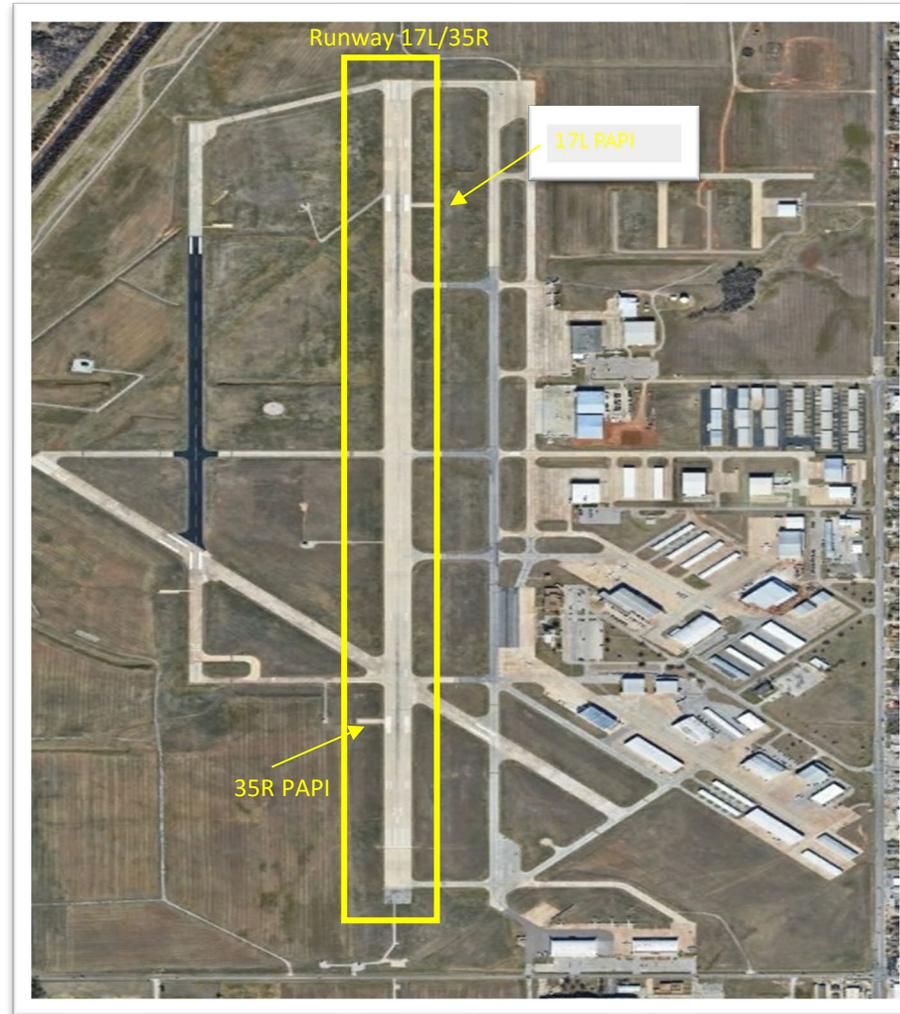
Runway 17L/35R Rehabilitation, PAPI and Edge Lights

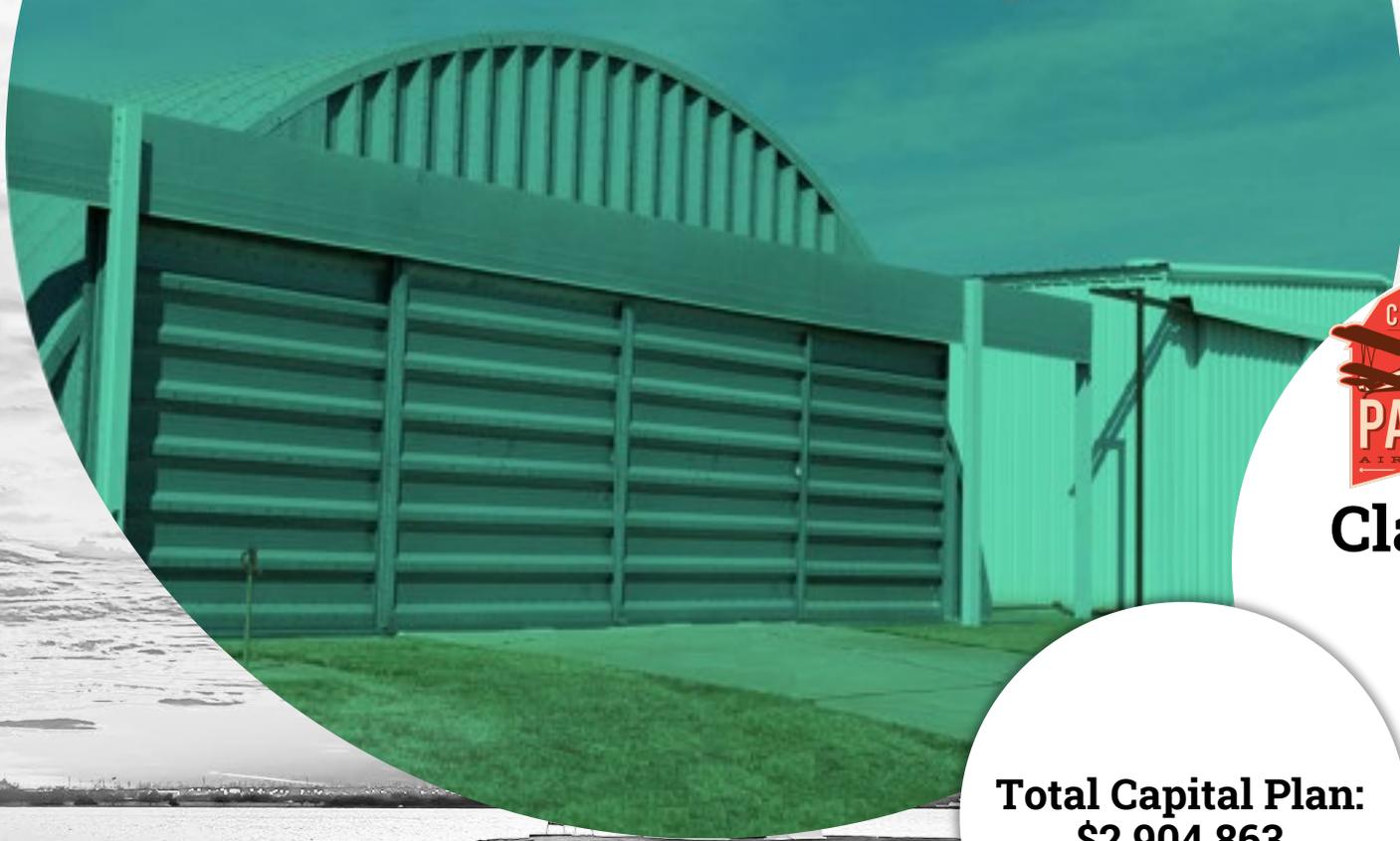
2028

- Rehabilitation of pavement with crack, spall repair, patching, and joint seal replacement with minimal full panel replacements, paint removal and remarking.
- Upgrading the PAPIs and edge lighting from incandescent to LED will reduce energy consumption and the cost of parts to maintain the lights.

Total Budget

AIP - Entitlement	\$150,000
AIP - Req. Discretionary	\$1,719,690
AIG - Allocation	\$0
ATP	\$0
ODAA	\$0
OCAT	\$486,688
Total	\$2,356,378





Clarence E. Page Airport

**Total Capital Plan:
\$2,904,863**

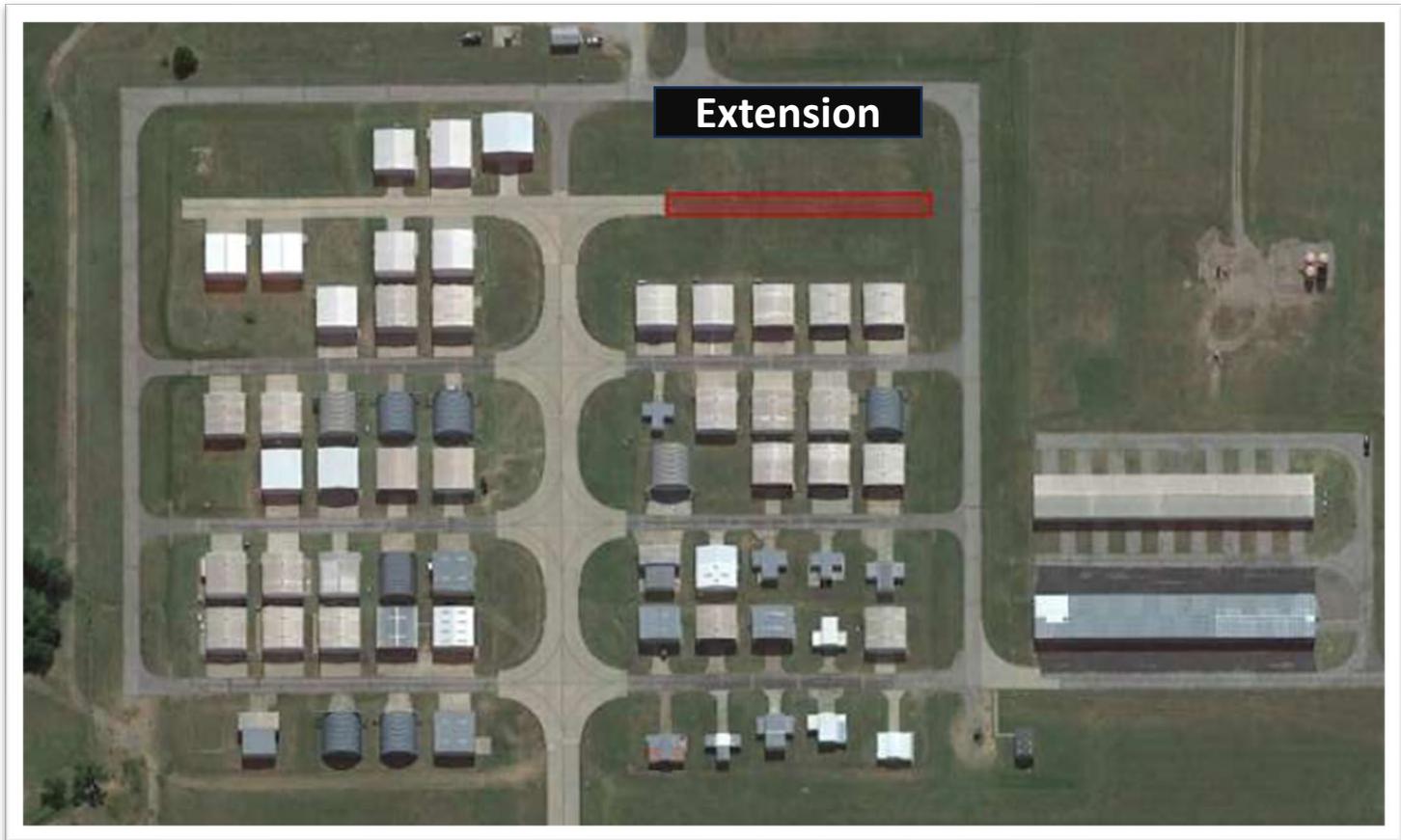
Extend Future Hangar Development Taxilane

2025

- Construction of a new taxilane allowing for the addition of up to 10 box hangars.
- The northeast developed hangar area has reached capacity, limiting airport capacity, growth and expansion.
- A new taxilane is essential to accommodate increased aircraft traffic and operational demands.
- Will streamline aircraft movements, minimizing delays, reduces congestion.
- Taxilane dimensions will be 330' x 25'.

Total Budget

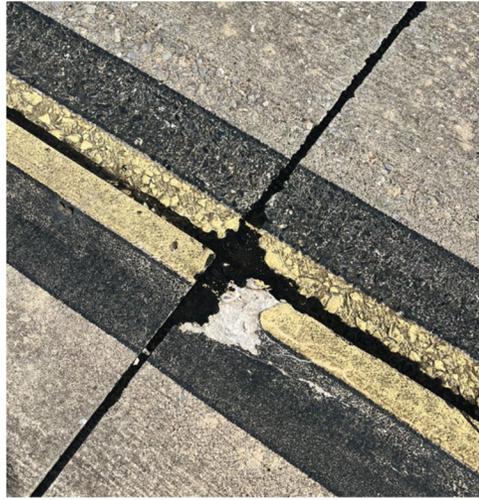
AIP - Entitlement	\$0
AIP - Req. Discretionary	\$0
AIG - Allocation	\$286,074
ATP	\$0
ODAA	\$0
OCAT	\$133,926
Total	\$420,000



Design and Rehabilitate Taxiway A

2026

- Rehabilitate Taxiway A and connectors, which has undergone significant wear and deterioration over time.
- In 2012 it was discovered that many spall areas had delamination. Due to insufficient pavement depth for effective repairs, these areas were cut out entirely and replaced. Despite these efforts, the taxiway is now exhibiting additional signs of aging and damage, necessitating further rehabilitation.



Design and Rehabilitate Taxiway A

2026

- Restore the structural integrity and surface quality of Taxiway A and its connectors by removing and replacing damaged pavement sections, addressing delaminated spall areas, updating joint seals and surface markings, reinforcing the underlying subbase and applying a new overlay of asphalt for a smooth and durable surface.
- Project will consist of 3,500 FT for Taxiway A and 623 FT for the Connectors.

Total Budget

AIP - Entitlement	\$450,000
AIP - Req. Discretionary	\$0
AIG - Allocation	\$307,426
ATP	\$0
ODAA	\$0
OCAT	\$106,574
Total	\$864,000



Rehabilitate 17R/35L Pavement and Edge Lights

2028

- Rehabilitation of concrete pavement and lighting on runway 17R/35L.
- Edge lights are currently incandescent.



Rehabilitate 17R/35L Pavement and Edge Lights

2028

- The majority of pavement will need crack, spall repair, patching, and joint seal replacement with minimal full panel replacements.
- Edge lights will be upgraded from incandescent to LED.
- Rehabilitation will extend the life of the pavement, eliminate FOD, reduce energy consumption with LED lights and lower the cost maintenance.

Total Budget

AIP - Entitlement	\$300,000
AIP – Req. Discretionary	\$1,123,560
AIG – Allocation	\$0
ATP	\$0
ODAA	\$0
OCAT	\$197,303
Total	\$1,620,863





Questions?

Jeff Mulder, A.A.E.

Director of Airports

Tara Summerlin

Assistant Director

Scott Keith

Assistant Director

Kristy Slater

General Aviation Manager

John Storms

Civil Engineer IV