JOINT PLANNING CONFERENCE

FEDERAL FISCAL YEARS 2027-2031



OKC WILL ROGERS INTERNATIONAL AIRPORT | WILEY POST AIRPORT | CLARENCE E. PAGE AIRPORT | OKC WILL ROGERS INTERNATIONAL AIRPORT

Oklahoma City Airport Trust (OCAT)

- OKC Will Rogers International Airport (OKC)
- Wiley Post Airport (PWA)
- Clarence E. Page Airport (RCE)

Year	Funding Amount
2027	$21,781,893
2028	$0
2029	$14,300,000
2030	$4,546,038
2031	$0



OKC Will Rogers International Airport (OKC)

Total Federal Capital Plan:

$32,450,706



OKC | WILL ROGERS INTERNATIONAL AIRPORT

Rehabilitate Runway 17R/35L, Shoulders, Blast Pad & Lighting

FFY 2027

Issues:

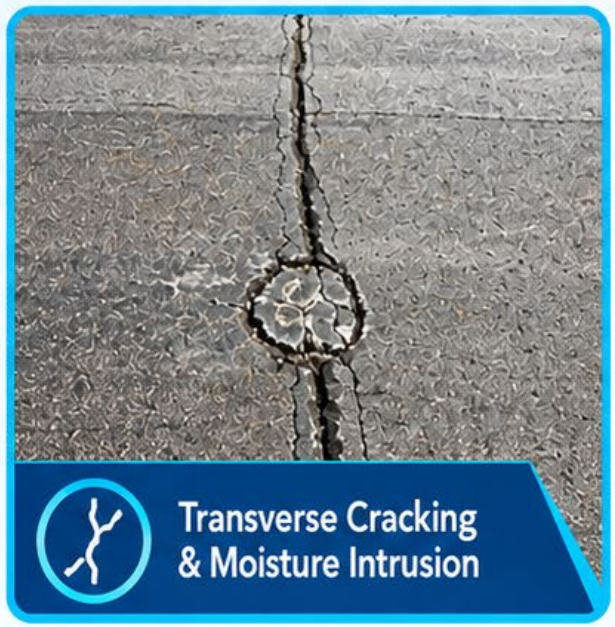
- Panel cracking & structural deterioration
- Surface scaling and raveling
- Transverse cracking allowing moisture intrusion
- Aging pavement infrastructure

Solutions:

- Full and partial-depth slab replacement
- Replacement of deteriorated joint sealants
- Repair of pavement cracks and spalls
- Mill and overlay taxiway shoulders
- Upgrade runway lighting



Panel Cracking & Structural Deterioration



Transverse Cracking & Moisture Intrusion



Deteriorated Joint Sealants & Spalls

OKC | WILL ROGERS INTERNATIONAL AIRPORT

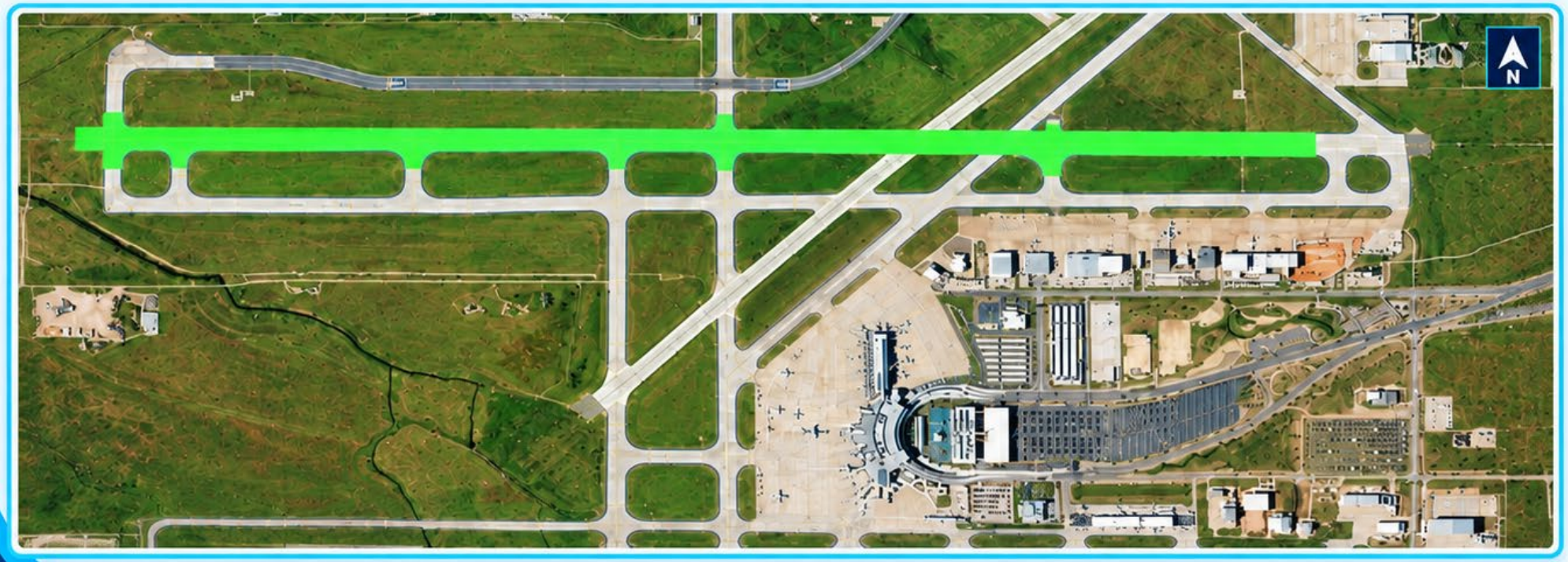
Rehabilitate Runway 17R/35L, Shoulders, Blast Pad & Lighting

FFY 2027

Total Budget	
AIP - Entitlement	$11,919,156
AIP – Req. Discretionary	$752,749
AIG – Allocation	$0
Earmark	$0
OCAT	$1,978,801
Total	**$14,650,706**

Project Description

Project includes rehabilitation of approximately 8,800 LF of pavement, 150' in width, with associated 35' shoulders, along with approximately 122,822 SY of existing shoulder and blast pad pavement areas.



OKC | WILL ROGERS INTERNATIONAL AIRPORT

Rehabilitate Terminal Access Roadways – Phase III

FFY 2027

Issues:

- Poor overall pavement conditions with localized critical deterioration
- Localized structural pavement and subgrade deficiencies
- Reduced structural capacity, durability, and service life

Solutions:

- Asphalt overlay to restore condition and serviceability
- Localized full-depth repairs as needed
- Address infrastructure needs identified during design
- Improve durability and service life



Pavement Deterioration



Edge Cracking

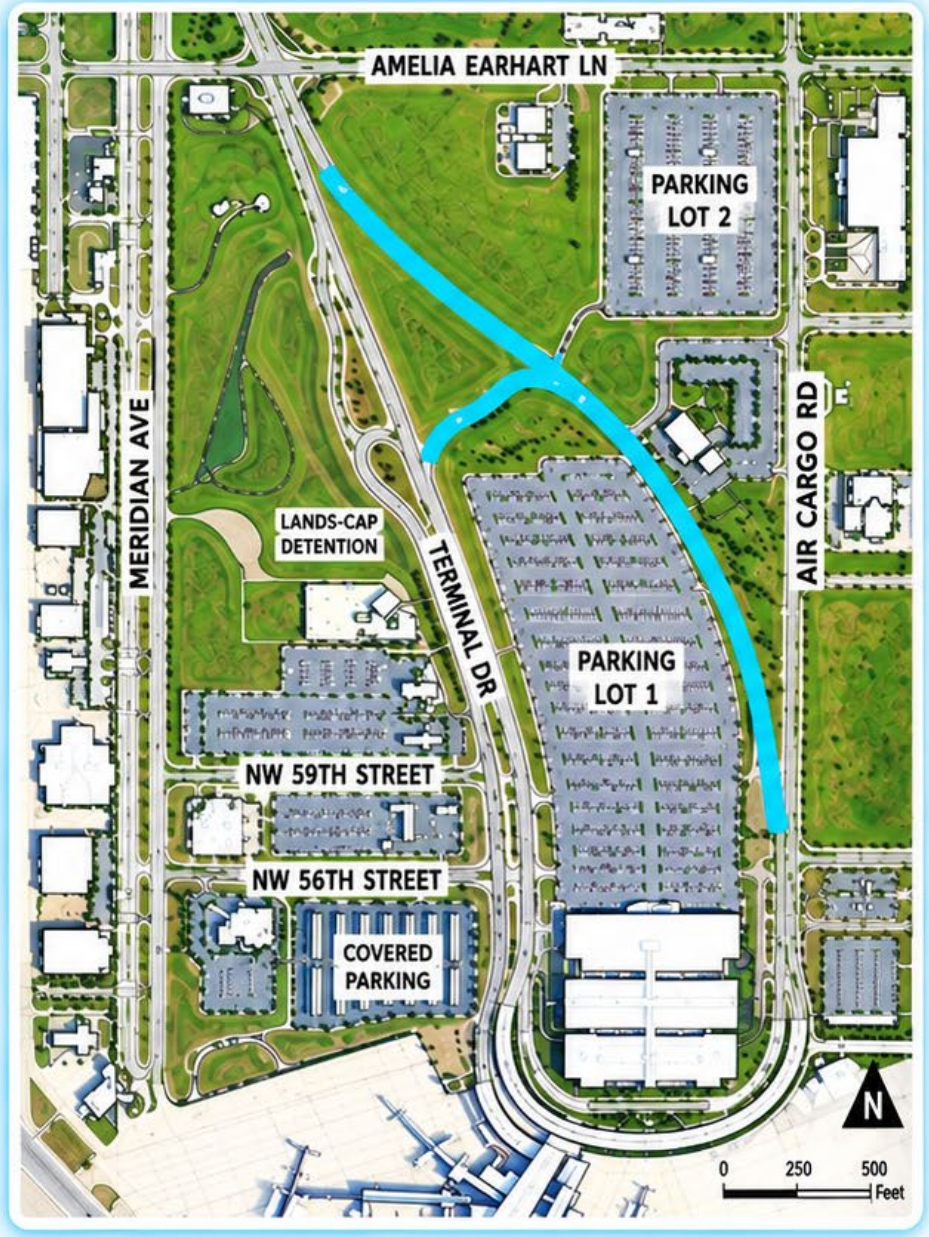


Pavement Patching & Edge Deterioration

OKC | WILL ROGERS INTERNATIONAL AIRPORT

Rehabilitate Terminal Access Roadways – Phase III

FFY 2027



Project Scope

Project consists of mill and overlay of approximately:

- 8,800 SY – Asphalt pavement rehabilitation

Total Budget

AIP - Entitlement	$0
AIP – Req. Discretionary	$0
AIG – Allocation	$2,411,427
Earmark	$0
OCAT	$1,088,573
Total	**$3,500,000**

OKC | WILL ROGERS INTERNATIONAL AIRPORT

Airfield Lighting Electrical Infrastructure Rehabilitation

FFY 2029

Issues:

- Airfield electrical components approaching or exceeding expected service life
- Electrical distribution and visual aid systems have reduced reliability
- Existing components are deteriorated and outdated. Maintenance needs are increasing lifecycle costs

Solutions:

- Rehabilitate airfield electrical infrastructure
- Replace obsolete regulators, home runs, lighting equipment, and select duct banks
- Improve vault infrastructure with air conditioning
- Modernize controls to improve reliability, maintainability, and efficiency



Deteriorated Lighting Fixture



Cracked Pavement & Deteriorated Base

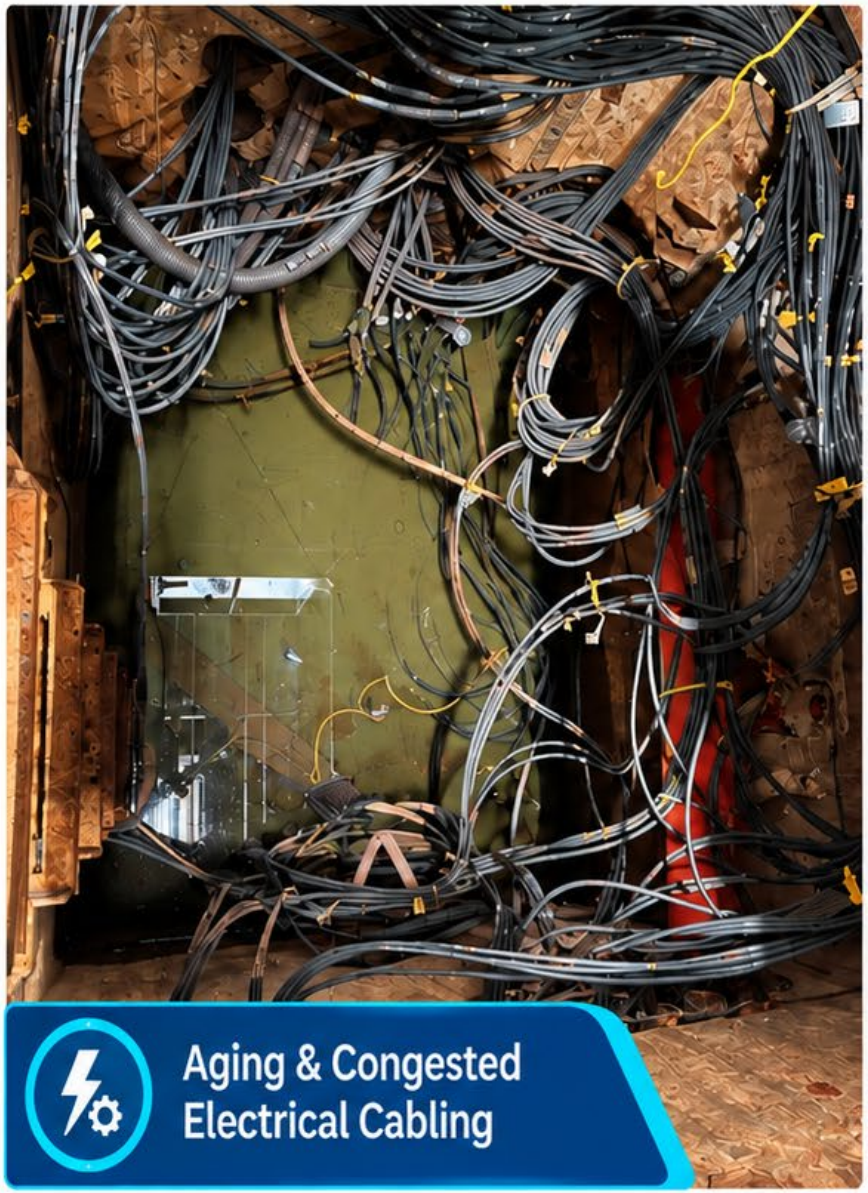


Vault with No Weatherproofing or Conditioning

OKC | WILL ROGERS INTERNATIONAL AIRPORT

Airfield Lighting Electrical Infrastructure Rehabilitation

FFY 2029



Aging & Congested Electrical Cabling

Project Details

Project consists of rehabilitation/replacement of approximately:

- 3,125 lighting fixtures, 266 guidance signs, 42 CCRs
- 6 REILs, and 16 runway guard lights
- 2 electrical vaults; ALCMS upgrade
- Rotating beacon/beacon tower

Total Budget

AIP - Entitlement	$10,954,535
AIP - Req. Discretionary	$1,915,465
AIG - Allocation	$0
Earmark	$0
OCAT	$1,430,000
Total	**$14,300,000**

Wiley Post Airport (PWA)

Total Federal Capital Plan:

$6,451,023



WILEY POST AIRPORT

Rehabilitate Taxiway A & B
FFY 2027

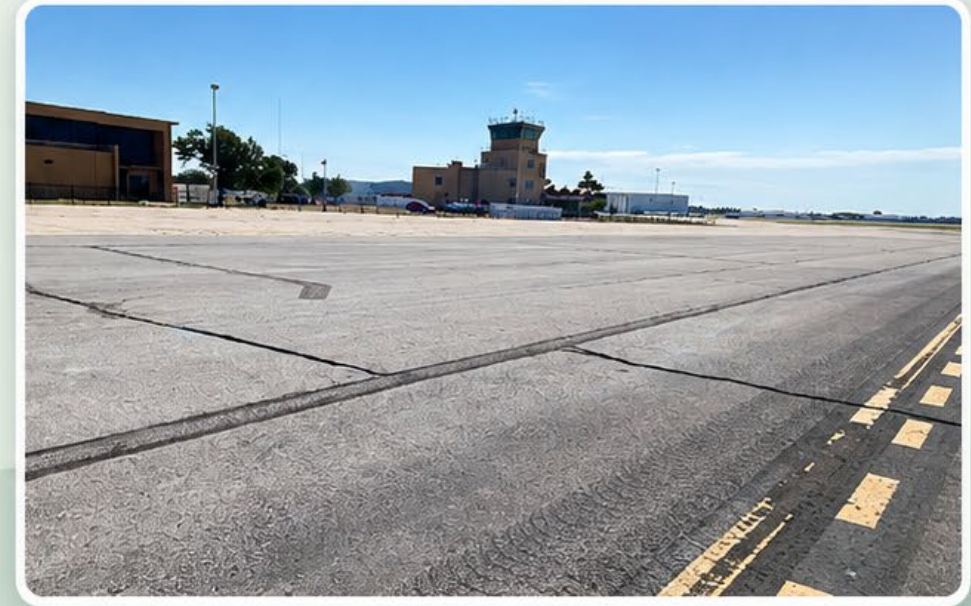
Issues:

- Increased aircraft sizes are placing greater demands on existing pavement
- Pavement deterioration, including spalling, cracking, and FOD
- Unsafe grade changes causing porpoising and drainage problems

Solutions:

- Sealcoat application, crack sealing/repair, and localized pavement patching
- Removal and replacement of deteriorated asphalt
- Texturing to address localized rutting
- Localized panel replacement and stormwater management improvements

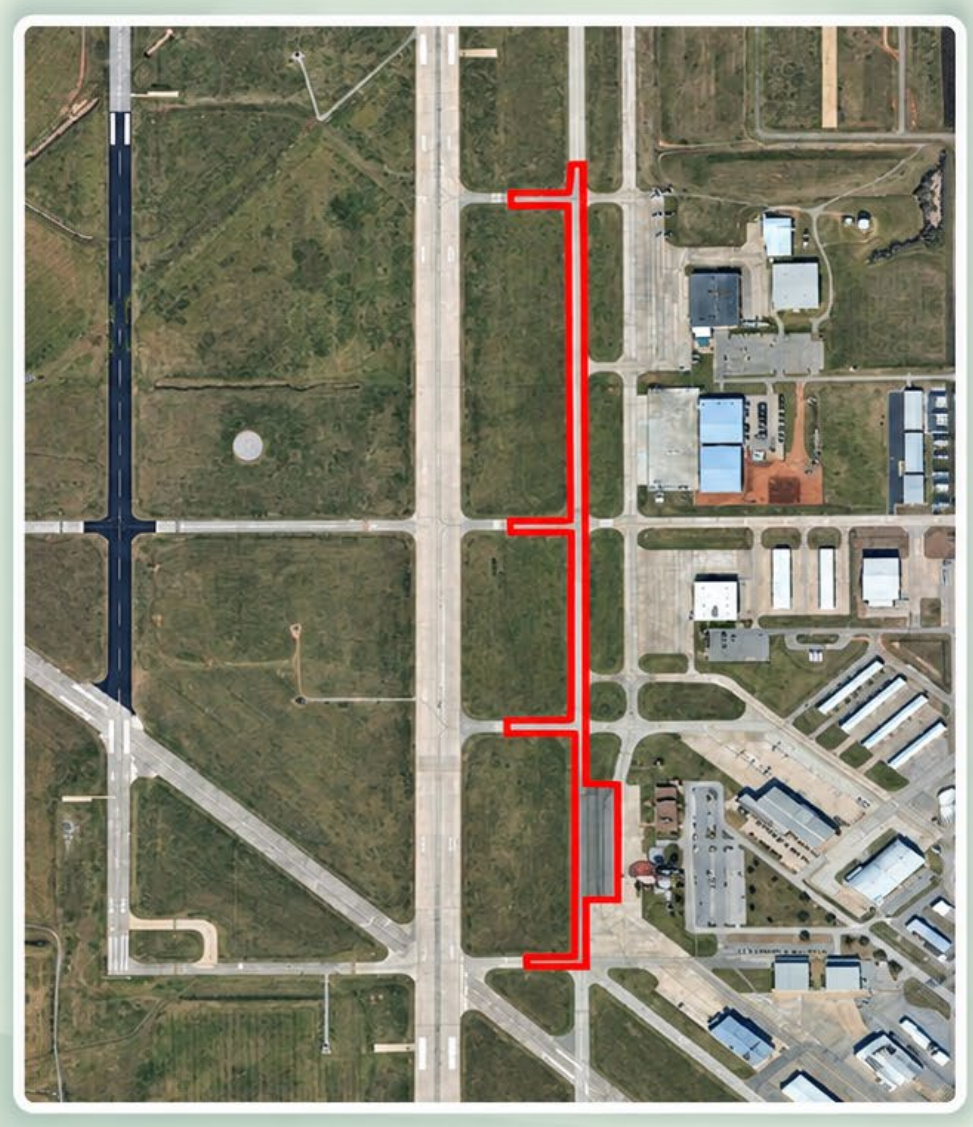




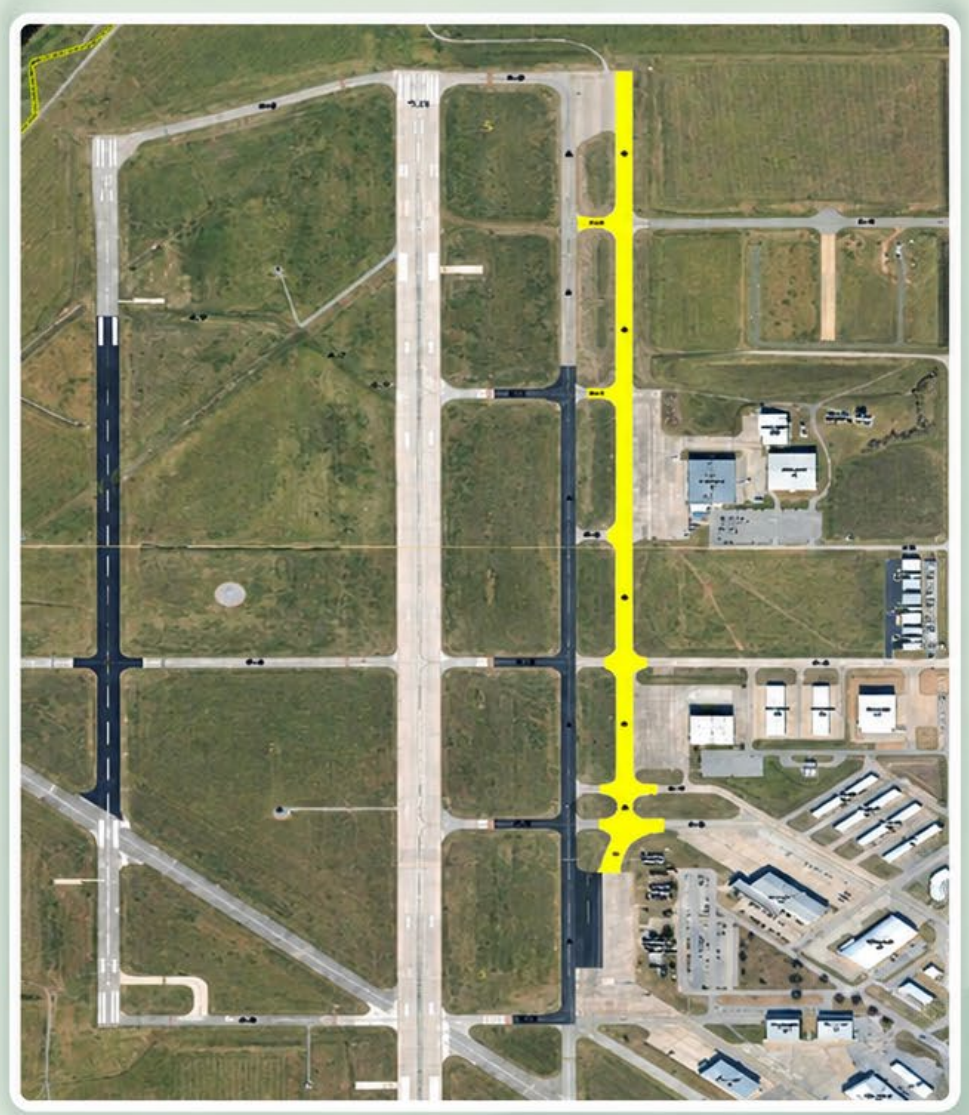
WILEY POST AIRPORT

Rehabilitate Taxiway A & B
FFY 2027

Taxiway A



Taxiway B & Drainage



WILEY POST AIRPORT

Rehabilitate Taxiway A & B
FFY 2027

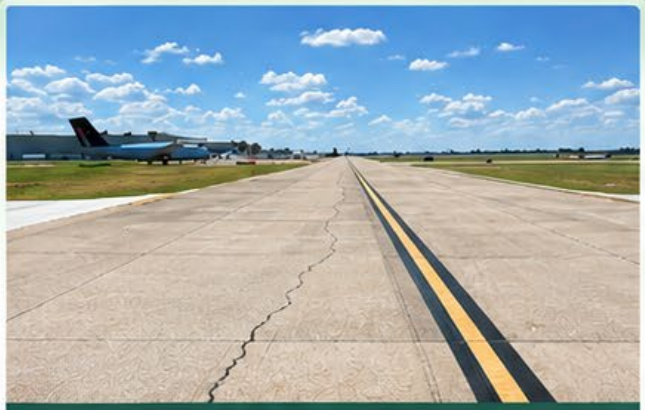
Taxiway A (A2-A7),
including associated turnoffs:
approx. 289,517 SF

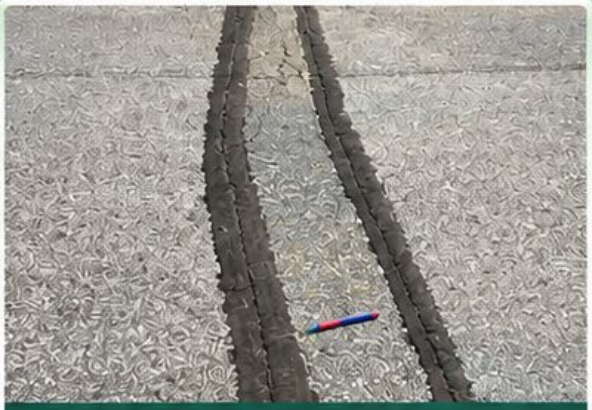
Terminal ramp pavement:
approx. 61,021 SF

Taxiway A (Terminal Ramp-A4):
25,357 SF

Taxiway B:
approx. 3,730 LF x 50 LF

Total Budget	
AIP - Entitlement	$300,000
AIP – Req. Discretionary	$1,778,068
AIG – Allocation	$0
ODAA (ODAA & State Apportionment)	$425,000
OCAT	$378,119
Total	**$2,881,187**


Taxiway A


Taxiway B – Crack Sealing/Repair


Taxiway B – Localized Pavement Patching

WILEY POST AIRPORT

Kitchen Café Rehabilitation FFY 2027

2,400 sq ft. of terminal café space, including 600 sq ft. of kitchen area.

Upgrade mechanical, electrical, plumbing, and life-safety systems to meet code requirements.

Complete interior & kitchen improvements, including flooring, ceilings, lighting, painting, equipment removal/salvage, and utility modifications.

Total Budget

AIP - Entitlement	$0
AIP - Req. Discretionary	$0
AIG - Allocation	$0
ODAA (ODAA & State Apportionment)	$375,000
OCAT	$375,000
Total	**$750,000**



Kitchen Area



Kitchen Prep Area



Utility Area

WILEY POST AIRPORT

Kitchen Café Rehabilitation
FFY 2027



Kitchen Area



Kitchen Prep Area



Utility Area

WILEY POST AIRPORT

Rehabilitate Runway 17L/35R, PAPI & Edge Lights

FFY 2030

Issues:

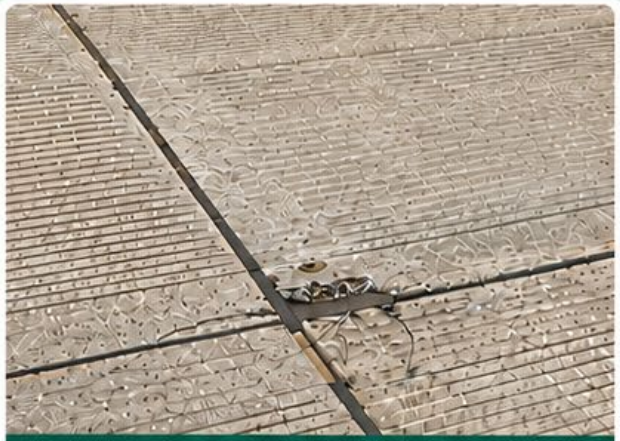
- Deteriorated joint sealant
- Deficient airfield lighting
- Pavement cracking and spalling
- Deteriorated pavement markings & paint

Solutions:

- Remove & replace joint sealant
- Conversion of edge lights & PAPI's to LED
- Localized repair of cracking & spalling
- Renewal of airfield pavement markings



Taxiway A & B – Existing Conditions



Joint Sealant & Spalling



Pavement Cracking

WILEY POST AIRPORT

Rehabilitate Runway 17L/35R, PAPI & Edge Lights

FFY 2030

Total Budget

AIP - Entitlement	$450,000
AIP – Req. Discretionary	$1,583,981
AIG – Allocation	$0
ODAA (ODAA & State Apportionment)	$503,871
OCAT	$281,984
Total	**$2,819,836**



Project Details

The runway measures 7,199’ in length and 150’ in width, totaling approx. 1,079,850 sq ft. ODAA surveyed the runway in 2024 and assessed a low 90’s PCI, expected to deteriorate in the mid 80’s by 2029.

Clarence E. Page Airport (RCE)

Total Federal Capital Plan:

$3,726,202



Box Hangars

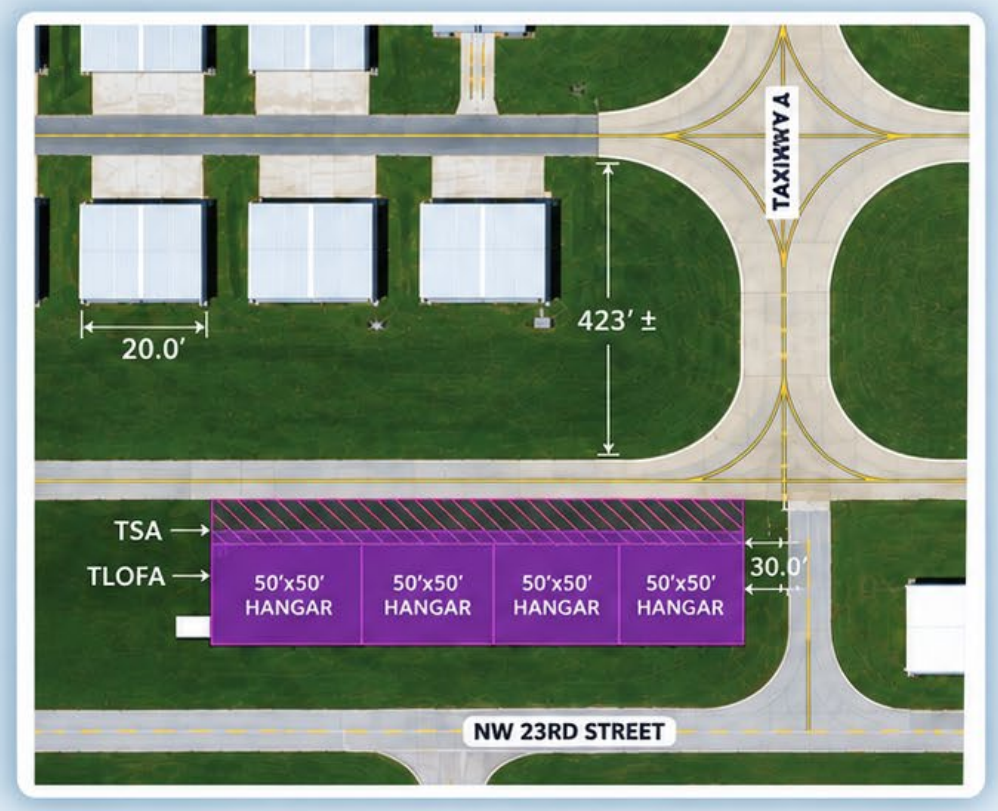
FFY 2029

Issues:

- Growing need for additional aircraft storage
- Limited existing hangar space to support based and transient aircraft

Solutions:

- Construct four (4) 50’ x 50’ interconnected hangars
- Enhance storage capacity, and improve operational efficiency
- Support airport growth



Total Federal Capital Plan:

AIP - Entitlement	$0
AIP - Req. Discretionary	$0
AIG – Allocation	$0
ODAA	$800,000
OCAT	$1,200,000
Total	**$2,000,000**

Rehabilitate 17R/35L Pavement & Edge Lights

FFY 2030

Issues:

- Pavement cracking and spalling
- Deteriorated pavement markings
- Unreliable existing Incandescent runway lights

Solutions:

- Localized repair of cracking and spalling
- Remove and replace deteriorated joint sealant
- Renewal of runway pavement markings
- Conversion of existing incandescent lighting to LED technology



Pavement Condition

Cracking and spalling on runway pavement and deteriorated markings.

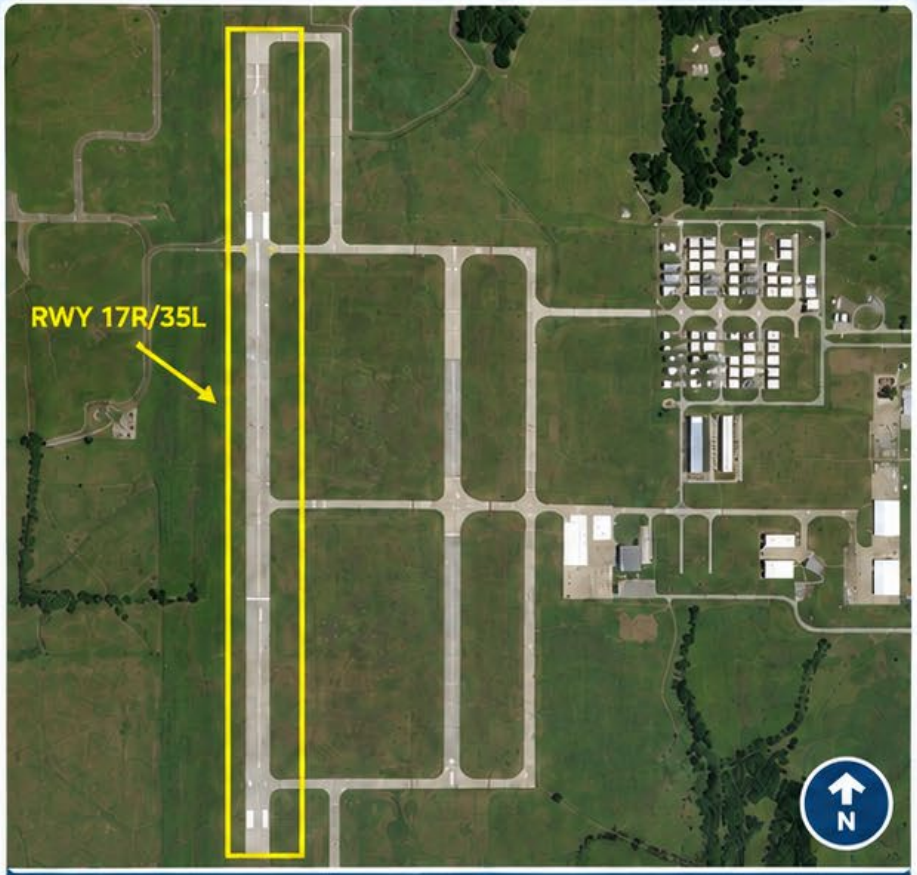


Runway Edge Light

Existing incandescent runway lights to be converted to LED technology.

Rehabilitate 17R/35L Pavement & Edge Lights

FFY 2030



Clarence E. Page Airport

Project Scope & Details

Runway Dimensions	6,016’ (length) x 108’ (width) (Existing pavement)
Pavement Area to be Rehabilitated	Approx. 649,728 sq. ft. (entire runway)
Pavement Work	• Remove and replace deteriorated joint sealant • Repair localized pavement cracks and spalling • Mill and overlay as needed (full-depth or partial-depth, as determined by evaluation)
Edge Lighting	• Replace deteriorated runway edge lights • Ensure LED technology and proper operation
Construction Timing	FFY 2030

Total Budget

AIP - Entitlement	$600,000
AIP - Req. Discretionary	$782,677
AIG - Allocation	$0
ODAA	$80,905
OCAT	$262,620
Total	**$1,726,202**

Improving Safety.
Supporting Operations.

OKC | OKLAHOMA CITY AIRPORT TRUST

Questions?

CONNECTING PEOPLE.
STRENGTHENING OUR COMMUNITY.



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