

TITLE 25. OKLAHOMA AERONAUTICS COMMISSION
CHAPTER 15. OAC AIRPORT CONSTRUCTION PROGRAM

- A. The proposed permanent rules will define an airport sponsor matching share and update information regarding state level and sponsor level participation. The Commission's maximum amount for terminal building projects will be increased. The Commission's cost share level of participation on hangar construction projects will be increased and the not to exceed cap removed. Fuel system construction projects will be eligible for Commission funding and the state level of participation identified. The Commission may provide funds at a 100% level for funding directed to the Commission by the legislature for specifically identified site locations and infrastructure projects. Additional changes include an updated FAA Order number related to the National Priority Rating System and grammatical changes throughout.
- B. Those most likely to be affected by the proposed rule are Oklahoma airport sponsors, principally Oklahoma's municipalities that own public airports, that receive airport grant funding from the Commission.
- C. Those who will benefit most from the proposed rule are Oklahoma airport sponsors, principally Oklahoma's municipalities that own public airports, that receive airport grant funding from the Commission.
- D. There will be no known negative economic impacts regarding the proposed rule. In all likelihood, the economic impact will be positive because the amended rules will allow the Commission the opportunity to provide additional funding towards terminal building and hangar projects, as well as establish fuel systems as eligible for receiving state funds. In addition, the Commission will be able to provide PREP funding as directed by the legislature. These changes will assist the airport sponsor with their infrastructure needs which will benefit the users of the airport and the local community.
- E. There will be no change in costs to the agency. The Commission is funded by users of the Oklahoma Airport System and the Legislature through aircraft excise and aviation fuel taxes, aircraft registration fees, and appropriated funds.
- F. This rule will have a beneficial economic impact on political subdivisions (airport sponsors) because increased funding will be available which will be used to improve and maintain their airport infrastructure.
- G. The proposed rule will not have an adverse economic effect on small business as provided by the Oklahoma Small Business Regulatory Flexibility Act.
- H. There will be no compliance costs associated with the proposed rule.
- I. The proposed rule could have a beneficial impact on public health, safety or the environment as it would allow for airport sponsors to receive grant or loan funding for projects that would improve the safety

and efficiency of an airport, which will benefit the users of the airport and the local community.

- J. There will not be a detrimental effect on public health, safety, or the environment if the proposed rule is implemented.
- K. This Rule Impact Statement was prepared on February 8, 2023.