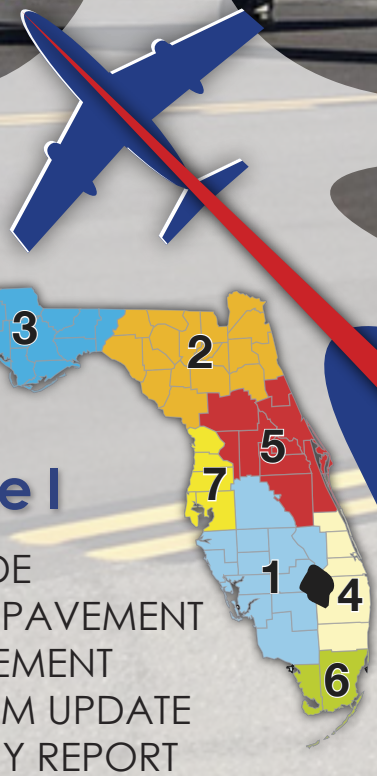
FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORT OFFICE



Volume I

STATEWIDE
AIRFIELD PAVEMENT
MANAGEMENT
PROGRAM UPDATE
SUMMARY REPORT
JUNE 2015

STATEWIDE Airfield Pavement Management PROGRAM

FDOT

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FLP
Office of Freight, Logistics and Passenger Operations

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EXECUTIVE SUMMARY

Airport airfield pavement infrastructure facilities represent a large capital investment in the Florida Airport System. Timely and appropriate maintenance and strategic rehabilitation are essential as repair costs increase significantly in proportion to deterioration. Airport pavement distresses can also contribute to the development of loose debris and decreased ride quality, which can be a safety concern for aircraft operations.

The Statewide Airfield Pavement Management Program (SAPMP) identifies pavement condition and the associated maintenance and rehabilitation needs and costs to provide the tools to allow programming of improvements in a cost effective manner. By undertaking preventative maintenance at the early stages of pavement deterioration, substantial cost savings can be realized in comparison to waiting until the pavements deteriorate further. This Statewide Pavement Evaluation Report is intended to provide an overview of the needs of the overall Florida Aviation System. Individual airport reports and separate reports for each District have also been prepared.

In 2012, the Florida Department of Transportation Aviation and Spaceport Office selected a Consultant team led by Kimley-Horn and Associates, Inc. To provide services in support to FDOT in the continuing evaluation and updating of the existing Statewide Airfield Pavement Management Program (SAPMP) to be completed over fiscal year 2013 through 2015. Pavement Condition Index surveys were performed for airfield pavement facilities for 93 participating airports.

This report represents the results of the update to the FDOT SAPMP for the airports in Phase 1 and Phase 2 of the project the following is a summary of the findings of this effort:

- *The overall area of the 93 participating airports inspected in Phase 1 and Phase 2 in the FDOT SAPMP database is 316,671,651.11 square feet.*
- *The projected 2015 overall area-weighted PCI is at 73.55, a condition rating of "Satisfactory". The average age of pavements for the entire systems is 17.3 years old.*

Airports that participated in their inaugural inspection since joining the FDOT SAPMP Program Update for 2013-2015 consist of the following:

- *District 3, Northwest Florida Beach International Airport (ECP)*
- *District 3, Calhoun County Airport (F95)*
- *District 5, Leesburg International Airport (LEE)*

Airports part of the National Plan of Integrated Airport Systems (NPIAS) that did not participate in this SAPMP Program Update consist of the following:

- *District 1, Sarasota-Bradenton International Airport (SRQ)*
- *District 2, Northeast Florida Regional Airport (SGJ)*
- *District 3, Destin – Fort Walton Beach Airport, formerly Northwest Florida Regional Airport and also concurrently Eglin Air Force Base (VPS)*
- *District 5, Orlando International Airport (MCO)*
- *District 6, Miami International Airport (MIA)*
- *District 7, Tampa International Airport (TPA)*

Since the previous update performed in 2012, significant updates to the ASTM D 5340 Standard Test Method for Airport Pavement Condition Index Surveys have affected the analysis of the program. These include the separation of Weathering and Raveling into two distinct flexible pavement distresses, and the addition of the Alkali-Silica Reaction distress for rigid pavement distresses. Additionally, the deterioration associated with the rigid pavement distress Scaling/Map Cracking has been modified. The change in distress classification, as described in ASTM D 5340-12, may result in small variances in the PCI values from the previous inspection analysis. The update included changes in distress deduction values that may be less than the previous analysis.

Airfield Pavement Condition Summary

The overall area-weighted Pavement Condition Index (PCI) of the participating airports in this Program Update is 73.55, a condition rating of “Satisfactory” for the overall system.

The primary distress types attributing to the overall condition of asphalt concrete pavement are longitudinal/transverse cracking, raveling, and surface weathering. The distress mechanisms associated with the aforementioned distresses are climate and age based. The primary distress types identified for Portland cement concrete were longitudinal/transverse/diagonal (LTD) cracking, scaling/map cracking, and joint seal damage. The overall condition of the pavements inspected and distress mechanisms identified are indicative that

the pavements have reached the end or are near the end of the intended design life. Instances of structural distresses, such as alligator cracking or shattered slabs, have been identified in isolated areas of repetitive traffic loading, both in frequency and loading.

The observations resulting from a typical sample inspection for asphalt concrete pavement may include longitudinal cracking along the direction of travel at the pavement joints, weathering and oxidation throughout the sample area, and raveling localized to the wheel path. The observations resulting from a typical sample inspection for Portland cement concrete pavement may include joint seal damage throughout the sample, shrinkage cracks propagating from adjacent LTD cracking, and surface scaling/map cracking.

Table I: Statewide Pavement Condition Index Summary by FDOT District below represents of the resulting area-weighted average condition from the PCI inspection performed in each FDOT District within the Florida Airports System. The overall area-weighted average section PCI ratings at the airport network level ranged from Failed to Good. Table II: Statewide Pavement Condition Index Summary by Airport summarizes each participating airport that was inspected as part of the SAPMP Program Update. Table III: Statewide Runway Pavement Condition Index Summary summarizes the SAPMP runway PCI at the area-weighted Branch Level, and identifies whether it is below either the Critical PCI or the recommended FDOT Minimum Runway PCI of 75. Specific individual airport results are identified in the individual Airport Pavement Evaluation Reports provided to each airport.

Table I: Statewide Pavement Condition Index Summary by FDOT District

FDOT District	Airports	Area-Weighted Pavement Condition Index (PCI)							
		Runway		Taxiway		Apron		Overall Airfield	
		PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating
1	18	71	SATISFACTORY	73	SATISFACTORY	67	FAIR	70	FAIR
2	14	76	SATISFACTORY	79	SATISFACTORY	76	SATISFACTORY	77	SATISFACTORY
3	13	79	SATISFACTORY	78	SATISFACTORY	70	FAIR	76	SATISFACTORY
4	14	85	SATISFACTORY	77	SATISFACTORY	69	FAIR	76	SATISFACTORY
5	17	76	SATISFACTORY	73	SATISFACTORY	69	FAIR	72	SATISFACTORY
6	6	64	FAIR	68	FAIR	63	FAIR	65	FAIR
7	10	69	FAIR	68	FAIR	71	SATISFACTORY	69	FAIR
		75.96	SATISFACTORY	74.81	SATISFACTORY	69.76	FAIR	73.55	SATISFACTORY

Table II: Statewide Pavement Condition Index Summary by Airport

Network ID	FDOT District	Airport Type	Area-Weighted Pavement Condition Index (PCI)							
			Runway		Taxiway		Apron		Overall Airfield	
			PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating
2IS	1	GA	100	GOOD	65	FAIR	41	POOR	70	FAIR
APF	1	PR	91	GOOD	86	GOOD	69	FAIR	80	SATISFACTORY
AVO	1	GA	80	SATISFACTORY	68	FAIR	56	FAIR	73	SATISFACTORY
BOW	1	GA	61	FAIR	75	SATISFACTORY	49	POOR	61	FAIR
CHN	1	GA	63	FAIR	69	FAIR	80	SATISFACTORY	68	FAIR
FMY	1	RL	57	FAIR	68	FAIR	76	SATISFACTORY	68	FAIR
GIF	1	GA	82	SATISFACTORY	61	FAIR	56	FAIR	67	FAIR
IMM	1	GA	27	VERY POOR	37	VERY POOR	84	SATISFACTORY	36	VERY POOR
LAL	1	RL	79	SATISFACTORY	68	FAIR	78	SATISFACTORY	74	SATISFACTORY
MKY	1	GA	29	VERY POOR	95	GOOD	76	SATISFACTORY	58	FAIR
OBE	1	GA	77	SATISFACTORY	79	SATISFACTORY	84	SATISFACTORY	79	SATISFACTORY
PGD	1	PR	70	FAIR	71	SATISFACTORY	72	SATISFACTORY	71	SATISFACTORY
RSW	1	PR	81	SATISFACTORY	78	SATISFACTORY	71	SATISFACTORY	75	SATISFACTORY
SEF	1	GA	94	GOOD	88	GOOD	39	VERY POOR	68	FAIR
VNC	1	RL	90	GOOD	82	SATISFACTORY	43	POOR	74	SATISFACTORY
X01	1	GA	44	POOR	70	FAIR	79	SATISFACTORY	58	FAIR
X07	1	GA	52	POOR	51	POOR	59	FAIR	53	POOR
X14	1	GA	91	GOOD	86	GOOD	57	FAIR	79	SATISFACTORY
DISTRICT	1		71	SATISFACTORY	73	SATISFACTORY	67	FAIR	70	FAIR
24J	2	GA	87	GOOD	82	SATISFACTORY	59	FAIR	76	SATISFACTORY
28J	2	GA	97	GOOD	83	SATISFACTORY	79	SATISFACTORY	88	GOOD
40J	2	GA	63	FAIR	59	FAIR	43	POOR	59	FAIR
42J	2	GA	75	SATISFACTORY	49	POOR	47	POOR	63	FAIR
CDK	2	GA	33	VERY POOR	15	SERIOUS	10	FAILED	30	VERY POOR
CRG	2	RL	67	FAIR	71	SATISFACTORY	53	POOR	60	FAIR
CTY	2	GA	49	POOR	58	FAIR	45	POOR	51	POOR
FHB	2	GA	76	SATISFACTORY	74	SATISFACTORY	73	SATISFACTORY	75	SATISFACTORY
GNV	2	PR	84	SATISFACTORY	89	GOOD	88	GOOD	87	GOOD
HEG	2	RL	69	FAIR	73	SATISFACTORY	62	FAIR	68	FAIR
JAX	2	PR	90	GOOD	84	SATISFACTORY	84	SATISFACTORY	85	SATISFACTORY
LCQ	2	GA	63	FAIR	58	FAIR	71	SATISFACTORY	64	FAIR
VQQ	2	GA	79	SATISFACTORY	87	GOOD	81	SATISFACTORY	82	SATISFACTORY
X60	2	GA	90	GOOD	77	SATISFACTORY	83	SATISFACTORY	80	SATISFACTORY
DISTRICT	2		76	SATISFACTORY	79	SATISFACTORY	76	SATISFACTORY	77	SATISFACTORY

Network ID	FDOT District	Airport Type	Area-Weighted Pavement Condition Index (PCI)							
			Runway		Taxiway		Apron		Overall Airfield	
			PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating
1J0	3	GA	70	FAIR	87	GOOD	90	GOOD	77	SATISFACTORY
2J9	3	GA	61	FAIR	79	SATISFACTORY	-	-	68	FAIR
2R4	3	GA	61	FAIR	71	SATISFACTORY	64	FAIR	65	FAIR
54J	3	GA	90	GOOD	85	SATISFACTORY	85	SATISFACTORY	87	GOOD
AAF	3	GA	71	SATISFACTORY	66	FAIR	63	FAIR	68	FAIR
CEW	3	GA	87	GOOD	99	GOOD	71	SATISFACTORY	87	GOOD
DTS	3	GA	100	GOOD	54	POOR	46	POOR	66	FAIR
ECP	3	PR	97	GOOD	90	GOOD	90	GOOD	93	GOOD
F95	3	GA	92	GOOD	90	GOOD	78	SATISFACTORY	86	GOOD
MAI	3	GA	44	POOR	43	POOR	40	VERY POOR	42	POOR
PNS	3	PR	82	SATISFACTORY	78	SATISFACTORY	79	SATISFACTORY	79	SATISFACTORY
TLH	3	PR	84	SATISFACTORY	77	SATISFACTORY	79	SATISFACTORY	79	SATISFACTORY
X13	3	GA	60	FAIR	51	POOR	67	FAIR	61	FAIR
DISTRICT	3		79	SATISFACTORY	78	SATISFACTORY	70	FAIR	76	SATISFACTORY
BCT	4	RL	95	GOOD	93	GOOD	90	GOOD	94	GOOD
F45	4	RL	73	SATISFACTORY	81	SATISFACTORY	78	SATISFACTORY	77	SATISFACTORY
FLL	4	PR	72	SATISFACTORY	70	FAIR	75	SATISFACTORY	72	SATISFACTORY
FPR	4	GA	86	GOOD	85	SATISFACTORY	65	FAIR	79	SATISFACTORY
FXE	4	RL	79	SATISFACTORY	82	SATISFACTORY	90	GOOD	82	SATISFACTORY
HWO	4	RL	95	GOOD	83	SATISFACTORY	48	POOR	84	SATISFACTORY
LNA	4	RL	88	GOOD	89	GOOD	73	SATISFACTORY	82	SATISFACTORY
PBI	4	PR	93	GOOD	74	SATISFACTORY	65	FAIR	74	SATISFACTORY
PHK	4	GA	63	FAIR	86	GOOD	98	GOOD	79	SATISFACTORY
PMP	4	GA	86	GOOD	82	SATISFACTORY	68	FAIR	80	SATISFACTORY
SUA	4	GA	82	SATISFACTORY	75	SATISFACTORY	72	SATISFACTORY	77	SATISFACTORY
VRB	4	PR	88	GOOD	77	SATISFACTORY	59	FAIR	72	SATISFACTORY
X10	4	GA	13	SERIOUS	11	SERIOUS	49	POOR	19	SERIOUS
X26	4	GA	87	GOOD	79	SATISFACTORY	74	SATISFACTORY	81	SATISFACTORY
DISTRICT	4		85	SATISFACTORY	77	SATISFACTORY	69	FAIR	76	SATISFACTORY
COI	5	GA	69	FAIR	76	SATISFACTORY	53	POOR	61	FAIR
DAB	5	PR	81	SATISFACTORY	65	FAIR	56	FAIR	67	FAIR
DED	5	RL	89	GOOD	86	GOOD	76	SATISFACTORY	83	SATISFACTORY
EVB	5	RL	71	SATISFACTORY	72	SATISFACTORY	35	VERY POOR	66	FAIR
ISM	5	RL	87	GOOD	75	SATISFACTORY	61	FAIR	71	SATISFACTORY
LEE	5	GA	85	SATISFACTORY	87	GOOD	68	FAIR	81	SATISFACTORY

Network ID	FDOT District	Airport Type	Area-Weighted Pavement Condition Index (PCI)							
			Runway		Taxiway		Apron		Overall Airfield	
			PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating
MLB	5	PR	65	FAIR	80	SATISFACTORY	79	SATISFACTORY	75	SATISFACTORY
OCF	5	PR	95	GOOD	62	FAIR	74	SATISFACTORY	79	SATISFACTORY
OMN	5	RL	71	SATISFACTORY	74	SATISFACTORY	58	FAIR	68	FAIR
ORL	5	RL	76	SATISFACTORY	72	SATISFACTORY	50	POOR	61	FAIR
SFB	5	PR	82	SATISFACTORY	70	FAIR	79	SATISFACTORY	77	SATISFACTORY
TIX	5	PR	65	FAIR	77	SATISFACTORY	91	GOOD	77	SATISFACTORY
X21	5	GA	87	GOOD	89	GOOD	75	SATISFACTORY	83	SATISFACTORY
X23	5	GA	83	SATISFACTORY	100	GOOD	86	GOOD	85	SATISFACTORY
X35	5	GA	89	GOOD	55	POOR	75	SATISFACTORY	81	SATISFACTORY
X59	5	GA	54	POOR	100	GOOD	97	GOOD	76	SATISFACTORY
XFL	5	GA	52	POOR	63	FAIR	77	SATISFACTORY	62	FAIR
DISTRICT	5		76	SATISFACTORY	73	SATISFACTORY	69	FAIR	72	SATISFACTORY
EYW	6	PR	58	FAIR	64	FAIR	52	POOR	57	FAIR
MTH	6	GA	61	FAIR	68	FAIR	60	FAIR	62	FAIR
OPF	6	RL	59	FAIR	67	FAIR	55	POOR	62	FAIR
TMB	6	RL	73	SATISFACTORY	75	SATISFACTORY	74	SATISFACTORY	74	SATISFACTORY
TNT	6	GA	59	FAIR	64	FAIR	54	POOR	62	FAIR
X51	6	GA	75	SATISFACTORY	65	FAIR	72	SATISFACTORY	71	SATISFACTORY
DISTRICT	6		64	FAIR	68	FAIR	63	FAIR	65	FAIR
BKV	7	GA	54	POOR	52	POOR	68	FAIR	56	FAIR
CGC	7	GA	68	FAIR	87	GOOD	57	FAIR	71	SATISFACTORY
CLW	7	RL	100	GOOD	93	GOOD	57	FAIR	87	GOOD
INF	7	GA	97	GOOD	94	GOOD	93	GOOD	95	GOOD
PCM	7	GA	60	FAIR	71	SATISFACTORY	81	SATISFACTORY	71	SATISFACTORY
PIE	7	PR	71	SATISFACTORY	73	SATISFACTORY	63	FAIR	70	FAIR
SPG	7	RL	61	FAIR	60	FAIR	74	SATISFACTORY	65	FAIR
TPF	7	RL	70	FAIR	75	SATISFACTORY	82	SATISFACTORY	74	SATISFACTORY
VDF	7	RL	70	FAIR	71	SATISFACTORY	77	SATISFACTORY	73	SATISFACTORY
ZPH	7	GA	83	SATISFACTORY	55	POOR	67	FAIR	70	FAIR
DISTRICT	7		69	FAIR	68	FAIR	71	SATISFACTORY	69	FAIR

Table III: Statewide Runway Pavement Condition Index Summary by Airport

Network ID	FDOT District	Airport Name	Airport Type	Runway	Length (FT)	Width (FT)	Branch Area-Weighted PCI
2IS	1	AIRGLADES AIRPORT	GA	RW 13-31	5,901	75	100
APF	1	NAPLES MUNICIPAL AIRPORT	PR	RW 5-23	6,600	150	86
APF	1	NAPLES MUNICIPAL AIRPORT	PR	RW 14-32	5,000	100	100
AVO	1	AVON PARK EXECUTIVE AIRPORT	GA	RW 5-23	5,374	100	79
AVO	1	AVON PARK EXECUTIVE AIRPORT	GA	RW 10-28	3,844	75	83
BOW	1	BARTOW MUNICIPAL AIRPORT	GA	RW 9R-27L	4,400	150	33
BOW	1	BARTOW MUNICIPAL AIRPORT	GA	RW 5-23	5,000	100	58
BOW	1	BARTOW MUNICIPAL AIRPORT	GA	RW 9L-27R	5,000	150	85
CHN	1	WAUCHULA MUNICIPAL AIRPORT	GA	RW 18-36	4,005	75	63
FMY	1	PAGE FIELD AIRPORT	RL	RW 13-31	4,912	150	61
FMY	1	PAGE FIELD AIRPORT	RL	RW 5-23	6,406	150	54
GIF	1	WINTER HAVEN'S GILBERT AIRPORT	GA	RW 11-29	4,001	100	70
GIF	1	WINTER HAVEN'S GILBERT AIRPORT	GA	RW 5-23	5,006	100	91
IMM	1	IMMOKALEE REGIONAL AIRPORT	GA	RW 18-36	5,000	150	30
IMM	1	IMMOKALEE REGIONAL AIRPORT	GA	RW 9-27	5,000	100	24
LAL	1	LAKELAND LINDER REGIONAL AIRPORT	RL	RW 9-27	8,499	150	83
LAL	1	LAKELAND LINDER REGIONAL AIRPORT	RL	RW 5-23	5,005	150	73
MKY	1	MARCO ISLAND AIRPORT	GA	RW 17-35	5,000	100	29

Network ID	FDOT District	Airport Name	Airport Type	Runway	Length (FT)	Width (FT)	Branch Area-Weighted PCI
OBE	1	OKEECHOBEE COUNTY AIRPORT	GA	RW 5-23	5,000	100	84
OBE	1	OKEECHOBEE COUNTY AIRPORT	GA	RW 14-32	4,001	75	64
PGD	1	PUNTA GORDA AIRPORT	PR	RW 9-27	2,636	60	67
PGD	1	PUNTA GORDA AIRPORT	PR	RW 4-22	7,193	150	72
PGD	1	PUNTA GORDA AIRPORT	PR	RW 15-33	5,688	150	68
RSW	1	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	PR	RW 6-24	12,000	150	81
SEF	1	SEBRING REGIONAL AIRPORT	GA	RW 19-01	5,234	100	100
SEF	1	SEBRING REGIONAL AIRPORT	GA	RW 14-32	4,990	100	88
VNC	1	VENICE MUNICIPAL AIRPORT	RL	RW 5-23	5,000	150	100
VNC	1	VENICE MUNICIPAL AIRPORT	RL	RW 13-31	4,999	150	80
X01	1	EVERGLADES AIRPARK	GA	RW 15-33	2,400	60	44
X07	1	LAKE WALES MUNICIPAL AIRPORT	GA	RW 6-24	3,999	100	46
X07	1	LAKE WALES MUNICIPAL AIRPORT	GA	RW 17-35	3,860	75	61
X14	1	LA BELLE MUNICIPAL AIRPORT	GA	RW 14-32	5,254	75	91
24J	2	SUWANNEE COUNTY AIRPORT	GA	RW 7-25	4,005	75	87
28J	2	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	GA	RW 17-35	3,510	75	94
28J	2	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	GA	RW 9-27	6,000	100	99
40J	2	PERRY-FOLEY AIRPORT	GA	RW 18-36	4,986	100	96
40J	2	PERRY-FOLEY AIRPORT	GA	RW 6-24	4,378	150	26

Network ID	FDOT District	Airport Name	Airport Type	Runway	Length (FT)	Width (FT)	Branch Area-Weighted PCI
40J	2	PERRY-FOLEY AIRPORT	GA	RW 12-30	4,754	100	68
42J	2	KEYSTONE AIRPARK	GA	RW 11-29	4,899	75	56
42J	2	KEYSTONE AIRPARK	GA	RW 5-23	5,046	100	90
CDK	2	GEORGE T. LEWIS AIRPORT	GA	RW 5-23	2,355	100	33
CRG	2	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	RL	RW 14-32	4,008	100	56
CRG	2	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	RL	RW 5-23	4,004	100	79
CTY	2	CROSS CITY AIRPORT	GA	RW 4-22	5,005	75	66
CTY	2	CROSS CITY AIRPORT	GA	RW 13-31	5,001	100	36
FHB	2	FERNANDINA BEACH MUNICIPAL AIRPORT	GA	RW 13-31	5,152	100	70
FHB	2	FERNANDINA BEACH MUNICIPAL AIRPORT	GA	RW 9-27	5,000	100	94
FHB	2	FERNANDINA BEACH MUNICIPAL AIRPORT	GA	RW 4-22	5,301	100	76
GNV	2	GAINESVILLE REGIONAL AIRPORT	PR	RW 7-25	4,158	100	100
GNV	2	GAINESVILLE REGIONAL AIRPORT	PR	RW 11-29	7,504	150	78
HEG	2	HERLONG RECREATIONAL AIRPORT	RL	RW 7-25	3,999	100	83
HEG	2	HERLONG RECREATIONAL AIRPORT	RL	RW 11-29	3,500	100	56
JAX	2	JACKSONVILLE INTERNATIONAL AIRPORT	PR	RW 8-26	10,000	150	89
JAX	2	JACKSONVILLE INTERNATIONAL AIRPORT	PR	RW 14-32	7,701	150	93
LCQ	2	LAKE CITY GATEWAY AIRPORT	GA	RW 10-28	8,003	150	65
LCQ	2	LAKE CITY GATEWAY AIRPORT	GA	RW 5-23	4,000	75	58

Network ID	FDOT District	Airport Name	Airport Type	Runway	Length (FT)	Width (FT)	Branch Area-Weighted PCI
VQQ	2	CECIL AIRPORT	GA	RW 18L-36R	12,503	200	92
VQQ	2	CECIL AIRPORT	GA	RW 9R-27L	8,003	200	92
VQQ	2	CECIL AIRPORT	GA	RW 18R-36L	8,002	200	60
VQQ	2	CECIL AIRPORT	GA	RW 9L-27R	4,439	200	56
X60	2	WILLISTON MUNICIPAL AIRPORT	GA	RW 14-32	4,704	100	92
X60	2	WILLISTON MUNICIPAL AIRPORT	GA	RW 5-23	6,669	100	64
1J0	3	TRI-COUNTY AIRPORT	GA	RW 1-19	4,000	75	70
2J9	3	QUINCY MUNICIPAL AIRPORT	GA	RW 14-32	2,964	75	61
2R4	3	PETER PRINCE FIELD	GA	RW 18-36	3,701	75	61
54J	3	DEFUNIAK SPRINGS AIRPORT	GA	RW 9-27	4,146	60	90
AAF	3	APALACHICOLA REGIONAL AIRPORT	GA	RW 18-36	5,251	150	68
AAF	3	APALACHICOLA REGIONAL AIRPORT	GA	RW 6-24	5,271	150	76
AAF	3	APALACHICOLA REGIONAL AIRPORT	GA	RW 14-32	5,425	150	70
CEW	3	BOB SIKES AIRPORT	GA	RW 17-35	8,004	150	87
DTS	3	DESTIN-FORT WALTON BEACH AIRPORT	GA	RW 14-32	5,001	100	100
ECP	3	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT		RW 16-34	10,000	150	97
F95	3	CALHOUN COUNTY AIRPORT	GA	RW 18-36	3,100	60	92
MAI	3	MARIANNA MUNICIPAL AIRPORT	GA	RW 8-26	4,895	100	47
MAI	3	MARIANNA MUNICIPAL AIRPORT	GA	RW 18-36	4,896	100	42

Network ID	FDOT District	Airport Name	Airport Type	Runway	Length (FT)	Width (FT)	Branch Area-Weighted PCI
PNS	3	PENSACOLA INTERNATIONAL AIRPORT	PR	RW 17-35	7,004	150	90
PNS	3	PENSACOLA INTERNATIONAL AIRPORT	PR	RW 8-26	7,000	150	76
TLH	3	TALLAHASSEE REGIONAL AIRPORT	PR	RW 18-36	7,000	150	66
TLH	3	TALLAHASSEE REGIONAL AIRPORT	PR	RW 9-27	8,000	150	100
X13	3	CARRABELLE-THOMPSON AIRPORT	GA	RW 5-23	4,000	75	60
BCT	4	BOCA RATON AIRPORT	RL	RW 5-23	6,276	150	95
F45	4	NORTH PALM BEACH COUNTY GENERAL AVIATION	RL	RW 8R-26L	4,300	100	73
F45	4	NORTH PALM BEACH COUNTY GENERAL AVIATION	RL	RW 13-31	4,300	75	74
FLL	4	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	PR	RW 10L-28R	9,000	150	72
FPR	4	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	GA	RW 10R-28L	6,492	150	94
FPR	4	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	GA	RW 10L-28R	4,000	75	97
FPR	4	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	GA	RW 14-32	4,755	100	65
FXE	4	FT. LAUDERDALE EXECUTIVE AIRPORT	RL	RW 9-27	6,002	100	75
FXE	4	FT. LAUDERDALE EXECUTIVE AIRPORT	RL	RW 13-31	4,000	100	86
HWO	4	NORTH PERRY AIRPORT	RL	RW 01L-19R	3,350	100	96
HWO	4	NORTH PERRY AIRPORT	RL	RW 10R-28L	3,255	100	87
HWO	4	NORTH PERRY AIRPORT	RL	RW 10L-28R	3,240	100	100
HWO	4	NORTH PERRY AIRPORT	RL	RW 01R-19L	3,260	100	100

Network ID	FDOT District	Airport Name	Airport Type	Runway	Length (FT)	Width (FT)	Branch Area-Weighted PCI
LNA	4	PALM BEACH COUNTY PARK AIRPORT	RL	RW 3-21	3,256	75	75
LNA	4	PALM BEACH COUNTY PARK AIRPORT	RL	RW 15-33	3,421	100	100
LNA	4	PALM BEACH COUNTY PARK AIRPORT	RL	RW 9-27	3,489	75	85
PBI	4	PALM BEACH INTERNATIONAL AIRPORT	PR	RW 14-32	6,931	150	87
PBI	4	PALM BEACH INTERNATIONAL AIRPORT	PR	RW 10R-28L	3,214	75	75
PBI	4	PALM BEACH INTERNATIONAL AIRPORT	PR	RW 10L-28R	10,000	150	100
PHK	4	PALM BEACH COUNTY GLADES AIRPORT	GA	RW 17-35	4,116	75	63
PMP	4	POMPANO BEACH AIRPARK	GA	RW 15-33	4,918	150	100
PMP	4	POMPANO BEACH AIRPARK	GA	RW 6-24	4,001	150	71
PMP	4	POMPANO BEACH AIRPARK	GA	RW 10-28	3,502	100	79
SUA	4	WITHAM FIELD	GA	RW 16-34	4,998	100	77
SUA	4	WITHAM FIELD	GA	RW 7-25	4,652	100	87
SUA	4	WITHAM FIELD	GA	RW 12-30	5,828	100	82
VRB	4	VERO BEACH MUNICIPAL AIRPORT	PR	RW 12R-30L	7,314	106	79
VRB	4	VERO BEACH MUNICIPAL AIRPORT	PR	RW 12L-30R	3,504	75	92
VRB	4	VERO BEACH MUNICIPAL AIRPORT	PR	RW 4-22	4,974	100	98
X10	4	BELLE GLADE STATE MUNICIPAL AIRPORT	GA	RW 9-27	3,750	50	13
X26	4	SEBASTIAN MUNICIPAL AIRPORT	GA	RW 10-28	3,199	75	90
X26	4	SEBASTIAN MUNICIPAL AIRPORT	GA	RW 5-23	4,023	75	84

Network ID	FDOT District	Airport Name	Airport Type	Runway	Length (FT)	Width (FT)	Branch Area-Weighted PCI
COI	5	MERRITT ISLAND	GA	RW 11-29	3,601	75	69
DAB	5	DAYTONA BEACH INTERNATIONAL AIRPORT	PR	RW 16-34	6,001	150	66
DAB	5	DAYTONA BEACH INTERNATIONAL AIRPORT	PR	RW 7R-25L	3,195	100	54
DAB	5	DAYTONA BEACH INTERNATIONAL AIRPORT	PR	RW 7L-25R	10,500	150	94
DED	5	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	RL	RW 12-30	6,001	100	100
DED	5	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	RL	RW 5-23	4,301	75	69
EVB	5	NEW SMYRNA BEACH MUNICIPAL AIRPORT	RL	RW 11-29	4,319	100	100
EVB	5	NEW SMYRNA BEACH MUNICIPAL AIRPORT	RL	RW 7-25	5,000	75	73
EVB	5	NEW SMYRNA BEACH MUNICIPAL AIRPORT	RL	RW 2-20	4,000	100	41
ISM	5	KISSIMMEE GATEWAY AIRPORT	RL	RW 15-33	6,001	100	79
ISM	5	KISSIMMEE GATEWAY AIRPORT	RL	RW 6-24	5,001	150	97
LEE	5	LEESBURG INTERNATIONAL AIRPORT	GA	RW 13-31	6,300	100	76
LEE	5	LEESBURG INTERNATIONAL AIRPORT	GA	RW 3-21	4,957	100	97
MLB	5	MELBOURNE INTERNATIONAL AIRPORT	PR	RW 5-23	3,001	75	68
MLB	5	MELBOURNE INTERNATIONAL AIRPORT	PR	RW 9L-27R	6,000	150	67
MLB	5	MELBOURNE INTERNATIONAL AIRPORT	PR	RW 9R-27L	10,181	150	63
OCF	5	OCALA INTERNATIONAL/JIM TAYLOR FIELD	PR	RW 8-26	3,009	50	100
OCF	5	OCALA INTERNATIONAL/JIM TAYLOR FIELD	PR	RW 18-36	7,467	150	94
OMN	5	ORMOND BEACH MUNICIPAL AIRPORT	RL	RW 17-35	3,704	100	75

Network ID	FDOT District	Airport Name	Airport Type	Runway	Length (FT)	Width (FT)	Branch Area-Weighted PCI
OMN	5	ORMOND BEACH MUNICIPAL AIRPORT	RL	RW 8-26	4,005	75	67
ORL	5	ORLANDO EXECUTIVE AIRPORT	RL	RW 7-25	6,004	150	77
ORL	5	ORLANDO EXECUTIVE AIRPORT	RL	RW 13-31	4,625	100	74
SFB	5	ORLANDO SANFORD INTERNATIONAL AIRPORT	PR	RW 9C-27C	3,578	75	82
SFB	5	ORLANDO SANFORD INTERNATIONAL AIRPORT	PR	RW 18-36	6,002	150	73
SFB	5	ORLANDO SANFORD INTERNATIONAL AIRPORT	PR	RW 9L-27R	11,002	150	89
SFB	5	ORLANDO SANFORD INTERNATIONAL AIRPORT	PR	RW 9R-27L	6,647	75	73
TIX	5	SPACE COAST REGIONAL AIRPORT	PR	RW 9-27	5,000	100	59
TIX	5	SPACE COAST REGIONAL AIRPORT	PR	RW 18-36	7,319	150	68
X21	5	ARTHUR DUNN AIRPARK	GA	RW 15-33	1,805	100	87
X23	5	UMATILLA MUNICIPAL AIRPORT	GA	RW 01-19	2,500	60	83
X35	5	MARION COUNTY AIRPORT	GA	RW 10-28	4,702	60	76
X35	5	MARION COUNTY AIRPORT	GA	RW 5-23	5,000	100	97
X59	5	VALKARIA AIRPORT	GA	RW 14-32	4,000	75	75
X59	5	VALKARIA AIRPORT	GA	RW 10-28	4,000	75	33
XFL	5	FLAGLER COUNTY AIRPORT	GA	RW 11-29	4,999	100	50
XFL	5	FLAGLER COUNTY AIRPORT	GA	RW 6-24	5,000	100	55
EYW	6	KEY WEST INTERNATIONAL AIRPORT	PR	RW 9-27	4,801	100	58
MTH	6	THE FLORIDA KEYS MARATHON AIRPORT	GA	RW 7-25	5,008	100	61

Network ID	FDOT District	Airport Name	Airport Type	Runway	Length (FT)	Width (FT)	Branch Area-Weighted PCI
OPF	6	OPA LOCKA EXECUTIVE AIRPORT	RL	RW 12-30	6,800	150	53
OPF	6	OPA LOCKA EXECUTIVE AIRPORT	RL	RW 9R-27L	4,309	100	69
OPF	6	OPA LOCKA EXECUTIVE AIRPORT	RL	RW 9L-27R	8,002	150	61
TMB	6	MIAMI EXECUTIVE AIRPORT	RL	RW 9L-27R	5,003	150	74
TMB	6	MIAMI EXECUTIVE AIRPORT	RL	RW 9R-27L	6,000	150	74
TMB	6	MIAMI EXECUTIVE AIRPORT	RL	RW 13-31	4,001	150	73
TNT	6	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	GA	RW 9-27	10,499	150	59
X51	6	HOMESTEAD GENERAL AVIATION AIRPORT	GA	RW 18-36	3,999	100	74
X51	6	HOMESTEAD GENERAL AVIATION AIRPORT	GA	RW 10-28	3,000	75	78
BKV	7	Brooksville - Tampa Bay Regional Airport	GA	RW 9-27	7,002	150	54
BKV	7	Brooksville - Tampa Bay Regional Airport	GA	RW 3-21	5,015	150	54
CGC	7	CRYSTAL RIVER AIRPORT	GA	RW 9-27	4,557	75	68
CLW	7	CLEARWATER AIR PARK	RL	RW 16-34	4,108	75	100
INF	7	INVERNESS AIRPORT	GA	RW 1-19	5,001	75	97
PCM	7	PLANT CITY AIRPORT	GA	RW 10-28	3,948	75	60
PIE	7	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	PR	RW 4-22	5,903	150	96
PIE	7	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	PR	RW 9-27	4,712	150	44
PIE	7	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	PR	RW 18L-36R	9,730	150	68

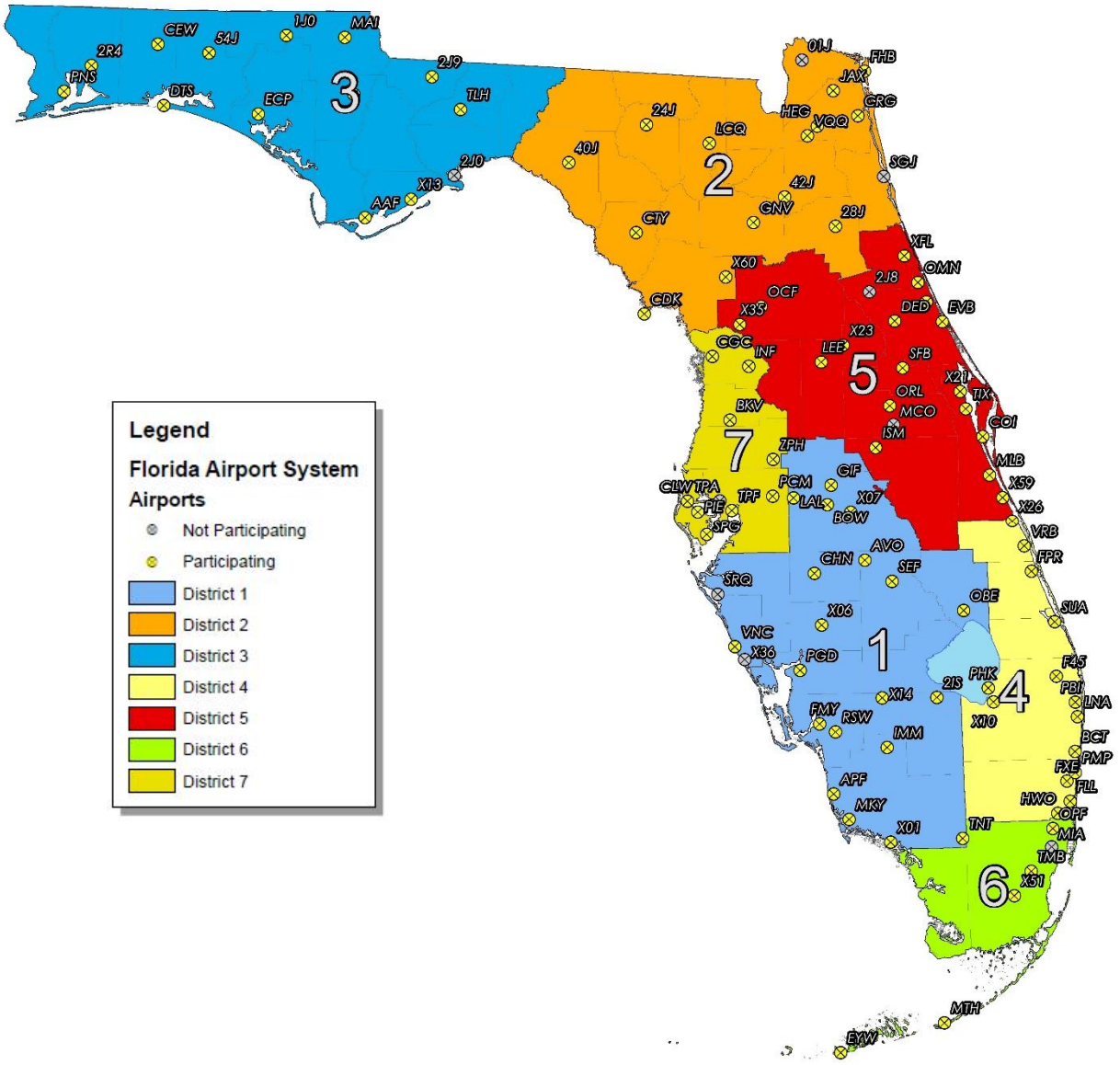
Network ID	FDOT District	Airport Name	Airport Type	Runway	Length (FT)	Width (FT)	Branch Area-Weighted PCI
SPG	7	ALBERT WHITTED AIRPORT	RL	RW 7-25	3,677	75	62
SPG	7	ALBERT WHITTED AIRPORT	RL	RW 18-36	2,864	150	60
TPF	7	PETER O. KNIGHT AIRPORT	RL	RW 4-22	3,580	100	62
TPF	7	PETER O. KNIGHT AIRPORT	RL	RW 18-36	2,687	75	85
VDF	7	TAMPA EXECUTIVE AIRPORT	RL	RW 5-23	5,000	100	71
VDF	7	TAMPA EXECUTIVE AIRPORT	RL	RW 18-36	3,259	75	70
ZPH	7	ZEPHYRHILLS MUNICIPAL AIRPORT	GA	RW 18-36	4,694	100	67
ZPH	7	ZEPHYRHILLS MUNICIPAL AIRPORT	GA	RW 5-23	4,999	100	100

System Inventory Update – Florida Airport System

The Bureau of Transportation Statistics recognizes 124 public and privately owned airport facilities in the State of Florida. Of the 102 publicly owned for public use airport facilities in the Florida Airport System; 93 airports actively participate in the SAPMP Program.

In total 92 Airports were included in the SAPMP inspection efforts. Figure I: Participating Airports in SAPMP depicts the geographical location of all participating airports.

Figure I: Participating Airports in SAPMP



Arcadia Municipal Airport (X06), located in District 1, due to substantial airfield construction projects that consist of runway, taxiway, and hangar development; declined participation of airfield inspections for this SAPMP update. X06 expressed their interest to continue in the SAPMP Program upon completion of their airfield construction when appropriate. Two airports were added to the SAPMP Program; Leesburg International Airport (LEE), Calhoun County Airport (F95), located in District 5 and District 3 respectively. Northwest Florida Beaches International Airport (ECP), located in District 3, participated in its inaugural

inspection; the airfield was not inspected in the previous updated as it had just been constructed and the pavement facilities were in new condition.

The SAPMP Program Update consisted of two phases from 2013 to 2015. Phase 1 2013 consisted of the inspection of airfields primarily classified as General Aviation (GA) airfields with the exception of two Regional Reliever (RL) airfields; Fort Lauderdale Executive Airport (FXE) and North Perry Airport (HWO) both located in District 4. Phase 1 was primarily focused on the inspection of airfield pavement networks classified as GA to aid in the development of updated performance models and prediction curves. FXE and HWO were inspected as part of Phase 1 due to anticipated construction efforts that would limit their participation in the following Phase 2. Phase 2, which continued from 2014 to 2015, consisted of the inspection of airfields primarily classified as Primary (PR) and Regional Reliever (RL). GA airports inspected during Phase 2 consisted of the two newly participating airports, LEE and F95, and airfields with 'Whitetopping Pavement' facilities. Figure II: Participating Airports in SAPMP depicts the participating airports by phase. Table IV: Participating Airports summarizes the SAPMP airports, Program Phase, and Inspection start date. Table V: Participating Airports by District summarizes the quantity of participating airports for each FDOT District.

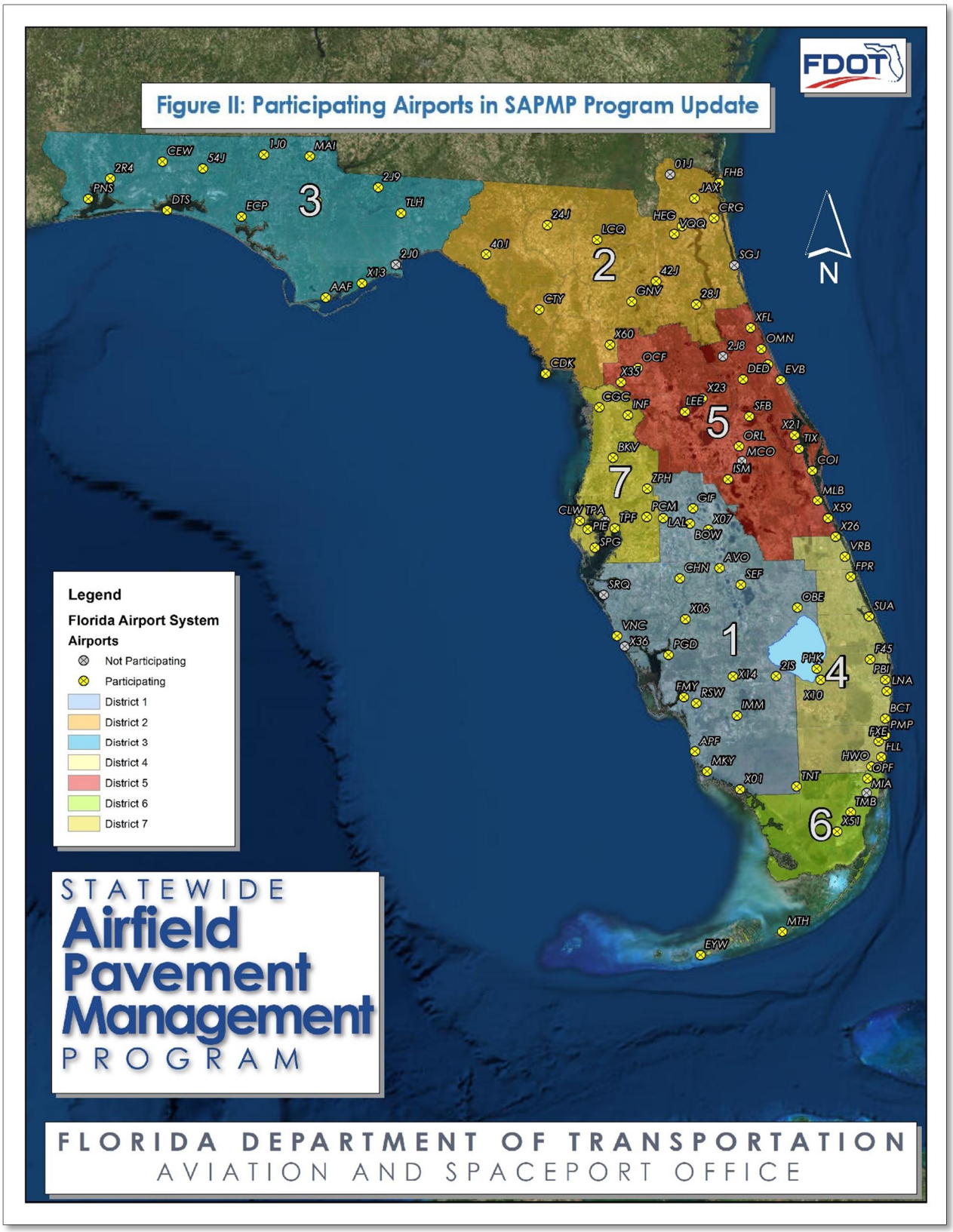


Figure II: Participating Airports in SAPMP Program Update
FDOT
N
Legend
Florida Airport System
Airports
Not Participating
Participating
District 1
District 2
District 3
District 4
District 5
District 6
District 7
STATEWIDE
Airfield
Pavement
Management
PROGRAM
FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORT OFFICE

Table IV: Participating Airports

FDOT District	Network ID	Airport Name	Airport Classification	Phase
3	1J0	TRI-COUNTY AIRPORT	GA	1
2	24J	SUWANNEE COUNTY AIRPORT	GA	1
2	28J	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	GA	1
1	2IS	AIRGLADES AIRPORT	GA	1
3	2J9	QUINCY MUNICIPAL AIRPORT	GA	1
3	2R4	PETER PRINCE FIELD	GA	1
2	40J	PERRY-FOLEY AIRPORT	GA	1
2	42J	KEYSTONE AIRPARK	GA	1
3	54J	DEFUNIAK SPRINGS AIRPORT	GA	1
3	AAF	APALACHICOLA REGIONAL AIRPORT	GA	1
1	APF	NAPLES MUNICIPAL AIRPORT	PR	2
1	AVO	AVON PARK EXECUTIVE AIRPORT	GA	1
4	BCT	BOCA RATON AIRPORT	RL	2
7	BKV	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	GA	1
1	BOW	BARTOW MUNICIPAL AIRPORT	GA	1
2	CDK	GEORGE T. LEWIS AIRPORT	GA	1
3	CEW	BOB SIKES AIRPORT	GA	1
7	CGC	CRYSTAL RIVER AIRPORT	GA	1
1	CHN	WAUCHULA MUNICIPAL AIRPORT	GA	1
7	CLW	CLEARWATER AIR PARK	RL	2
5	COI	MERRITT ISLAND	GA	1
2	CRG	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	RL	2
2	CTY	CROSS CITY AIRPORT	GA	1
5	DAB	DAYTONA BEACH INTERNATIONAL AIRPORT	PR	2
5	DED	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	RL	2
3	DTS	DESTIN-FORT WALTON BEACH AIRPORT	GA	1
3	ECP	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	PR	2
5	EVB	NEW SMYRNA BEACH MUNICIPAL AIRPORT	RL	2
6	EYW	KEY WEST INTERNATIONAL AIRPORT	PR	2
4	F45	NORTH PALM BEACH COUNTY GENERAL AVIATION	RL	2
3	F95	CALHOUN COUNTY AIRPORT	GA	2
2	FHB	FERNANDINA BEACH MUNICIPAL AIRPORT	GA	2
4	FLL	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	PR	2
1	FMY	PAGE FIELD AIRPORT	RL	2
4	FPR	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	GA	1
4	FXE	FT. LAUDERDALE EXECUTIVE AIRPORT	RL	1

FDOT District	Network ID	Airport Name	Airport Classification	Phase
1	GIF	WINTER HAVEN'S GILBERT AIRPORT	GA	1
2	GNV	GAINESVILLE REGIONAL AIRPORT	PR	2
2	HEG	HERLONG RECREATIONAL AIRPORT	RL	2
4	HWO	NORTH PERRY AIRPORT	RL	1
1	IMM	IMMOKALEE REGIONAL AIRPORT	GA	1
7	INF	INVERNESS AIRPORT	GA	1
5	ISM	KISSIMMEE GATEWAY AIRPORT	RL	2
2	JAX	JACKSONVILLE INTERNATIONAL AIRPORT	PR	2
1	LAL	LAKELAND LINDER REGIONAL AIRPORT	RL	2
2	LCQ	LAKE CITY GATEWAY AIRPORT	GA	1
5	LEE	LEESBURG INTERNATIONAL AIRPORT	GA	2
4	LNA	PALM BEACH COUNTY PARK AIRPORT	RL	2
3	MAI	MARIANNA MUNICIPAL AIRPORT	GA	1
1	MKY	MARCO ISLAND AIRPORT	GA	1
5	MLB	MELBOURNE INTERNATIONAL AIRPORT	PR	2
6	MTH	THE FLORIDA KEYS MARATHON AIRPORT	GA	2
1	OBE	OKEECHOBEE COUNTY AIRPORT	GA	1
5	OCF	OCALA INTERNATIONAL/JIM TAYLOR FIELD	PR	2
5	OMN	ORMOND BEACH MUNICIPAL AIRPORT	RL	2
6	OPF	OPA LOCKA EXECUTIVE AIRPORT	RL	2
5	ORL	ORLANDO EXECUTIVE AIRPORT	RL	2
4	PBI	PALM BEACH INTERNATIONAL AIRPORT	PR	2
7	PCM	PLANT CITY AIRPORT	GA	1
1	PGD	PUNTA GORDA AIRPORT	PR	2
4	PHK	PALM BEACH COUNTY GLADES AIRPORT	GA	1
7	PIE	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	PR	2
4	PMP	POMPANO BEACH AIRPARK	GA	1
3	PNS	PENSACOLA GULF COAST REGIONAL AIRPORT	PR	2
1	RSW	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	PR	2
1	SEF	SEBRING REGIONAL AIRPORT	GA	1
5	SFB	ORLANDO SANFORD INTERNATIONAL AIRPORT	PR	2
7	SPG	ALBERT WHITTED AIRPORT	RL	2
4	SUA	WITHAM FIELD	GA	1
5	TIX	SPACE COAST REGIONAL AIRPORT	PR	2
3	TLH	TALLAHASSEE REGIONAL AIRPORT	PR	2
6	TMB	MIAMI EXECUTIVE AIRPORT	RL	2
6	TNT	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	GA	1

FDOT District	Network ID	Airport Name	Airport Classification	Phase
7	TPF	PETER O. KNIGHT AIRPORT	RL	2
7	VDF	TAMPA EXECUTIVE AIRPORT	RL	2
1	VNC	VENICE MUNICIPAL AIRPORT	RL	2
2	VQQ	CECIL AIRPORT	GA	1
4	VRB	VERO BEACH MUNICIPAL AIRPORT	PR	2
1	X01	EVERGLADES AIRPARK	GA	1
1	X06	ARCADIA MUNICIPAL AIRPORT	GA	1
1	X07	LAKE WALES MUNICIPAL AIRPORT	GA	1
4	X10	BELLE GLADE STATE MUNICIPAL AIRPORT	GA	1
3	X13	CARRABELLE-THOMPSON AIRPORT	GA	1
1	X14	LA BELLE MUNICIPAL AIRPORT	GA	1
5	X21	ARTHUR DUNN AIRPARK	GA	1
5	X23	UMATILLA MUNICIPAL AIRPORT	GA	1
4	X26	SEBASTIAN MUNICIPAL AIRPORT	GA	1
5	X35	MARION COUNTY AIRPORT	GA	1
6	X51	HOMESTEAD GENERAL AVIATION AIRPORT	GA	1
5	X59	VALKARIA AIRPORT	GA	1
2	X60	WILLISTON MUNICIPAL AIRPORT	GA	2
5	XFL	FLAGLER COUNTY AIRPORT	GA	1
7	ZPH	ZEPHYRHILLS MUNICIPAL AIRPORT	GA	1

Table V: Participating Airports by District

FDOT District	Network ID	Airport Name	Airport Classification	Phase
1	2IS	AIRGLADES AIRPORT	GA	1
1	APF	NAPLES MUNICIPAL AIRPORT	PR	2
1	AVO	AVON PARK EXECUTIVE AIRPORT	GA	1
1	BOW	BARTOW MUNICIPAL AIRPORT	GA	1
1	CHN	WAUCHULA MUNICIPAL AIRPORT	GA	1
1	FMY	PAGE FIELD AIRPORT	RL	2
1	GIF	WINTER HAVEN'S GILBERT AIRPORT	GA	1
1	IMM	IMMOKALEE REGIONAL AIRPORT	GA	1
1	LAL	LAKELAND LINDER REGIONAL AIRPORT	RL	2
1	MKY	MARCO ISLAND AIRPORT	GA	1
1	OBE	OKEECHOBEE COUNTY AIRPORT	GA	1
1	PGD	PUNTA GORDA AIRPORT	PR	2
1	RSW	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	PR	2
1	SEF	SEBRING REGIONAL AIRPORT	GA	1
1	VNC	VENICE MUNICIPAL AIRPORT	RL	2
1	X01	EVERGLADES AIRPARK	GA	1
1	X06	ARCADIA MUNICIPAL AIRPORT	GA	1
1	X07	LAKE WALES MUNICIPAL AIRPORT	GA	1
1	X14	LA BELLE MUNICIPAL AIRPORT	GA	1
2	24J	SUWANNEE COUNTY AIRPORT	GA	1
2	28J	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	GA	1
2	40J	PERRY-FOLEY AIRPORT	GA	1
2	42J	KEYSTONE AIRPARK	GA	1
2	CDK	GEORGE T. LEWIS AIRPORT	GA	1
2	CRG	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	RL	2
2	CTY	CROSS CITY AIRPORT	GA	1
2	FHB	FERNANDINA BEACH MUNICIPAL AIRPORT	GA	2
2	GNV	GAINESVILLE REGIONAL AIRPORT	PR	2
2	HEG	HERLONG RECREATIONAL AIRPORT	RL	2
2	JAX	JACKSONVILLE INTERNATIONAL AIRPORT	PR	2
2	LCQ	LAKE CITY GATEWAY AIRPORT	GA	1
2	VQQ	CECIL AIRPORT	GA	1
2	X60	WILLISTON MUNICIPAL AIRPORT	GA	2
3	1J0	TRI-COUNTY AIRPORT	GA	1
3	2J9	QUINCY MUNICIPAL AIRPORT	GA	1
3	2R4	PETER PRINCE FIELD	GA	1

FDOT District	Network ID	Airport Name	Airport Classification	Phase
3	54J	DEFUNIAK SPRINGS AIRPORT	GA	1
3	AAF	APALACHICOLA REGIONAL AIRPORT	GA	1
3	CEW	BOB SIKES AIRPORT	GA	1
3	DTS	DESTIN-FORT WALTON BEACH AIRPORT	GA	1
3	ECP	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	PR	2
3	F95	CALHOUN COUNTY AIRPORT	GA	2
3	MAI	MARIANNA MUNICIPAL AIRPORT	GA	1
3	PNS	PENSACOLA GULF COAST REGIONAL AIRPORT	PR	2
3	TLH	TALLAHASSEE REGIONAL AIRPORT	PR	2
3	X13	CARRABELLE-THOMPSON AIRPORT	GA	1
4	BCT	BOCA RATON AIRPORT	RL	2
4	F45	NORTH PALM BEACH COUNTY GENERAL AVIATION	RL	2
4	FLL	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	PR	2
4	FPR	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	GA	1
4	FXE	FT. LAUDERDALE EXECUTIVE AIRPORT	RL	1
4	HWO	NORTH PERRY AIRPORT	RL	1
4	LNA	PALM BEACH COUNTY PARK AIRPORT	RL	2
4	PBI	PALM BEACH INTERNATIONAL AIRPORT	PR	2
4	PHK	PALM BEACH COUNTY GLADES AIRPORT	GA	1
4	PMP	POMPANO BEACH AIRPARK	GA	1
4	SUA	WITHAM FIELD	GA	1
4	VRB	VERO BEACH MUNICIPAL AIRPORT	PR	2
4	X10	BELLE GLADE STATE MUNICIPAL AIRPORT	GA	1
4	X26	SEBASTIAN MUNICIPAL AIRPORT	GA	1
5	COI	MERRITT ISLAND	GA	1
5	DAB	DAYTONA BEACH INTERNATIONAL AIRPORT	PR	2
5	DED	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	RL	2
5	EVB	NEW SMYRNA BEACH MUNICIPAL AIRPORT	RL	2
5	ISM	KISSIMMEE GATEWAY AIRPORT	RL	2
5	LEE	LEESBURG INTERNATIONAL AIRPORT	GA	2
5	MLB	MELBOURNE INTERNATIONAL AIRPORT	PR	2
5	OCF	OCALA INTERNATIONAL/JIM TAYLOR FIELD	PR	2
5	OMN	ORMOND BEACH MUNICIPAL AIRPORT	RL	2
5	ORL	ORLANDO EXECUTIVE AIRPORT	RL	2
5	SFB	ORLANDO SANFORD INTERNATIONAL AIRPORT	PR	2
5	TIX	SPACE COAST REGIONAL AIRPORT	PR	2
5	X21	ARTHUR DUNN AIRPARK	GA	1

FDOT District	Network ID	Airport Name	Airport Classification	Phase
5	X23	UMATILLA MUNICIPAL AIRPORT	GA	1
5	X35	MARION COUNTY AIRPORT	GA	1
5	X59	VALKARIA AIRPORT	GA	1
5	XFL	FLAGLER COUNTY AIRPORT	GA	1
6	EYW	KEY WEST INTERNATIONAL AIRPORT	PR	2
6	MTH	THE FLORIDA KEYS MARATHON AIRPORT	GA	2
6	OPF	OPA LOCKA EXECUTIVE AIRPORT	RL	2
6	TMB	MIAMI EXECUTIVE AIRPORT	RL	2
6	TNT	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	GA	1
6	X51	HOMESTEAD GENERAL AVIATION AIRPORT	GA	1
7	BKV	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	GA	1
7	CGC	CRYSTAL RIVER AIRPORT	GA	1
7	CLW	CLEARWATER AIR PARK	RL	2
7	INF	INVERNESS AIRPORT	GA	1
7	PCM	PLANT CITY AIRPORT	GA	1
7	PIE	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	PR	2
7	SPG	ALBERT WHITTED AIRPORT	RL	2
7	TPF	PETER O. KNIGHT AIRPORT	RL	2
7	VDF	TAMPA EXECUTIVE AIRPORT	RL	2
7	ZPH	ZEPHYRHILLS MUNICIPAL AIRPORT	GA	1

Network Definition Update

Pavement use has an influence on the pavement condition of each facility. For example, the amount and type of distresses observed on a primary runway can vary from a crosswind runway based on the frequency and variety of traffic loads experienced due to the aircraft fleet mix. In this example, the crosswind runway would be exposed to less aircraft operational traffic due to wind coverage. In many cases, the crosswind runway is also shorter than the primary runway which may cause heavier aircraft traffic, larger jets, to prefer the primary runway in all but the most severe wind conditions. This would result in the primary runway experiencing a larger percentage of aircraft passes in frequency and heavy load applications. Table VI: Statewide Summary of Area Use by District provides a breakdown of the airport pavement areas by its facility use for each District. Figure III: PCI by Pavement Use by District graphically depicts the PCI for each pavement facility use for each District. Table VII: PCI by Pavement Facility Use by District summarizes the PCI for each District by Facility use and provides the total number of airports participating in inspections.

Table VI: Statewide Summary of Area by Use by District

FDOT District	Airports	Pavement Area (Square Feet)			
		Runway	Taxiway	Apron	Overall
1	18	19,879,109	18,837,881	19,907,523	58,624,513
2	14	20,469,743	16,484,649	16,320,550	53,274,942
3	13	12,125,783	10,925,625	11,680,660	34,732,068
4	14	16,352,870	22,815,166	20,237,196	59,405,232
5	17	20,918,928	19,720,268	22,190,287	62,829,483
6	6	8,082,575	10,370,124	7,600,991	26,053,690
7	10	9,086,641	7,025,172	5,639,911	21,751,724
Total	92	106,915,649	106,178,885	103,577,118	316,671,652

Table VII: PCI by Pavement Facility Use by District

FDOT District	Airports	Area-Weighted PCI			
		Runway	Taxiway	Apron	Overall
1	18	71	73	67	70
2	14	76	79	76	77
3	13	79	78	70	76
4	14	85	77	69	76
5	17	76	73	69	72
6	6	64	68	63	65
7	10	69	68	71	69
		75.96	74.83	69.77	73.55

Figure III: PCI by Pavement Facility Use by District

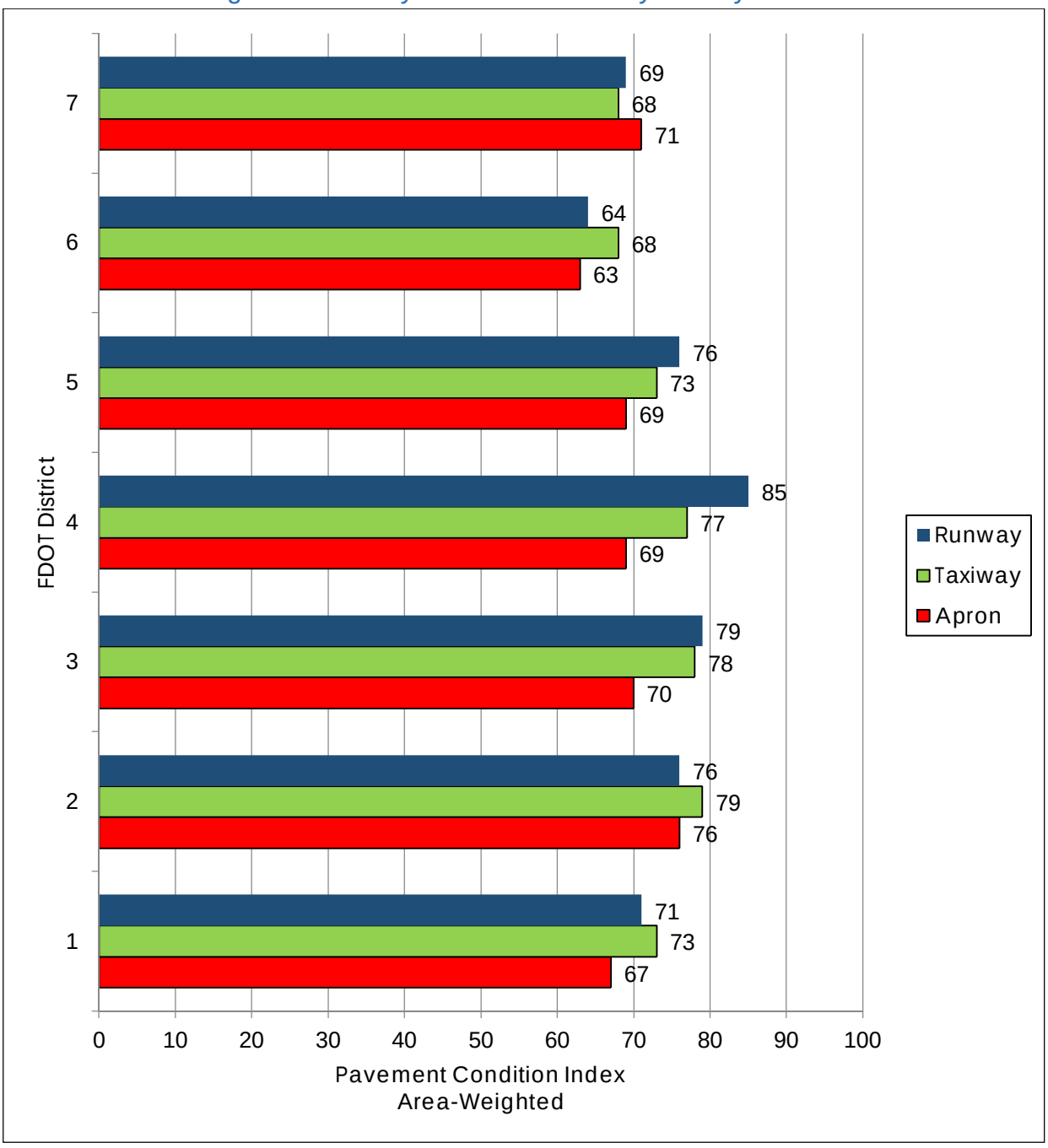


Figure IV: Visual Representation of PCI Ratings and Field Conditions Flexible Asphalt Concrete Pavement and Figure V: Visual Representation of PCI Ratings and Field Conditions Rigid Portland Cement Concrete Pavement below provides a graphical reference of pavement surface characteristics associated with various ranges of PCIs and Ratings with the FDOT repair activities associated with each range.

Figure IV: Visual Representation of PCI Ratings and Field Conditions Flexible Asphalt Concrete Pavement

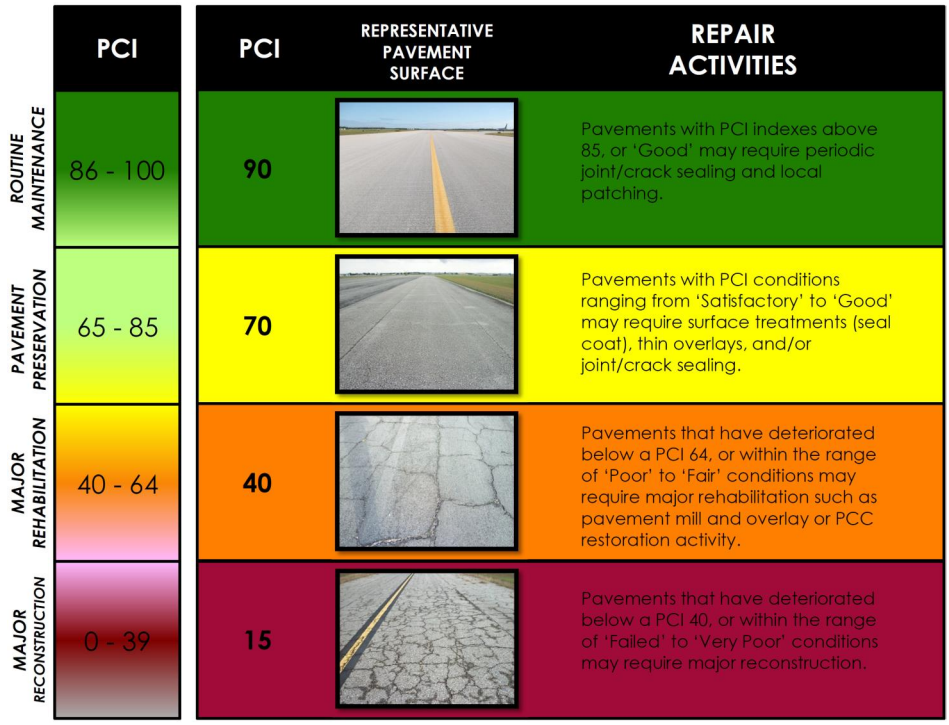
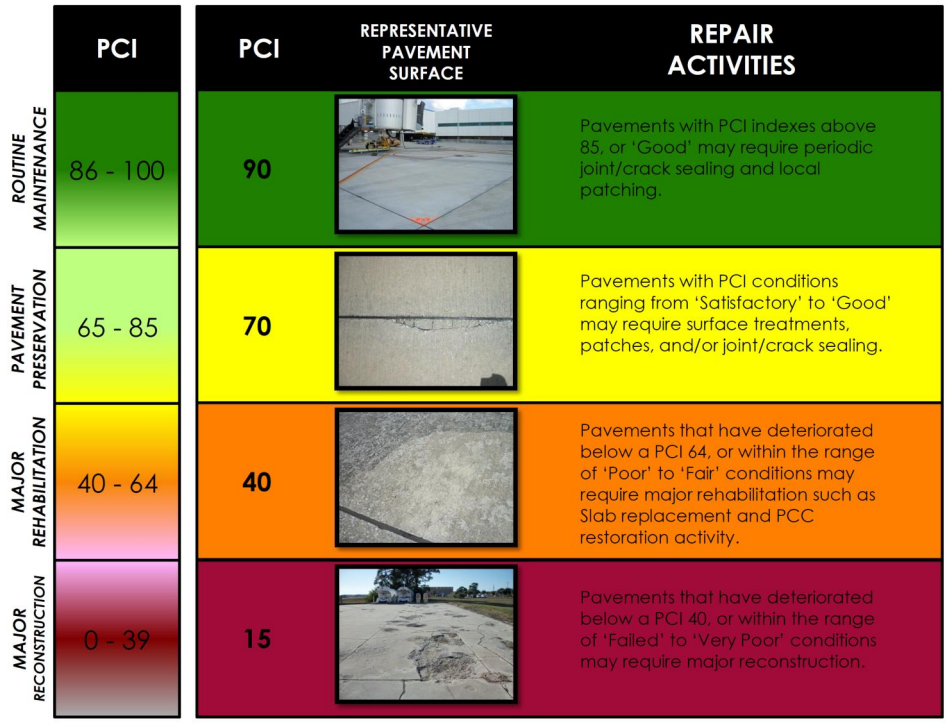


Figure V: Visual Representation of PCI Ratings and Field Conditions Rigid Portland Cement Concrete Pavement



Major Rehabilitation Planning

For the 2013-2015 SAPMP Program Update, a comprehensive update of the planning level costs for repair was undertaken. These costs are used to develop planning level costs used in the program based on the PCI at the section level. As part of the airport response form, airports were asked to provide available airfield pavement construction bid tabulations for recent projects. This information, together with the FDOT Office of Specifications and Estimates documentation on Pay Item Cost History was referenced in updating maintenance, preservation, repair, major rehabilitation and reconstruction was used to develop the updated costs used the program.

It is significant to note that the historical cost data provided by both the participating airports and the FDOT reflect a substantial improvement in cost assumptions to this SAPMP Program Update. The improved methods of analyzing bid tabulations and unit cost development resulted in an increase in maintenance level and major rehabilitation planning unit costs per square foot.

The immediate Year 1 Major Rehabilitation needs, or repair needs that have been programmed to be completed in the first year of the 10-year Major Rehabilitation plan based on an unlimited budget for each airport in the District are summarized in Table VIII: Statewide Summary of Year 1 Major Rehabilitation Needs by District. It is recommended that each airport put a priority on these pavement facilities, defined by each Section, as the condition determined from the latest inspection have been identified to be at or below the Critical PCI of 65. Pavement Sections with PCI's at or below the Critical PCI will be at or below the recommended FDOT Minimum PCI's. Additional details, such as the identification of the specific pavement Sections below the Critical PCI or MicroPAVER Minimum PCI, are provided in each individual airport report.

Table VIII: Statewide Summary of Year 1 Major Rehabilitation Needs by District

FDOT District	Runway		Taxiway		Apron		Overall		Year 1 Major Rehabilitation Needs
	PCI	Area (SF)	PCI	Area (SF)	PCI	Area (SF)	PCI	Area (SF)	
1	71	19,879,109	73	18,837,881	67	19,907,523	70	58,624,513	$ 310,962,266.12
2	76	20,469,743	79	16,484,649	76	16,320,550	77	53,274,942	$ 179,929,939.37
3	79	12,125,783	78	10,925,625	70	11,680,660	76	34,732,068	$ 135,523,236.89
4	85	16,352,870	77	22,815,166	69	20,237,196	76	59,405,232	$ 281,891,540.21
5	76	20,918,928	73	19,720,268	69	22,190,287	72	62,829,483	$ 350,340,039.06
6	64	8,082,575	68	10,370,124	63	7,600,991	65	26,053,690	$ 207,884,790.57
7	69	9,086,641	68	7,025,172	71	5,639,911	69	21,751,724	$ 147,076,474.94

The identified major rehabilitation project planning costs summarized above are further explained in each individual airport pavement evaluation report. The projects, defined at the Section Level, have been identified based on the Critical PCI (alternatively MicroPAVER Minimum PCI). The criteria establishes the recommended action based on the pavement Section's determined PCI as compared to the Critical PCI of 65. In reviewing the FDOT SAPMP pavement performance trends and analysis of pavement performance models (by Airport Type, Facility Use, and Pavement Composition) from historic records it is recommended that pavement facilities should be considered for major rehabilitation planning once at or below the Critical PCI of 65.

Historically FDOT has recommended minimum service level PCI for airports based on pavement facility use, airport type, and expected loading frequency. This minimum service level PCI is recommended to ensure the pavement provides a safe operational surface and efficiently uses maintenance and rehabilitation budgets. Separately, the Critical PCI is a value based on historic pavement performance trends and costs. It is at a PCI value of 65 at which major rehabilitation is recommended over maintenance level efforts.

A forecast of major rehabilitation needs for a 10-year period was developed for each participating airport based on an assumed 'Unlimited Budget Scenario'. The analysis identified both maintenance level activities and major rehabilitation planning needs during the 10-year period based on the most recent field inspection results. Maintenance level activities, which are direct extrapolation of distress quantities and associated maintenance efforts, were developed as a means to provide a basis for airport planning should major rehabilitation work not be feasible.

Maintenance level activities refers to the repair and preservation-type activities that are applied locally to specific distress types on the pavement. These activities for the SAPMP are considered preventative and corrective in nature and are highly recommended to help improve pavement performance and extend pavement life. The SAPMP maintenance policies are based on the FAA Advisory Circular 150/5380-6C and guidance provided in the FDOT Airfield Pavement Repair Manual.

The resulting major rehabilitation needs, excluding maintenance level activities, by airport are provided in Table IX: Summary of 10-Year Major Rehabilitation Costs by District.

Table IX: Summary of 10-Year Major Rehabilitation Costs by District

FDOT District	Runway		Taxiway		Apron		Overall		10-Year Major Rehabilitation Needs
	PCI	Area (SF)	PCI	Area (SF)	PCI	Area (SF)	PCI	Area (SF)	
1	71	19,879,109	73	18,837,881	67	19,907,523	70	58,624,513	$ 579,238,844.56
2	76	20,469,743	79	16,484,649	76	16,320,550	77	53,274,942	$ 305,719,760.68
3	79	12,125,783	78	10,925,625	70	11,680,660	76	34,732,068	$ 257,039,917.06
4	85	16,352,870	77	22,815,166	69	20,237,196	76	59,405,232	$ 517,867,649.75
5	76	20,918,928	73	19,720,268	69	22,190,287	72	62,829,483	$ 652,409,598.94
6	64	8,082,575	68	10,370,124	63	7,600,991	65	26,053,690	$ 349,130,273.01
7	69	9,086,641	68	7,025,172	71	5,639,911	69	21,751,724	$ 218,913,033.90

The development of the aforementioned planning level costs are based on planning level assumptions on the type of rehabilitation being performed and historic Florida average bid costs for each type of construction.

FDOT recognizes that although pavement mill and overlay is recommended for flexible asphalt concrete pavement within a PCI range from 40 to 74, it is conceivable that airports may not have adequate funding to perform this type of major rehabilitation. A comprehensive surface treatment as described in FAA AC 150/5370-10G Standards for Specifying Construction of Airports used as a maintenance rehabilitation activity can be used in lieu of asphalt concrete pavement mill and overlay. However, it should be understood that these measures provide only a short term extension of pavement life. While the cost of surface treatments are significantly lower than that of pavement mill and overlay, it is not intended or implied to be a full rehabilitative measure providing the same long term life as a major rehabilitation.

The objective of the major pavement rehabilitation needs analysis is to provide 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 from a functionality perspective. In addition, major rehabilitation is also recommended when the Section PCI is above the Critical PCI but the Section has load-related PCI distresses. This is the point when maintenance and repair level activities are not considered to be cost effective.

Major rehabilitation is identified within the SAPMP as major construction activity that would result in an improvement or "resetting" of the pavement section's PCI to a value of 100. Such activities could include; mill and hot-mix asphalt overlay and re-construction. This analysis was conducted with no constraints to budgets as a means to identify all pavement projects based on Critical PCI for a

10-year duration. It is recommended that this be used as a planning tool for future project development and prioritization. Table X: Major Rehabilitation by Condition summarizes the planning level activities and costs by the associated PCI values, as established by the FDOT Aviation and Spaceport Office.

Table X: Major Rehabilitation by Condition

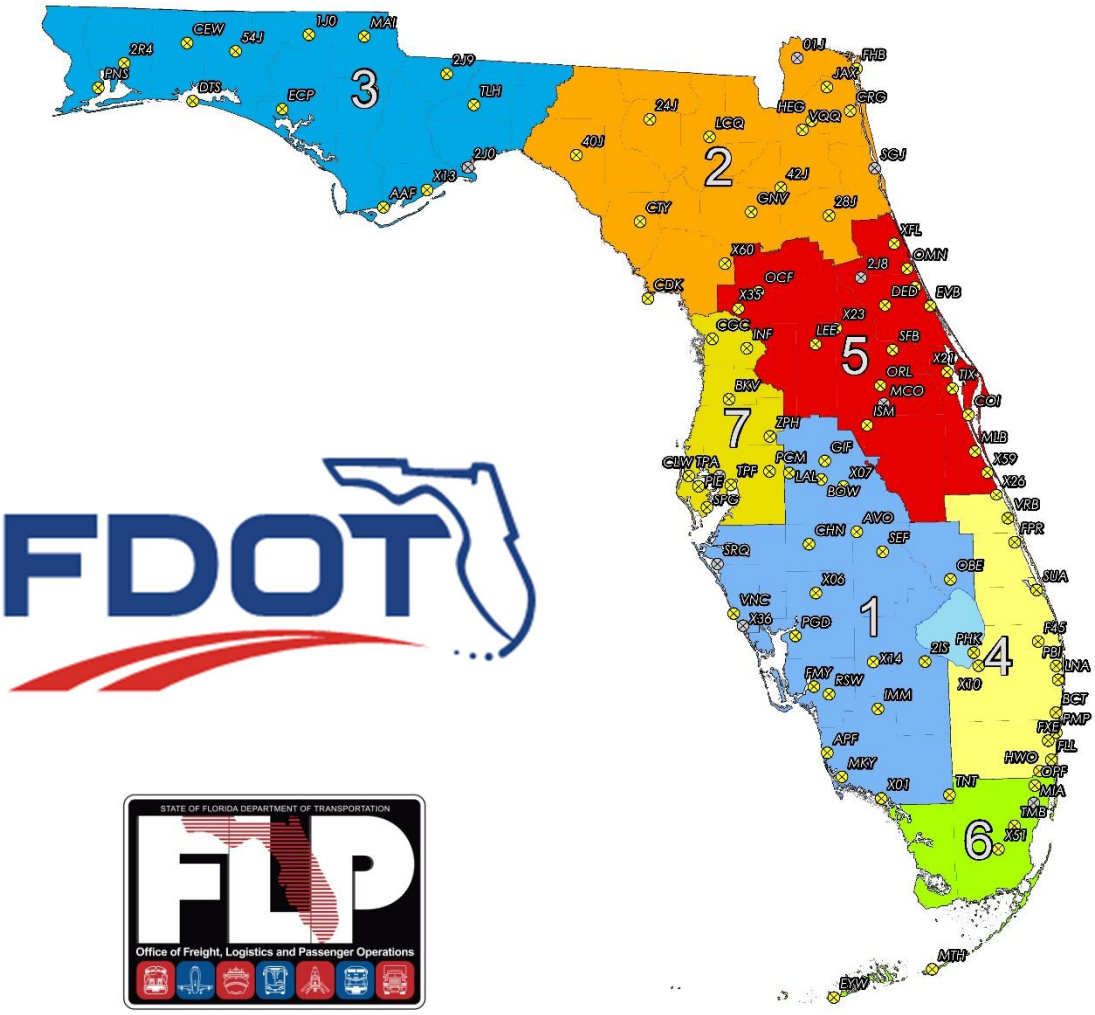
Category	Majority Activity	PCI Range	Cost/SqFt By Airport Type		
			Primary	Regional Reliever	General Aviation
Major Rehabilitation	▪ Mill and Overlay (AC)	40 - 74	$13.00	$10.00	$8.00
	▪ Concrete Pavement Restoration (PCC)		$18.00	$15.00	$10.00
	▪ Full Depth Pavement Reconstruction	0 - 39	$23.00	$20.00	$15.00

Additional design level investigation in accordance to the FAA Advisory Circulars will be required to identify specific areas within each section that are subject to reconstruction, mill and overlay, and PCC restoration. The work and budgets identified are intended for the planning level not the design level. Areas identified as mill and overlay may in fact require select areas of reconstruction should load-based distresses observed warrant it. It is important to state that the project specific design level efforts are necessary in determining the final rehabilitative construction activity and project limits. In certain cases, adjacent or nearby Sections may not have deteriorated to a PCI level that would warrant "major rehabilitation" but are deteriorated enough to be considered for inclusion as a combined project.

1. INTRODUCTION

Project Background

The State of Florida has more than 100 public airports that are vital to the Florida economy as well as the economy of the United States. The aviation system in Florida allows the State to capitalize on an increasingly global marketplace. Florida's system of commercial service and general aviation airports are important to businesses throughout the entire State. Air travel is essential to tourism, Florida's number one industry.



There are millions of square feet of pavement infrastructure that consists of runways, taxiways, aprons, ramps, and other areas of airports that are vital to the support and safety of aircraft operations. Timely pavement maintenance

repair and major rehabilitation of these pavements will support the airport in operating safely, efficiently, economically and without excessive down time.

Pavement Condition Index surveys were performed for airfield pavement facilities for the following participating airports summarized in Table 1-1: Participating Airports.

Table 1-1: Participating Airports

FDOT District	Network ID	Airport Name	Airport Classification	Phase
1	2IS	AIRGLADES AIRPORT	GA	1
7	SPG	ALBERT WHITTED AIRPORT	RL	2
3	AAF	APALACHICOLA REGIONAL AIRPORT	GA	1
1	X06	ARCADIA MUNICIPAL AIRPORT	GA	1
5	X21	ARTHUR DUNN AIRPARK	GA	1
1	AVO	AVON PARK EXECUTIVE AIRPORT	GA	1
1	BOW	BARTOW MUNICIPAL AIRPORT	GA	1
4	X10	BELLE GLADE STATE MUNICIPAL AIRPORT	GA	1
3	CEW	BOB SIKES AIRPORT	GA	1
4	BCT	BOCA RATON AIRPORT	RL	2
7	BKV	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	GA	1
3	F95	CALHOUN COUNTY AIRPORT	GA	2
3	X13	CARRABELLE-THOMPSON AIRPORT	GA	1
2	VQQ	CECIL AIRPORT	GA	1
7	CLW	CLEARWATER AIR PARK	RL	2
2	CTY	CROSS CITY AIRPORT	GA	1
7	CGC	CRYSTAL RIVER AIRPORT	GA	1
6	TNT	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	GA	1
5	DAB	DAYTONA BEACH INTERNATIONAL AIRPORT	PR	2
3	54J	DEFUNIAK SPRINGS AIRPORT	GA	1
5	DED	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	RL	2
3	DTS	DESTIN-FORT WALTON BEACH AIRPORT	GA	1
1	X01	EVERGLADES AIRPARK	GA	1
2	FHB	FERNANDINA BEACH MUNICIPAL AIRPORT	GA	2
5	XFL	FLAGLER COUNTY AIRPORT	GA	1
4	FLL	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	PR	2
4	FXE	FT. LAUDERDALE EXECUTIVE AIRPORT	RL	1
2	GNV	GAINESVILLE REGIONAL AIRPORT	PR	2
2	CDK	GEORGE T. LEWIS AIRPORT	GA	1
2	HEG	HERLONG RECREATIONAL AIRPORT	RL	2

FDOT District	Network ID	Airport Name	Airport Classification	Phase
6	X51	HOMESTEAD GENERAL AVIATION AIRPORT	GA	1
1	IMM	IMMOKALEE REGIONAL AIRPORT	GA	1
7	INF	INVERNESS AIRPORT	GA	1
2	CRG	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	RL	2
2	JAX	JACKSONVILLE INTERNATIONAL AIRPORT	PR	2
6	EYW	KEY WEST INTERNATIONAL AIRPORT	PR	2
2	42J	KEYSTONE AIRPARK	GA	1
5	ISM	KISSIMMEE GATEWAY AIRPORT	RL	2
1	X14	LA BELLE MUNICIPAL AIRPORT	GA	1
2	LCQ	LAKE CITY GATEWAY AIRPORT	GA	1
1	X07	LAKE WALES MUNICIPAL AIRPORT	GA	1
1	LAL	LAKELAND LINDER REGIONAL AIRPORT	RL	2
5	LEE	LEESBURG INTERNATIONAL AIRPORT	GA	2
1	MKY	MARCO ISLAND AIRPORT	GA	1
3	MAI	MARIANNA MUNICIPAL AIRPORT	GA	1
5	X35	MARION COUNTY AIRPORT	GA	1
5	MLB	MELBOURNE INTERNATIONAL AIRPORT	PR	2
5	COI	MERRITT ISLAND	GA	1
6	TMB	MIAMI EXECUTIVE AIRPORT	RL	2
1	APF	NAPLES MUNICIPAL AIRPORT	PR	2
5	EVB	NEW SMYRNA BEACH MUNICIPAL AIRPORT	RL	2
4	F45	NORTH PALM BEACH COUNTY GENERAL AVIATION	RL	2
4	HWO	NORTH PERRY AIRPORT	RL	1
3	ECP	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	PR	2
5	OCF	OCALA INTERNATIONAL/JIM TAYLOR FIELD	PR	2
1	OBE	OKEECHOBEE COUNTY AIRPORT	GA	1
6	OPF	OPA LOCKA EXECUTIVE AIRPORT	RL	2
5	ORL	ORLANDO EXECUTIVE AIRPORT	RL	2
5	SFB	ORLANDO SANFORD INTERNATIONAL AIRPORT	PR	2
5	OMN	ORMOND BEACH MUNICIPAL AIRPORT	RL	2
1	FMY	PAGE FIELD AIRPORT	RL	2
2	28J	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	GA	1
4	PHK	PALM BEACH COUNTY GLADES AIRPORT	GA	1
4	LNA	PALM BEACH COUNTY PARK AIRPORT	RL	2
4	PBI	PALM BEACH INTERNATIONAL AIRPORT	PR	2
3	PNS	PENSACOLA GULF COAST REGIONAL AIRPORT	PR	2
2	40J	PERRY-FOLEY AIRPORT	GA	1

FDOT District	Network ID	Airport Name	Airport Classification	Phase
7	TPF	PETER O. KNIGHT AIRPORT	RL	2
3	2R4	PETER PRINCE FIELD	GA	1
7	PCM	PLANT CITY AIRPORT	GA	1
4	PMP	POMPANO BEACH AIRPARK	GA	1
1	PGD	PUNTA GORDA AIRPORT	PR	2
3	2J9	QUINCY MUNICIPAL AIRPORT	GA	1
4	X26	SEBASTIAN MUNICIPAL AIRPORT	GA	1
1	SEF	SEBRING REGIONAL AIRPORT	GA	1
1	RSW	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	PR	2
5	TIX	SPACE COAST REGIONAL AIRPORT	PR	2
4	FPR	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	GA	1
7	PIE	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	PR	2
2	24J	SUWANNEE COUNTY AIRPORT	GA	1
3	TLH	TALLAHASSEE REGIONAL AIRPORT	PR	2
7	VDF	TAMPA EXECUTIVE AIRPORT	RL	2
6	MTH	THE FLORIDA KEYS MARATHON AIRPORT	GA	2
3	1J0	TRI-COUNTY AIRPORT	GA	1
5	X23	UMATILLA MUNICIPAL AIRPORT	GA	1
5	X59	VALKARIA AIRPORT	GA	1
1	VNC	VENICE MUNICIPAL AIRPORT	RL	2
4	VRB	VERO BEACH MUNICIPAL AIRPORT	PR	2
1	CHN	WAUCHULA MUNICIPAL AIRPORT	GA	1
2	X60	WILLISTON MUNICIPAL AIRPORT	GA	2
1	GIF	WINTER HAVEN'S GILBERT AIRPORT	GA	1
4	SUA	WITHAM FIELD	GA	1
7	ZPH	ZEPHYRHILLS MUNICIPAL AIRPORT	GA	1

1.1 Purpose of Statewide Summary Report

The primary goal of the FDOT Statewide Airfield Pavement Management Program (SAPMP) Update is to assist the Florida Airport System airports to be in compliance with Public Law 103-305 Section 107 with the implementation of an effective airport pavement maintenance-management program as defined by the Federal Aviation Administration Advisory Circular *150/5380-7B Airport Pavement Management Program* and provide maintenance recommendations based on Advisory Circular *150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements*. The FDOT SAPMP provides individual airports with pavement condition ratings as well as recommendations for maintenance

level activities and major rehabilitation planning. The overall goal is to minimize costs by performing timely pavement projects prior to deteriorating to a level at which costs increase significantly.

This document is intended to serve as a summary of the Program's participating airports airfield pavement facility condition and long-term major rehabilitation needs. Furthermore, the purpose of this Summary Report document is to provide:

- Information on the pavement management principles, objectives, and methods used to update the existing program;
- Provide the area-weighted average summary results of the PCI survey and analysis at each participating airport.
- Provide the results of the maintenance level activities and major rehabilitation analysis identified for the immediate Year-1 needs and long-term 10-Year project needs on an airport and District-wide basis.

1.2 FDOT Statewide Airfield Pavement Management Program

In 1992, the FDOT implemented the SAPMP to improve the knowledge of pavement conditions at public airports in the Florida Airports System, identify maintenance and rehabilitation needs at each airport, automate pavement infrastructure information management, and establish standards to address future needs. The 1992 SAPMP implementation provided the FDOT and the participating airports valuable information for establishing and performing timely and appropriate pavement rehabilitation.

During the 1992-1993 implementation and again during the 1998-1999 updates; the SAPMP performed the development with proprietary software for pavement management system analysis. This development allowed for the creation of pavement management database file system populated with airport attributes and condition data. The pavement management database was used to establish maintenance, repair, and rehabilitation (M&R) policies, M&R budget costs, and the development of recommendations for performing routine pavement preservation maintenance. This system, known as AIRPAV, was initially developed during the 1992-1993 SAPMP implementation for the analysis of distress data. The AIRPAV system was used again in the 1998-1999 SAPMP update.

In 2004, the SAPMP update included the review of the AIRPAV software compared to other industry available non-proprietary software packages. As a result of this review, MicroPAVER was selected for implementation of the system update. MicroPAVER was developed by the U.S. Army Corps of Engineers

Construction Engineering Research Laboratory for the purpose of pavement management. Data from the 1998-1999 FDOT SAPMP update, which built upon the initial 1992-1993 implementation of AIRPAV, was reviewed and converted to be compatible with the MicroPAVER system. This data conversion included all documented pavement facility, classification, type, history, geometry, PCI condition data and pertinent attributes gathered from airport feedback at the time. This information was used to develop the inventory of each participating airport's pavement facilities in a consistent format. This was the development of Airfield Pavement Network Definition Exhibits. These inventory exhibits visually depicted the branch, section, and sample units that were based upon the pavement construction history and composition information provided by each airport.

In 2006-2008, the SAPMP was updated again with continued use of the MicroPAVER system. Based on the distress data collected, a maintenance repair and major rehabilitation planning program was developed for each airport. As part of this SAPMP update, the procedures for the inspection and the collection of the pavement distress data were documented, and an interactive website (http://www.dot.state.fl.us/aviation/pavement.shtm) was established for input of data.

In 2010-2012, the SAPMP was updated using new GPS integrated technology to digitally collect pavement distress data. Interactive GIS map files were developed from updated Airfield Pavement Network Definition Maps to aid pavement condition inspectors in the collection of sample distress data. The data collected was utilized to develop pavement performance models to predict future pavement PCI values and make recommendations for major rehabilitation.

Currently, airports participating in the Airport Improvement Program (AIP) Grant Program are required by the Federal Aviation Administration (FAA) to develop and implement a pavement maintenance program to be eligible for funding (FAA Advisory Circular 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements). This program requires detailed inspection of airfield pavement conditions by trained personnel. The inspections are required to be performed at least once a year or every three years, if the pavement is inspected in accordance to the PCI survey procedure (such as ASTM International D 5340 Standard Test Method for Airport Pavement Condition Index Surveys). The previous 2010-2012 SAPMP update utilized the ASTM D 5340-04 released in 2004, in lieu of the 2010/2011 edition, in order to maintain consistent

database integrity and benefit of pavement performance models from previous inspections.

As part of this SAPMP update airfield pavement maintenance, repair, rehabilitation and reconstruction planning costs were revised based on both Pay Item Cost History provided by the FDOT Office of Specifications and Estimates and bid tabulation information provided by participating airports. This information was utilized as a basis for statewide planning costs amongst the airport categories defined for the program update (Primary, Regional Reliever, and General Aviation).

Lastly, this SAPMP update utilized global positioning system (GPS) enabled personal computer tablets for the data collection efforts. The GPS enable tablets utilized spatially referenced airfield pavement network definition data and MicroPAVER FieldInspector for data collection in accordance with the ASTM D 5340-12.

1.3 Organization

FDOT Central Aviation and Spaceport Office Program Manager

The FDOT Central Office Airport Engineering Manager serves as the Aviation and Spaceport Office Program Manager (ASO-PM) for the SAPMP. The ASO-PM monitors the work performed by the Consultant. The ASO-PM has review and approval authority for each program task and manages the day-to-day details of the SAPMP and the pertinent updates.

The ASO-PM reports updates and milestones to the FDOT State Aviation and Spaceport Manager and Development Administrator.

Consultant

The Consultant, Kimley-Horn and Associates, Inc. and their team consisting of Penuel Consulting, LLC and Roy D. McQueen & Associates, LTD, provides technical and administrative assistance to the ASO-PM during the execution of the update to the SAPMP. The efforts include updating the airport pavement inventory data, performing the condition survey inspections, evaluating the airfield pavement conditions and updating the SAPMP based upon procedures outlined in the FAA Advisory Circular 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements and ASTM D 5340.

Airport Role

The airports are the ultimate beneficiary for each condition survey inspection performed at their respective airfields as part of the SAPMP. The individual

airports will be provided final deliverables prepared by the Consultant that have been reviewed and approved by the ASO-PM. The airport should have provided a current Airport Layout Plan (ALP) to the Consultant and, if they participated in the previous SAPMP, indicate any construction activity that was performed since the previous inspections. *Additionally, airports provided vital airfield pavement construction cost bid tabulations to aid in the SAPMP Program Update of planning level costs.*

FDOT District Offices

The seven FDOT District Offices, specifically the Aviation Representatives, provide vital support to the SAPMP update and the ASO-PM. Each District supports the SAPMP's on-going efforts by providing representative construction trend costs and practices through the Florida Airports System. Each District Office receives copies of individual Airfield Pavement Evaluation Reports for the airport facilities located within their respective districts, as well as this summary District specific Report.

1.4 Introduction to Pavement Types and Pavement Management

Pavement Basics

A pavement is a prepared surface designed to provide a continuous smooth ride at all taxi, takeoff, and landing speeds and to support an estimated amount of traffic loading for a certain number of years. Pavements are composed of a combination of constructed layers of subgrade soils, subbases, base course material, and surface level courses. There are two primary types of pavements:

- Flexible Pavement, composed of bituminous asphalt concrete (AC) surface, base, and subbase layers.
- Rigid Pavement, composed of Portland Cement Concrete (PCC) surface, base, and subbase layers.

Both pavement types use a combination of layered materials and thicknesses in order to support the traffic loads (both magnitude and repeated application) and protect the underlying subgrade soil. Flexible pavements dissipate applied loads from layer to layer until the load magnitude is small enough to be supported by the subgrade soil. In rigid pavements, the PCC layer supports the majority of the structural load applied, and the base or subbase layer is constructed to provide a smooth, level, and continuous platform that provides uniform support for PCC slabs.

A small percentage of airfield pavements within the Florida Airports System are composed of hybrid 'composite pavement' sections that may include both AC

pavement and PCC pavement. The two known composite pavements are AC surface over PCC (APC) and PCC over AC (White Topping).

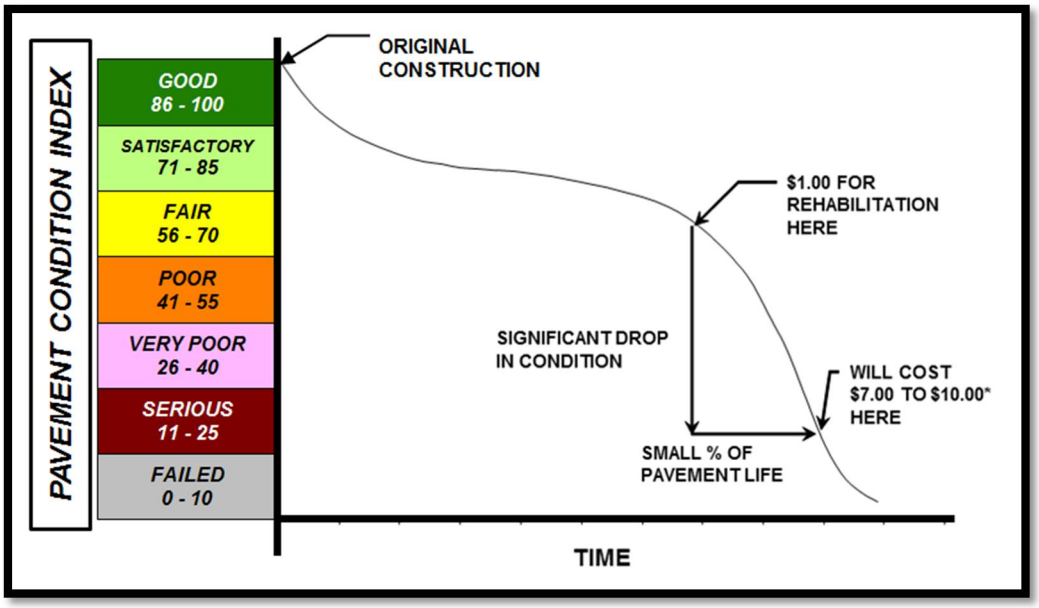
Due to the different nature of the pavement types, construction, and their materials; flexible and rigid pavements have different modes of failure and fatigue. This results in varying deterioration and distress development. Understanding the mechanics and modes of failure of the pavement types assists the engineers in making timely, adequate and consistent observations, and in recommending economical maintenance repairs and major rehabilitation to the pavement structures at each airfield.

The Concept of an Airfield Pavement Management System

The SAPMP is a program that provides the Florida Airports System an opportunity to implement and/or maintain a proactive Airfield Pavement Management System (APMS) in a consistent manner at a regular schedule. The SAPMP Airfield Pavement Management System consists of pavement inventory, pavement construction and history, condition survey inspections, pavement performance modeling, maintenance recommendations, and major rehabilitation planning. The various elements of the APMS are used by experienced engineers to identify critical pavements, make pavement preservation or rehabilitation recommendations, and approximate pavement performance. The APMS as a whole is used by an airport's stakeholders, managing agencies, engineers, and planners as a tool in decision making for future project planning, budgeting, and scheduling of activities for its airfield pavement infrastructure.

A benefit of an active APMS is it provides an understanding of an airport's pavement performance trends for the purpose of project planning. Based on the performance trend of their pavements, an airport can schedule pavement maintenance and rehabilitation prior to when the pavement section has deteriorated to a condition that would require reconstruction. The use of pavement performance trends will help airports and the local FDOT District program managers plan maintenance level activities and major rehabilitation projects in a manner and sequence that maximizes benefit and minimizes costs. Figure 1-1: Pavement Condition Life Cycle, which is based upon the FAA Advisory Circular *150/5380-7B Airport Pavement Management Program*, illustrates how pavement generally deteriorates over time and the relative cost of rehabilitation and reconstruction throughout its life.

Figure 1-1: Pavement Condition Life Cycle



Source: FAA Advisory Circular 150 5380-7B Airport Pavement Management Program

Note that during approximately the first 75% of a pavement's life, it performs relatively well. After that, however, it begins to deteriorate rapidly. The number of years a pavement stays in 'Good' and 'Satisfactory' conditions depends on how well it is proactively maintained. As the Figure 1-1 demonstrates, the cost of maintaining the pavement above critical condition before rapid deterioration occurs is much less compared to maintaining pavements after substantial deterioration has occurred.

Pavements tend to deteriorate at an accelerated rate when actual traffic loading exceeds the original design assumptions and when limited resources are available for maintenance and repair (M&R) efforts. Planned maintenance and rehabilitation, essentially preserving pavements and delaying condition deterioration, help airport managers, agencies, and engineers maximize the use of their budgets and prolong the life of their pavements. An APMS provides a tool to schedule planned maintenance and major rehabilitation efforts based on a consistent methodology of condition assessment. This consistent methodology of pavement condition assessment allows for the development of pavement performance models to help forecast future pavement conditions.

Part of the implementation of the APMS is the clear identification and inventorying of pavement infrastructure that needs to be managed specifically within the airport owner, manager, and agency responsibility. Another aspect of the APMS is development of maintenance, repair, and major rehabilitation

policies that align with the expectations of pavement performance and are based on ability to fund the types of work identified. Once there is an understanding of the cause and extent of pavement distresses, appropriate maintenance and rehabilitation can be planned. By using representative construction costs based on historic bid trends; planning level budget costs can be developed on a multiyear duration.

Airfield Pavement Inspection Methodology for the SAPMP

Pavement condition assessment requires the application of professional judgments regarding the condition of the pavement. The SAPMP airfield pavement condition survey inspections assess pavement, comparing it to a set of standards in *ASTM D 5340-12 Standard Test Method for Airport Pavement Condition Index Surveys*.

The pavement condition surveys assess the functional condition of the pavement surface based on surface distresses as defined by the ASTM D 5340-12. Typically, deficiencies within a pavement structure will eventually reflect to the pavement surface as distresses described within ASTM D 5340-12. The SAPMP is specifically a visual evaluation and analysis based on the ASTM D 5340-12. The structural condition and relative support of the pavement layers can be directly quantified using non-destructive deflection testing (NDT) as well as other in-depth engineering evaluation or sampling and testing methods.

For the SAPMP update, only visual surveys were performed. Further structural and geotechnical testing should be conducted to determine design level rehabilitation and/or reconstruction needs should the airport proceed to the design process.

In preparation for the PCI survey inspections, the airfield pavements for each airport are divided into branches, sections, and sample units as established by FAA Advisory Circular 150/5380-7B and ASTM D 5340. An *Airfield Pavement Network Definition Exhibit* has been prepared for each participating airport that depicts the inventory system reflected in the SAPMP database system. Each network definition depicts the latest branch, section, and sample unit definition used for the PCI surveys. Technical Exhibits I provides each participating airport's Airfield Pavement Network Definition Exhibit used for this update's inspections.

The sample units to be inspected were determined through a systematic random sampling technique to provide an unbiased representation of sample units for each pavement facility. The sample unit locations had been determined in such a way that they are distributed evenly throughout each

defined pavement section area. In certain cases when no representative distresses are observed in the field, additional sample units were added.

The distress quantities and severity levels from each inspected sample unit are used to compute the PCI value and rating for each Section using the ASTM D 5340-12 and MicroPAVER (also known currently as PAVER) software. Figures 1-2 and 1-3 depict graphical representations of the color ranges associated with PCI values and ranges with a photograph of airfield pavement that exhibited the conditions for both flexible and rigid pavements respectively.

Figure 1-2: Flexible Pavement, Asphalt Concrete

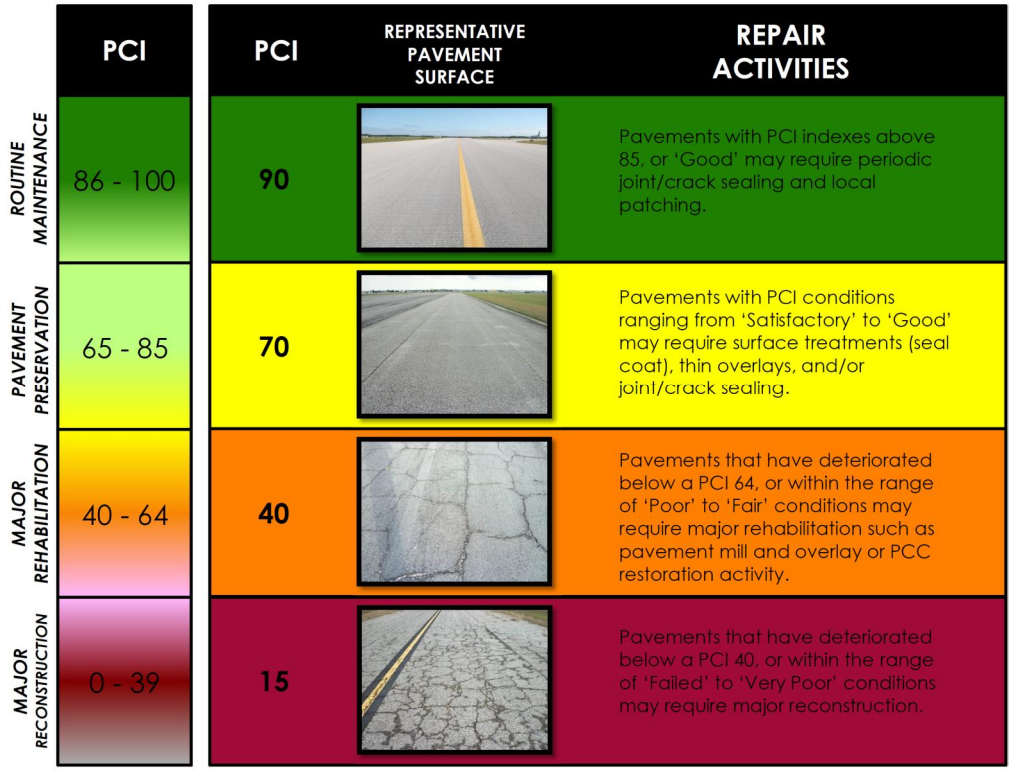
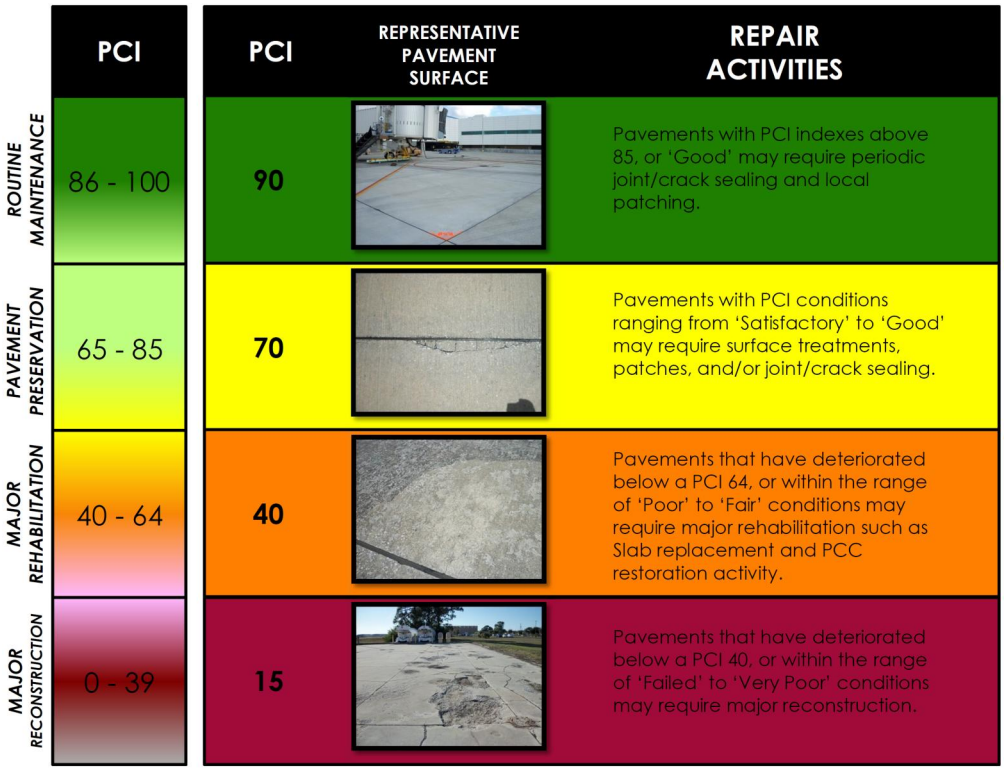


Figure 1-3: Rigid Pavement, Portland Cement Concrete



2. AIRFIELD PAVEMENT SYSTEM INVENTORY AND NETWORK UPDATE

2.1 System Inventory Update

A significant element to the development and update of the SAPMP has been to identify recent and anticipated construction activity that affects the pavement composition and performance. With cooperation from the airport personnel, the project team was able to gather airport specific information that included changes in pavement geometry, new or reconstructed pavements since the last inspection and anticipated pavement rehabilitation that would negate the findings of a visual inspection done in the short term. At the beginning of each phase for this update, FDOT SAPMP participants responded to the Aviation and Spaceport Office with project specific information on the recent and anticipated work. In addition to the construction activity, updates to pavement facility designators (i.e. re-designation, magnetic declination, and/or decommissioning) were reported. Lastly, the project team leaders performing field inspections confirm with airport staff on site previous, recent, and anticipated construction projects that may affect the airfield pavement facilities.

This information was considered in conjunction with aerial imagery provided by FDOT during the updating of pavement section areas on each airport's *Airfield Pavement Network Definition Exhibit*. The previous, recent, and anticipated construction activity information provided by airport staff has been graphically depicted relative to the branch, section, and sample unit definition on the *Airfield Pavement System Inventory Exhibit* for each participating airport. This information was also included in the MicroPAVER database updates for the SAPMP. Technical Exhibits II contains each participating airport's Airfield Pavement System Inventory Exhibit that summarizes the airfield pavement improvements since the previous Program Update that was reported by each airport.

2.2 Network Definition Update

Branch and Section Identification

Each airport's airfield pavement network is generally subdivided into separate Branches (runways, taxiways, aprons/ramps, or others) that have distinctly different functional identifications and uses. Each Branch is further subdivided into Sections as defined by pavement location, composition, and construction history. A Section is typically understood to be a project level subdivision within a

Branch feature. Sections are manageable units to organize data collection and are treated individually during the maintenance and major rehabilitation planning process. A pavement rank (primary, secondary, or tertiary) is assigned to each Section based on its importance and type of use to airport operations. The pavement rankings designated for each section at the participating airports were defined by the previous SAPMP, unless changes were communicated by the airport. These Sections are further subdivided into condition survey sample units based on the methodology described in ASTM D 5340.

The *Airfield Pavement System Inventory* and *Airfield Pavement Network Definition* Exhibits are developed individually for each participating airport. Based on information requested of and provided by the airport, the airfield pavements are evaluated on designation updates, and recent or anticipated pavement construction activity. As mentioned previously, a Section is defined partially by its construction history of which is factored in the performance and condition of the pavement section.

Construction activities identified include maintenance and repair activity, major rehabilitation, and new airfield pavement construction. Maintenance and repair activity may include; surface treatments, crack sealing, patching, slab replacement, and others. Both maintenance and rehabilitation activities are identified at the pavement section level. This type of work may result in an increase in overall Section PCI since the last inspection. Major rehabilitation efforts may include; asphalt milling and overlay, and full depth pavement reconstruction. This type of effort will result in a resetting of the pavement section PCI value to 100 due to the nature of the work. Lastly, new airfield pavement construction are accounted for as new inventory and assigned a section PCI of 100. Typically the new pavement sections are not inspected due to its condition; however these pavements are incorporated into the SAPMP pavement database.

Due to recent and anticipated construction efforts; pavement area sections may have been consolidated or created which will affect the total number of sample units to be inspected based upon the methods described in ASTM D 5340 and from the sampling rate schedule.

Airfield Pavement Network Definition & Geographic Information System (GIS)

As part of this SAPMP update, geographic information system (GIS), global positioning system (GPS), and digital data collection were integrated into the Pavement Inspection Methodology at each airport. Using AutoCAD Civil 3D, ArcMap, ArcPad, and FDOT Survey and Mapping Office Aerial Photography;

digital navigation maps have been developed for each airport to represent the SAPMP pavement inventory attributes. These navigation maps were used with field data tablets to assist survey teams as they performed condition inspections by navigating pavement infrastructure and collecting distress data. Additionally, this information was utilized to develop updates to geometry characteristics for each of the identified pavement facilities.

The updated areas by District for the participating airports by facility Use are summarized in Table 2-1: Summary of Area and PCI by Facility Use by District. Separately, Figure 2-1: Statewide Pavement Area by District depicts the airfield pavement areas by District as a percentage of the Statewide total, and Figure 2-2: Pavement Area Use by District provides a breakdown of airfield pavement area by facility use for each District.

Table 2-1: Summary of Area and PCI by Facility Use by District

FDOT District	Runway		Taxiway		Apron		Overall	
	PCI	Area (SF)	PCI	Area (SF)	PCI	Area (SF)	PCI	Area (SF)
1	71	19,879,109	73	18,837,881	67	19,907,523	70	58,624,513
2	76	20,469,743	79	16,484,649	76	16,320,550	77	53,274,942
3	79	12,125,783	78	10,925,625	70	11,680,660	76	34,732,068
4	85	16,352,870	77	22,815,166	69	20,237,196	76	59,405,232
5	76	20,918,928	73	19,720,268	69	22,190,287	72	62,829,483
6	64	8,082,575	68	10,370,124	63	7,600,991	65	26,053,690
7	69	9,086,641	68	7,025,172	71	5,639,911	69	21,751,724

Figure 2-1: Statewide Area by District

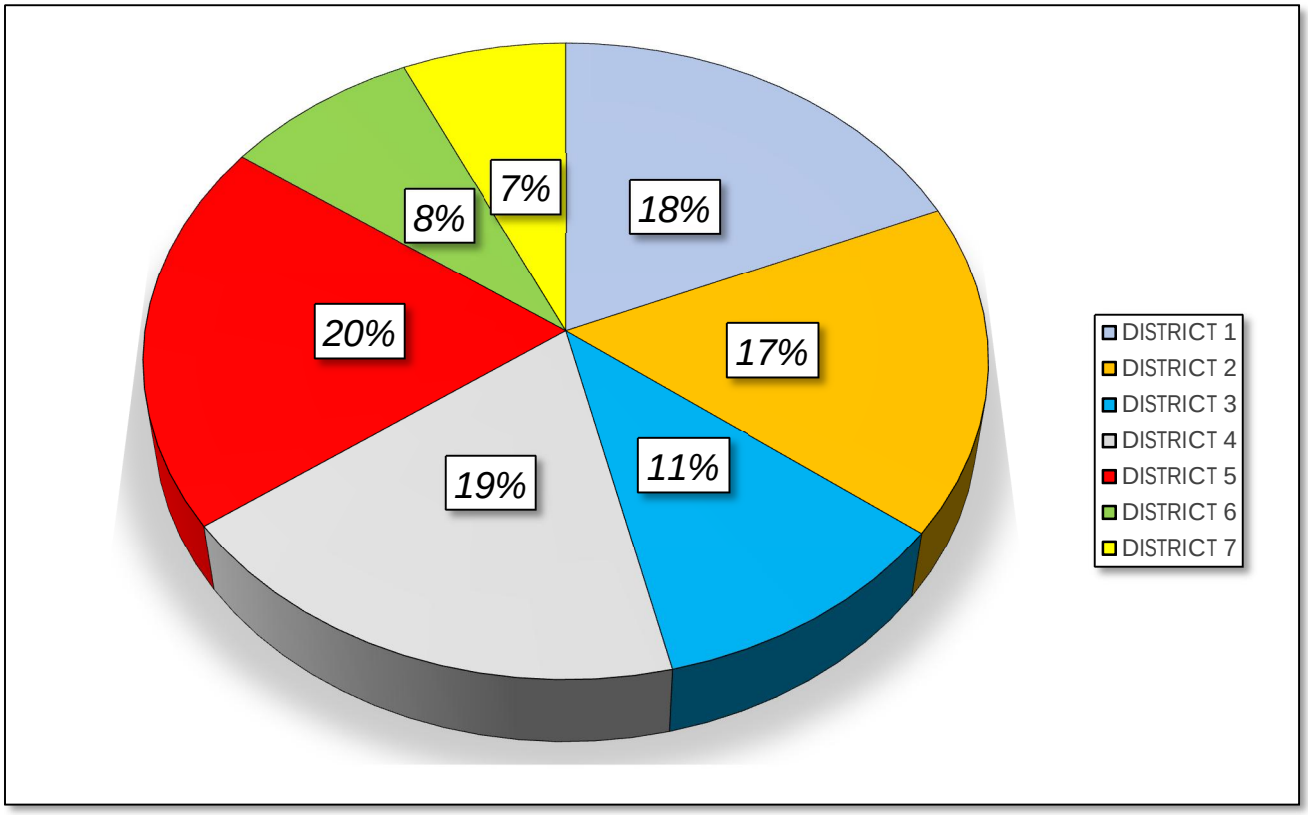
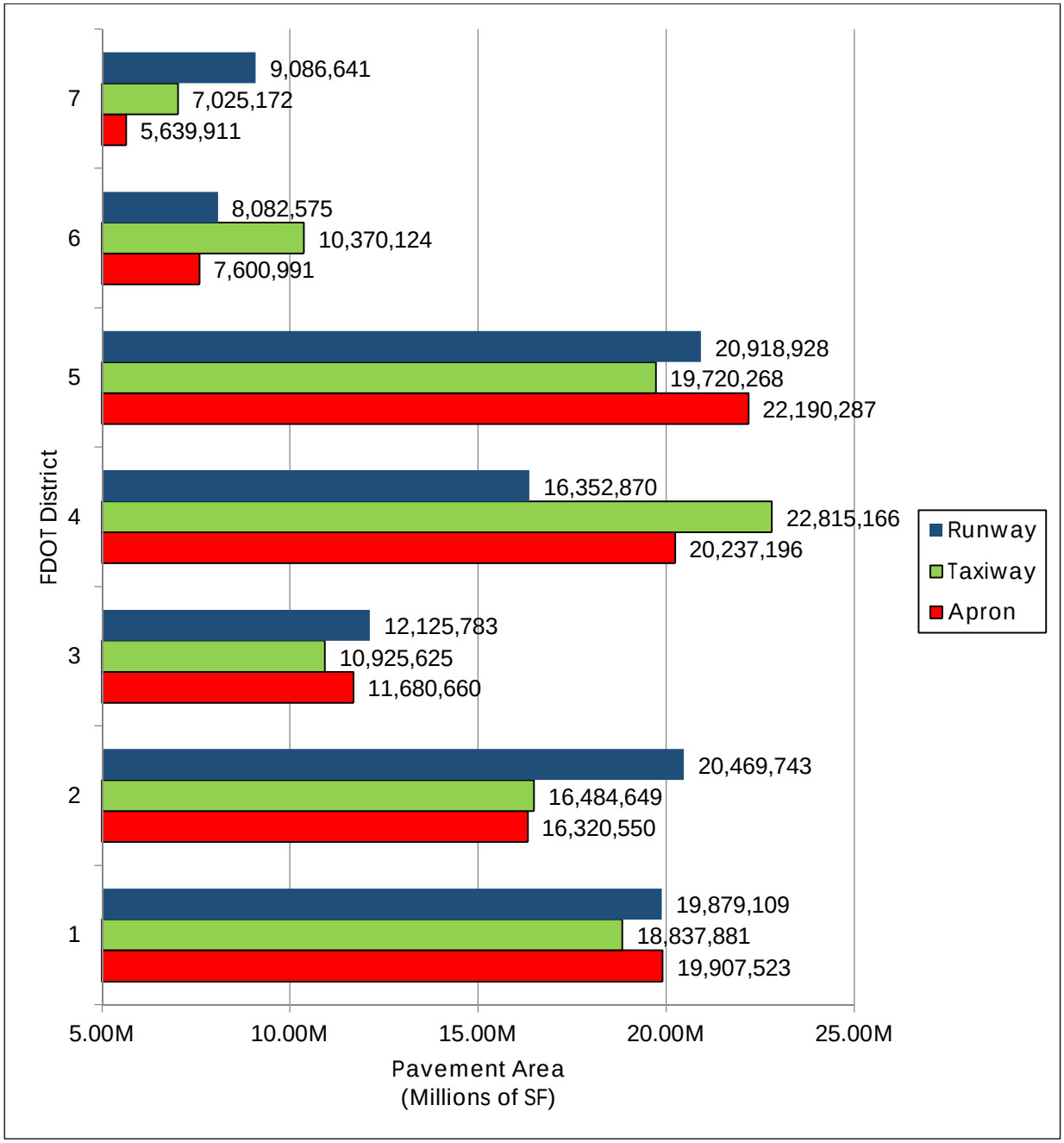


Figure 2-2: Statewide Pavement Area by Use



3. AIRFIELD PAVEMENT CONDITION ANALYSIS AND EVALUATION

Airfield pavement distresses and condition were surveyed in accordance with the methods outlined in FAA Advisory Circular 150/5380-6C and ASTM D 5340-12. These procedures define distress type, severity, and quantity for sampling areas within each defined pavement section area to analyze and determine the PCI value and condition rating.

3.1 Updates to the ASTM D 5340

As part of this program update, the SAPMP has adopted the changes made in updates to ASTM D 5340-12 as the previous program had used the ASTM D 5340-04. These include the separation of Weathering and Raveling into two distinct flexible pavement distresses, and the addition of the Alkali-Silica Reaction distress for rigid pavement distresses. Additionally, the deterioration associated with the rigid pavement distress Scaling/Map Cracking has been modified which results in moving Map Cracking from Scaling to ASR. In the newest version of ASTM D 5340-12, there are two kinds of Shrinkage Cracking, Drying Shrinkage and Plastic Shrinkage. The difference between these two is that the depth of first one may extend through the entire depth of the slab while the thickness of the latter one normally does not extend very deep into the pavement's surface. Furthermore, the Plastic Shrinkage consists of two subcategories: Plastic shrinkage (caused by atmosphere) and Plastic shrinkage (caused by construction). Another kind of Map Cracking is listed under Plastic shrinkage that is caused by construction, as well as Crazing. This additional type of Shrinkage change in distress classification, as described in ASTM D 5340-12, may result in small variances in the PCI values from the previous inspection analysis. Increases in PCI values in pavement Sections comparison to the previous program update, that have not been subject to repairs since the last inspection, may be a result from the updates to the analysis methodology.

Below is a brief description of the changes to the distresses presented in the ASTM D 5340 methodology and a table summarizing the deduction affected.

a) Flexible Asphalt Concrete Pavement distresses for airfield pavements: The previous methodology which featured "(52) Weathering and Raveling" distress has been separated into two distresses "(52) Raveling" and "(57) Weathering". Previously, areas that were recorded as "Weathering and Raveling" were considered as one distress with a high deduction. Based on the updated methodology, in certain situations where "Weathering" only exists and does not meet the definition of "Raveling", the PCI

deduction is not as high as the former "Weathering and Raveling". Therefore, areas identified only as "(57) Weathering" based on current ASTM standards, which were previously identified as "(52) Weathering and Raveling", may be subject to an improvement in PCI. In instances where pavement PCI has increased due to this update, it is not due to an improvement in actual condition, however indicative of the adjusted distress deterioration effects.

b) Rigid Portland Cement Concrete Pavement distresses for airfield pavements: The previous methodology defined "(70) Scaling" as a distress that consisted of surface deterioration caused by construction defects, material defects, and environmental factors. The distress included Alkali-Silica Reaction, also known as ASR. The current methodology has separated Alkali-Silica Reaction as a distress identified as "(76) Alkali-Silica Reaction / ASR". As a result the previous "(70) Scaling" numerical deduction contribution to the PCI has been reduced. Previous inspections that recorded "(70) Scaling", and currently do not exhibit "(76) Alkali-Silica Reactivity / ASR" may potentially see an increase in PCI. Additionally, (73) Shrinkage Cracks has been redefined as (73) Shrinkage Cracking. Shrinkage Cracking is characterized in two forms; drying shrinkage and plastic shrinkage. Drying shrinkage occurs over time as moisture leaves the pavement, it develops when hardened pavement continues to shrink as excess water not needed for cement hydration evaporates. It forms when subsurface resistance to the shrinkage is present and may extend through the entire depth of the slab. Plastic shrinkage develops when there is rapid loss of water in the surface of recently placed pavement or can form from over finishing/overworking of the pavement during construction. These shrinkage cracks appear as a series of inter-connected hairline cracks, or pattern cracking, and are often observed throughout the majority of the slab surface. This condition is also referred to as map cracking or crazing.

Table 3-1: Distress Updates to Reflect ASTM D 5340-12 provides a summary of the changes due to the update.

Table 3-1: Distress Updates to Reflect ASTM D 5340-12

Distress Updates to Reflect ASTM D 5340-12			
Use and Surface Type	Old 5340-04 Distress	New Distress	Deduct Curve
AC/AAC/APC Airfield	(52) Weathering & Raveling - Low	(52) Raveling - Low	No Change
	(52) Weathering & Raveling - Medium	(52) Raveling - Medium	No Change
	(52) Weathering & Raveling - High	(52) Raveling - High	No Change
	N/A	(57) Weathering - Low	New
	N/A	(57) Weathering - Medium	New
	N/A	(57) Weathering - High	New
PCC Airfield	(70) Scaling - Low	(70) Scaling - Low	New
	(70) Scaling - Medium	(70) Scaling - Medium	New
	(70) Scaling - High	(70) Scaling - High	New
	N/A	(76) Alkali Silica Reaction – Low	New
	N/A	(76) Alkali Silica Reaction – Medium	New
	N/A	(76) Alkali Silica Reaction – High	New

3.2 Inspection Methodology

A pavement condition survey inspection is performed by measuring the amount and severity of defined pavement distresses observed within the boundaries of sample units. These distresses, as defined by ASTM D 5340, are generally caused by traffic fatigue loading, exposure to climate and elements, and other airfield specific factors. This data is collected by field personnel experienced in pavement condition survey inspection. Data collection is then transferred into the FDOT MicroPAVER database system. MicroPAVER (also known as PAVER) is used to calculate PCI values using the methodology described in ASTM D 5340-12. The values are calculated for each sample and extrapolated on a Section level to determine an area-weighted PCI value ranging from 0 to 100 and one of seven condition ratings. Tables 3-2 and 3-3 describe the distresses as defined by the ASTM D 5340-12 and adopted for the SAPMP procedures.

Table 3-1: Airfield Pavement Distresses for Asphalt Concrete

Code	Distress	Primary Mechanisms
41	Alligator Cracking	Load / Fatigue Failure
42	Bleeding	Construction Quality/ Mix Design
43	Block Cracking	Climate / Age
44	Corrugation	Load / Construction Quality
45	Depression	Subgrade Quality
46	Jet Blast	Aircraft
47	Joint Reflection - Cracking	Climate / Prior Pavement
48	Longitudinal/Transverse Cracking	Climate / Age
49	Oil Spillage	Aircraft / Vehicle
50	Patching	Utility / Pavement Repair
51	Polished Aggregate	Repeated Traffic Loading
52	Raveling	Climate / Load
53	Rutting	Repeated Traffic Loading
54	Shoving	PCC Pavement Growth / Movement
55	Slippage Cracking	Load / Pavement Bond
56	Swelling	Climate / Subgrade Quality
57	Weathering	Climate

Source: U.S. Army CERL, FDOT Airfield Inspection Reference Manual

Table 3-2: Airfield Pavement Distresses for Portland Cement Concrete

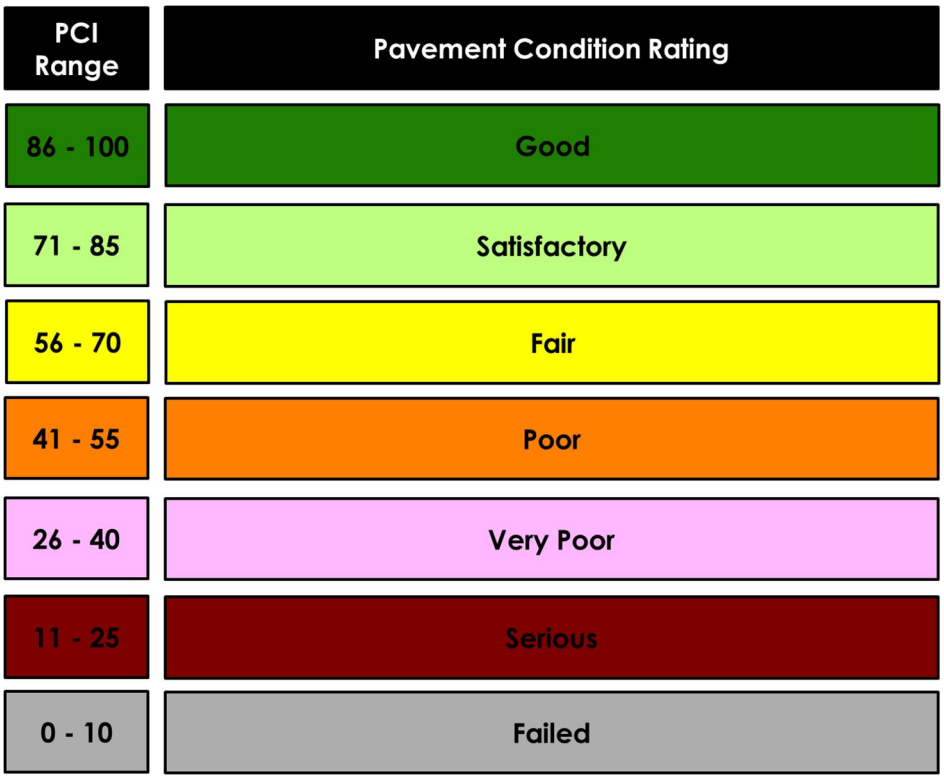
Code	Distress	Primary Mechanisms
61	Blow-up	Climate / Alkali Silica Reaction
62	Corner Break	Load Repetition / Curling Stresses
63	Linear Cracking	Load Repetition / Curling Stresses / Shrinkage Stresses
64	Durability Cracking	Freeze-Thaw Cycling
65	Joint Seal Damage	Material Deterioration / Construction Quality
66	Small Patch	Pavement Repair
67	Large Patch/Utility Cut	Utility / Pavement Repair
68	Popout	Freeze-Thaw Cycling
69	Pumping	Load Repetition / Poor Joint Sealant
70	Scaling/Crazing	Construction Quality / Freeze-Thaw Cycling
71	Faulting	Load Repetition / Subgrade Quality
72	Shattered Slab	Overloading
73	Shrinkage Cracking	Construction Quality / Load
74	Joint Spalling	Load Repetition / Infiltration of Incompressible Material
75	Corner Spalling	Load Repetition / Infiltration of Incompressible Material
76	Alkali-Silica Reaction	Construction Quality / Climate

Source: U.S. Army CERL, FDOT Airfield Inspection Reference Manual

3.3 Airfield Pavement Condition Index Analysis Results

The Pavement Condition Index (PCI) results based on the ASTM D 5340 have been developed by analyzing the specific distress data collection from field inspections using the U.S. Army Corps of Engineers MicroPAVER 6.5 Software (also known as PAVER). In adherence to the ASTM D 5340-12, the software package analyzes the distinct pavement distress data in both quantity and severity in calculating a PCI that ranges from 100 to 0, with corresponding condition ratings of “Good” to “Failed” respectively. Figure 3-1: Pavement Condition Index Rating Scale depicts the seven ranges of index and the associated rating used in the SAPMP.

Figure 3-1: Pavement Condition Index Rating Scale



The Statewide System overall PCI is at 73.55, which corresponds to a 'Satisfactory' condition. Table 3-3: Statewide Pavement Condition Summary by Airport below represents the results of the PCI inspection at each participating airport within each District. Specific individual airport results and evaluation discussions are documented in each individual airport pavement evaluation report. Similarly, specific District results and evaluation discussions are documented in each District pavement evaluation report.

Table 3-3: Statewide Pavement Condition Summary by Airport

Network ID	FDOT District	Airport Type	Area-Weighted Pavement Condition Index (PCI)							
			Runway		Taxiway		Apron		Overall Airfield	
			PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating
2IS	1	GA	100	GOOD	65	FAIR	41	POOR	70	FAIR
APF	1	PR	91	GOOD	86	GOOD	69	FAIR	80	SATISFACTORY
AVO	1	GA	80	SATISFACTORY	68	FAIR	56	FAIR	73	SATISFACTORY
BOW	1	GA	61	FAIR	75	SATISFACTORY	49	POOR	61	FAIR
CHN	1	GA	63	FAIR	69	FAIR	80	SATISFACTORY	68	FAIR
FMY	1	RL	57	FAIR	68	FAIR	76	SATISFACTORY	68	FAIR
GIF	1	GA	82	SATISFACTORY	61	FAIR	56	FAIR	67	FAIR
IMM	1	GA	27	VERY POOR	37	VERY POOR	84	SATISFACTORY	36	VERY POOR
LAL	1	RL	79	SATISFACTORY	68	FAIR	78	SATISFACTORY	74	SATISFACTORY
MKY	1	GA	29	VERY POOR	95	GOOD	76	SATISFACTORY	58	FAIR
OBE	1	GA	77	SATISFACTORY	79	SATISFACTORY	84	SATISFACTORY	79	SATISFACTORY
PGD	1	PR	70	FAIR	71	SATISFACTORY	72	SATISFACTORY	71	SATISFACTORY
RSW	1	PR	81	SATISFACTORY	78	SATISFACTORY	71	SATISFACTORY	75	SATISFACTORY
SEF	1	GA	94	GOOD	88	GOOD	39	VERY POOR	68	FAIR
VNC	1	RL	90	GOOD	82	SATISFACTORY	43	POOR	74	SATISFACTORY
X01	1	GA	44	POOR	70	FAIR	79	SATISFACTORY	58	FAIR
X07	1	GA	52	POOR	51	POOR	59	FAIR	53	POOR
X14	1	GA	91	GOOD	86	GOOD	57	FAIR	79	SATISFACTORY
DISTRICT	1		71	SATISFACTORY	73	SATISFACTORY	67	FAIR	70	FAIR
24J	2	GA	87	GOOD	82	SATISFACTORY	59	FAIR	76	SATISFACTORY
28J	2	GA	97	GOOD	83	SATISFACTORY	79	SATISFACTORY	88	GOOD
40J	2	GA	63	FAIR	59	FAIR	43	POOR	59	FAIR
42J	2	GA	75	SATISFACTORY	49	POOR	47	POOR	63	FAIR
CDK	2	GA	33	VERY POOR	15	SERIOUS	10	FAILED	30	VERY POOR
CRG	2	RL	67	FAIR	71	SATISFACTORY	53	POOR	60	FAIR
CTY	2	GA	49	POOR	58	FAIR	45	POOR	51	POOR
FHB	2	GA	76	SATISFACTORY	74	SATISFACTORY	73	SATISFACTORY	75	SATISFACTORY
GNV	2	PR	84	SATISFACTORY	89	GOOD	88	GOOD	87	GOOD
HEG	2	RL	69	FAIR	73	SATISFACTORY	62	FAIR	68	FAIR
JAX	2	PR	90	GOOD	84	SATISFACTORY	84	SATISFACTORY	85	SATISFACTORY
LCQ	2	GA	63	FAIR	58	FAIR	71	SATISFACTORY	64	FAIR
VQQ	2	GA	79	SATISFACTORY	87	GOOD	81	SATISFACTORY	82	SATISFACTORY
X60	2	GA	90	GOOD	77	SATISFACTORY	83	SATISFACTORY	80	SATISFACTORY
DISTRICT	2		76	SATISFACTORY	79	SATISFACTORY	76	SATISFACTORY	77	SATISFACTORY

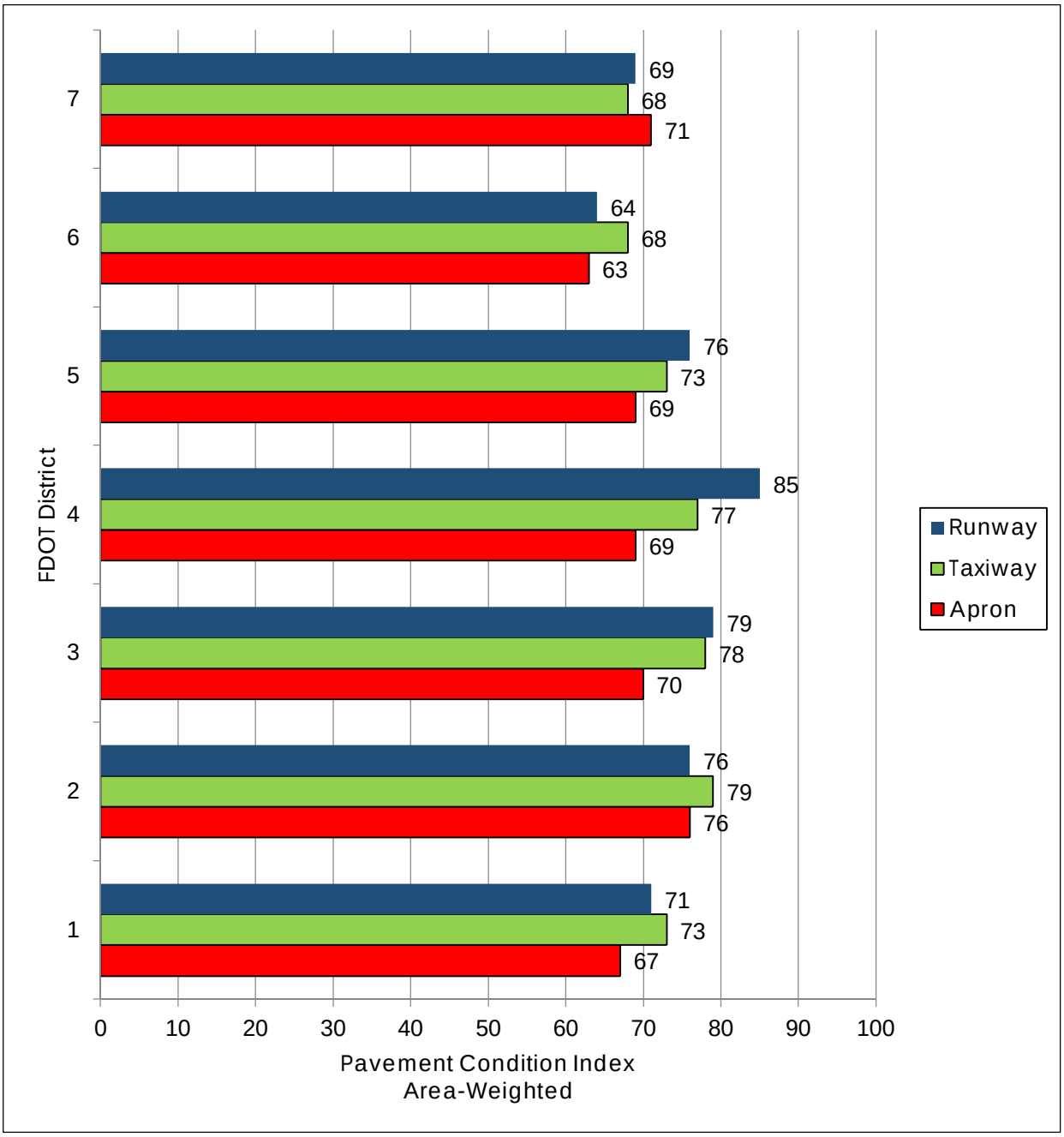
Network ID	FDOT District	Airport Type	Area-Weighted Pavement Condition Index (PCI)							
			Runway		Taxiway		Apron		Overall Airfield	
			PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating
1J0	3	GA	70	FAIR	87	GOOD	90	GOOD	77	SATISFACTORY
2J9	3	GA	61	FAIR	79	SATISFACTORY	-	-	68	FAIR
2R4	3	GA	61	FAIR	71	SATISFACTORY	64	FAIR	65	FAIR
54J	3	GA	90	GOOD	85	SATISFACTORY	85	SATISFACTORY	87	GOOD
AAF	3	GA	71	SATISFACTORY	66	FAIR	63	FAIR	68	FAIR
CEW	3	GA	87	GOOD	99	GOOD	71	SATISFACTORY	87	GOOD
DTS	3	GA	100	GOOD	54	POOR	46	POOR	66	FAIR
ECP	3	PR	97	GOOD	90	GOOD	90	GOOD	93	GOOD
F95	3	GA	92	GOOD	90	GOOD	78	SATISFACTORY	86	GOOD
MAI	3	GA	44	POOR	43	POOR	40	VERY POOR	42	POOR
PNS	3	PR	82	SATISFACTORY	78	SATISFACTORY	79	SATISFACTORY	79	SATISFACTORY
TLH	3	PR	84	SATISFACTORY	77	SATISFACTORY	79	SATISFACTORY	79	SATISFACTORY
X13	3	GA	60	FAIR	51	POOR	67	FAIR	61	FAIR
DISTRICT	3		79	SATISFACTORY	78	SATISFACTORY	70	FAIR	76	SATISFACTORY
BCT	4	RL	95	GOOD	93	GOOD	90	GOOD	94	GOOD
F45	4	RL	73	SATISFACTORY	81	SATISFACTORY	78	SATISFACTORY	77	SATISFACTORY
FLL	4	PR	72	SATISFACTORY	70	FAIR	75	SATISFACTORY	72	SATISFACTORY
FPR	4	GA	86	GOOD	85	SATISFACTORY	65	FAIR	79	SATISFACTORY
FXE	4	RL	79	SATISFACTORY	82	SATISFACTORY	90	GOOD	82	SATISFACTORY
HWO	4	RL	95	GOOD	83	SATISFACTORY	48	POOR	84	SATISFACTORY
LNA	4	RL	88	GOOD	89	GOOD	73	SATISFACTORY	82	SATISFACTORY
PBI	4	PR	93	GOOD	74	SATISFACTORY	65	FAIR	74	SATISFACTORY
PHK	4	GA	63	FAIR	86	GOOD	98	GOOD	79	SATISFACTORY
PMP	4	GA	86	GOOD	82	SATISFACTORY	68	FAIR	80	SATISFACTORY
SUA	4	GA	82	SATISFACTORY	75	SATISFACTORY	72	SATISFACTORY	77	SATISFACTORY
VRB	4	PR	88	GOOD	77	SATISFACTORY	59	FAIR	72	SATISFACTORY
X10	4	GA	13	SERIOUS	11	SERIOUS	49	POOR	19	SERIOUS
X26	4	GA	87	GOOD	79	SATISFACTORY	74	SATISFACTORY	81	SATISFACTORY
DISTRICT	4		85	SATISFACTORY	77	SATISFACTORY	69	FAIR	76	SATISFACTORY
COI	5	GA	69	FAIR	76	SATISFACTORY	53	POOR	61	FAIR
DAB	5	PR	81	SATISFACTORY	65	FAIR	56	FAIR	67	FAIR
DED	5	RL	89	GOOD	86	GOOD	76	SATISFACTORY	83	SATISFACTORY
EVB	5	RL	71	SATISFACTORY	72	SATISFACTORY	35	VERY POOR	66	FAIR
ISM	5	RL	87	GOOD	75	SATISFACTORY	61	FAIR	71	SATISFACTORY
LEE	5	GA	85	SATISFACTORY	87	GOOD	68	FAIR	81	SATISFACTORY

Network ID	FDOT District	Airport Type	Area-Weighted Pavement Condition Index (PCI)							
			Runway		Taxiway		Apron		Overall Airfield	
			PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating
MLB	5	PR	65	FAIR	80	SATISFACTORY	79	SATISFACTORY	75	SATISFACTORY
OCF	5	PR	95	GOOD	62	FAIR	74	SATISFACTORY	79	SATISFACTORY
OMN	5	RL	71	SATISFACTORY	74	SATISFACTORY	58	FAIR	68	FAIR
ORL	5	RL	76	SATISFACTORY	72	SATISFACTORY	50	POOR	61	FAIR
SFB	5	PR	82	SATISFACTORY	70	FAIR	79	SATISFACTORY	77	SATISFACTORY
TIX	5	PR	65	FAIR	77	SATISFACTORY	91	GOOD	77	SATISFACTORY
X21	5	GA	87	GOOD	89	GOOD	75	SATISFACTORY	83	SATISFACTORY
X23	5	GA	83	SATISFACTORY	100	GOOD	86	GOOD	85	SATISFACTORY
X35	5	GA	89	GOOD	55	POOR	75	SATISFACTORY	81	SATISFACTORY
X59	5	GA	54	POOR	100	GOOD	97	GOOD	76	SATISFACTORY
XFL	5	GA	52	POOR	63	FAIR	77	SATISFACTORY	62	FAIR
DISTRICT	5		76	SATISFACTORY	73	SATISFACTORY	69	FAIR	72	SATISFACTORY
EYW	6	PR	58	FAIR	64	FAIR	52	POOR	57	FAIR
MTH	6	GA	61	FAIR	68	FAIR	60	FAIR	62	FAIR
OPF	6	RL	59	FAIR	67	FAIR	55	POOR	62	FAIR
TMB	6	RL	73	SATISFACTORY	75	SATISFACTORY	74	SATISFACTORY	74	SATISFACTORY
TNT	6	GA	59	FAIR	64	FAIR	54	POOR	62	FAIR
X51	6	GA	75	SATISFACTORY	65	FAIR	72	SATISFACTORY	71	SATISFACTORY
DISTRICT	6		64	FAIR	68	FAIR	63	FAIR	65	FAIR
BKV	7	GA	54	POOR	52	POOR	68	FAIR	56	FAIR
CGC	7	GA	68	FAIR	87	GOOD	57	FAIR	71	SATISFACTORY
CLW	7	RL	100	GOOD	93	GOOD	57	FAIR	87	GOOD
INF	7	GA	97	GOOD	94	GOOD	93	GOOD	95	GOOD
PCM	7	GA	60	FAIR	71	SATISFACTORY	81	SATISFACTORY	71	SATISFACTORY
PIE	7	PR	71	SATISFACTORY	73	SATISFACTORY	63	FAIR	70	FAIR
SPG	7	RL	61	FAIR	60	FAIR	74	SATISFACTORY	65	FAIR
TPF	7	RL	70	FAIR	75	SATISFACTORY	82	SATISFACTORY	74	SATISFACTORY
VDF	7	RL	70	FAIR	71	SATISFACTORY	77	SATISFACTORY	73	SATISFACTORY
ZPH	7	GA	83	SATISFACTORY	55	POOR	67	FAIR	70	FAIR
DISTRICT	7		69	FAIR	68	FAIR	71	SATISFACTORY	69	FAIR

Pavement Facility Use has an influence on the pavement condition each facility. For example, the amount and type of distresses observed on a primary runway can vary from a maintenance apron based on frequency and variety of traffic loads experienced. Figure 3-2: PCI by Pavement Facility Use by District

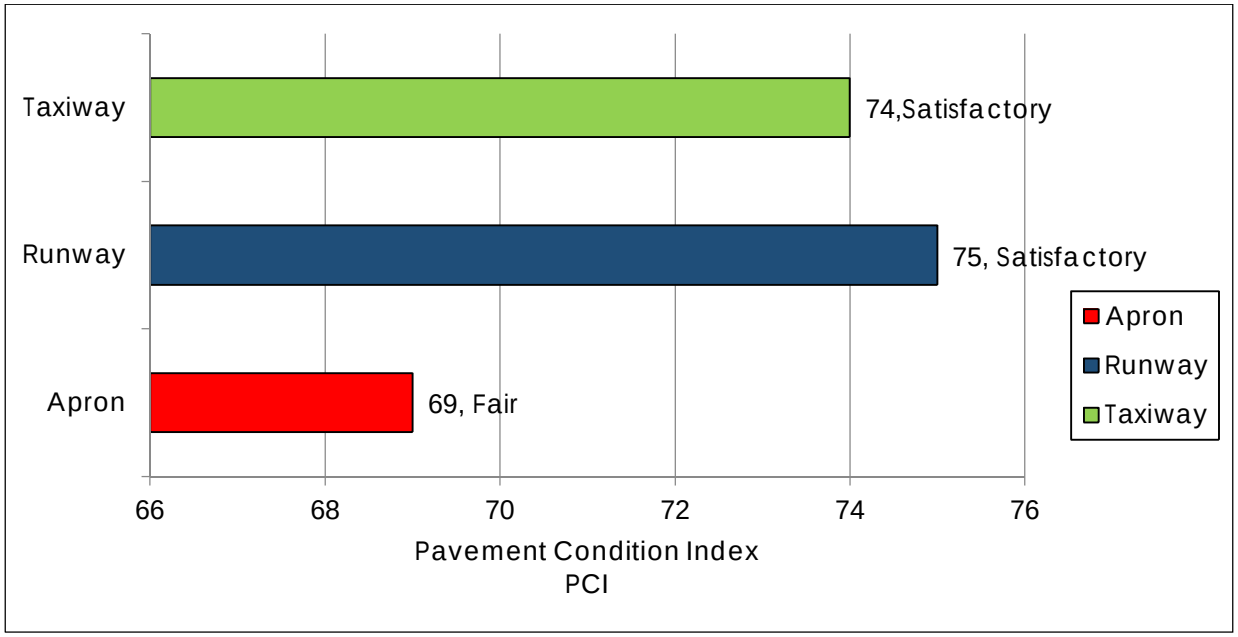
graphically depicts the PCI for each pavement facility use (Runway, Taxiway, and Apron) at each participating airport within the District.

Figure 3-2: PCI by Pavement Facility Use by District



A summary of the Statewide area-weighted PCI for each pavement facility use for all airfield pavement sections throughout the participating airports are shown below in Figure 3-3: PCI by Pavement Facility Use.

Figure 3-3: PCI by Pavement Facility Use



Pavement facility surface types considered for the SAPMP update consist of the four common types within the Florida Airport System: Portland Cement Concrete (PCC), Asphalt Concrete Overlayed on Portland Cement Concrete Pavement (APC), Asphalt Concrete Pavement (AC), and Asphalt Concrete Overlayed on Asphalt Concrete (AAC). Figure 3-4: PCI by Pavement Surface Type summarizes the Statewide System PCI determined based on the various pavement types within the participating airports. Whitetopping, a composite pavement type that consists of a thin concrete overlay on asphalt concrete pavement exists at 3 airports within the Florida Airport System and are discussed at the specific individual airport pavement evaluation report document for those airports. Figure 3-5: Statewide Airfield Pavement Condition Index Summary provides a categorical summary of the Statewide PCI as a relative area percentage. Furthermore, Figure 3-6: Airfield Pavement Condition Index Summary by Facility Use depicts the relative area as a percentage based on Facility Use.

Figure 3-4: PCI by Pavement Surface Type

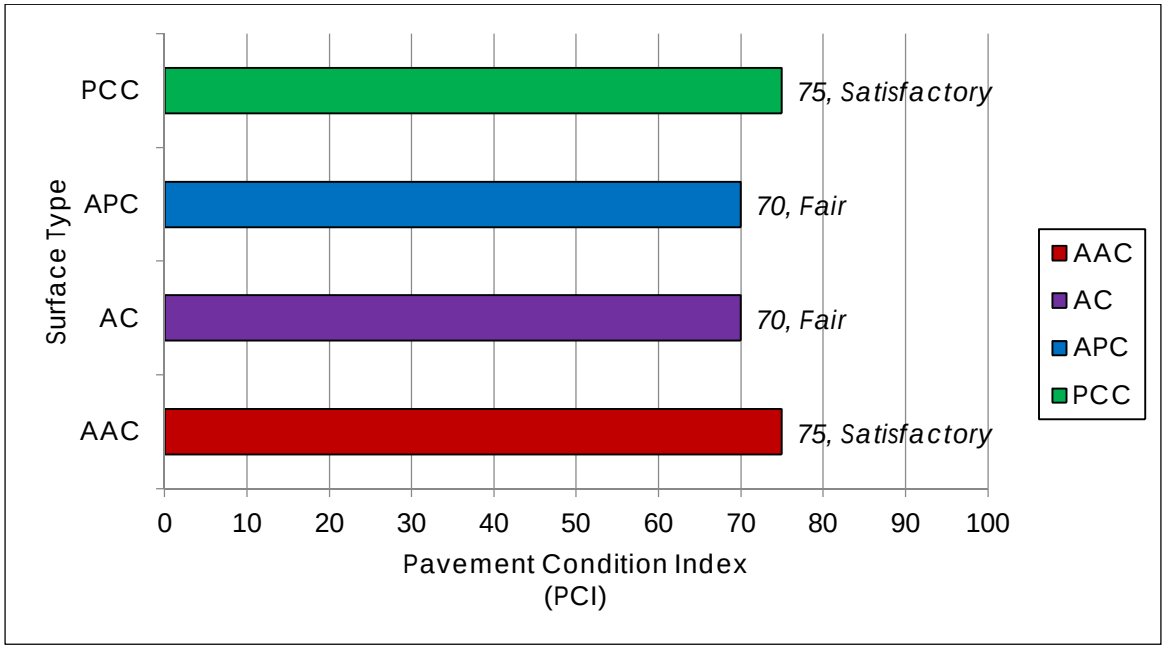


Figure 3-5: Statewide Airfield Pavement Condition Index Summary

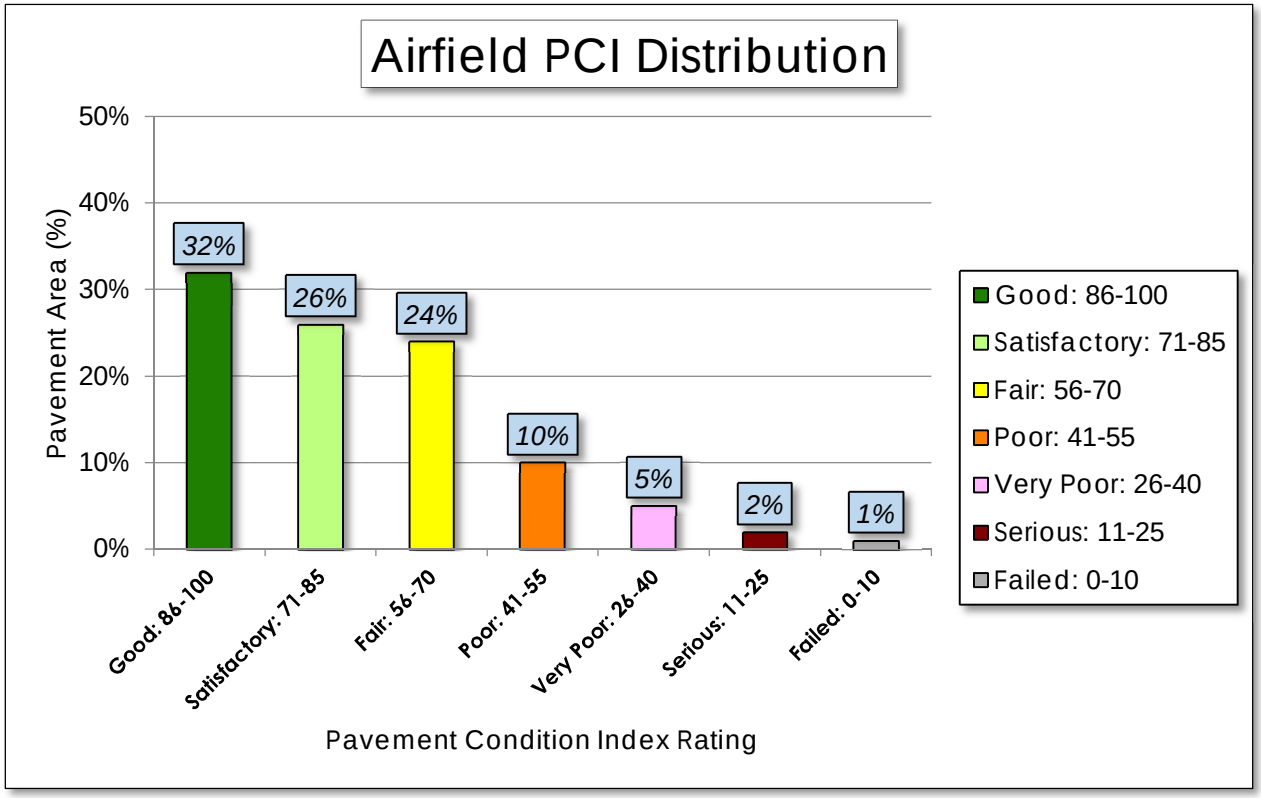
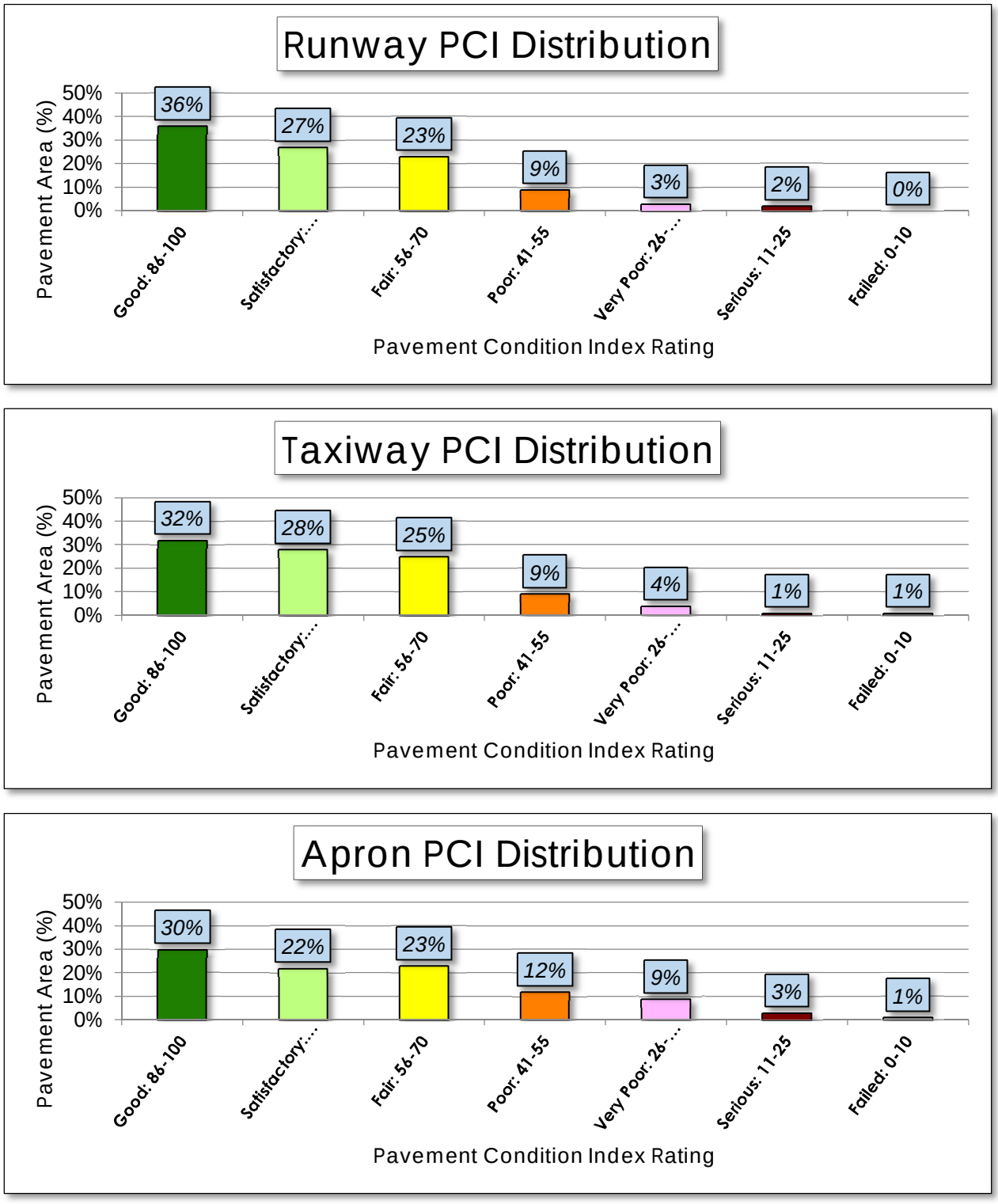


Figure 3-6: Airfield Pavement Condition Index Summary by Facility Use



4. PAVEMENT PERFORMANCE MODELING

4.1 Pavement Performance Model Concept

As part of the FDOT SAPMP update, pavement performance models are developed from the distress data collected at each participating airport facility within the Florida Airports System. This data is consolidated in a database and organized by inspection date, pavement type, age, pavement use, and airport category.

The consolidation of the Florida Airports System's pavement infrastructure within the FDOT SAPMP is based on data that has been collected in a consistent method of measurement. The historic pavement condition, or performance trend, has been compiled throughout the system with data from the inception of the SAPMP. This data is processed into models that have been analyzed and developed into prediction curves based upon pavement characteristics. These characteristics include; climate, construction material, and operations. Each model has been developed based on the following criteria:

AIRPORT TYPE (Primary, Regional Reliever, or General Aviation)

>FACILITY USE (Runway, Taxiway, or Apron)

>>FACILITY SURFACE TYPE (AC, AAC, APC, or PCC)

The historic trends of pavement performance at Florida airport facilities for all performance models are consolidated within the program database. This information is utilized in the prediction of pavement performance based on the current PCI determined from the inspections that took place between 2013 and 2015. Major rehabilitation is planned based on the predicted PCI. The intent of this is for both the individual airport and the FDOT District personnel to be aware of anticipated major rehabilitation work based on condition.

Each airport's airfield pavement section condition, for a given inspection year, is one data point that was used as the basis of each performance trend using a performance model based on pavements of similar background.

4.2 Performance Model Update

The performance models are developed from the current update data at the aforementioned facilities combined with the historic FDOT SAPMP Florida Airports System Database. This data is consolidated in a database system using

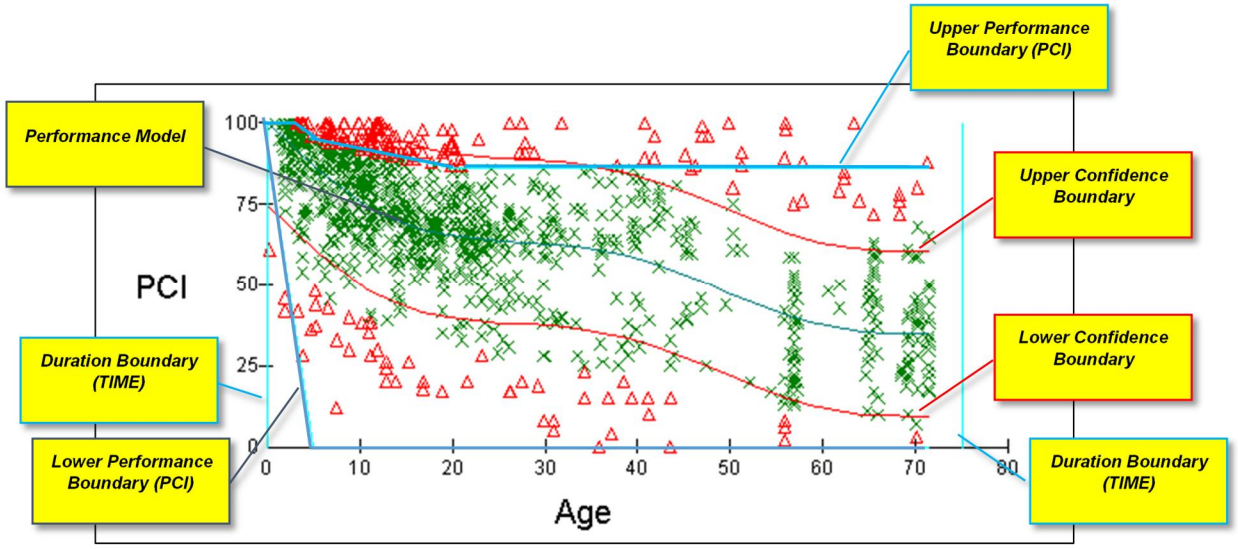
MicroPAVER (also known as PAVER) and organized by specific attributes defined by the pavement system inventory. The pavement system inventory includes inspection data, pavement type, age, pavement use, airport category, FDOT District and pavement ranking. The pavement performance models are used to develop broad prediction models, also known as pavement condition deterioration curves or "Prediction Curves".

The consolidation of the Florida Airports System's pavement infrastructure within the FDOT SAPMP is based on data that has been systematically collected in a manner consistent with the ASTM D5340 Standard Test Method for Airport Pavement Condition Surveys. It should be noted that since the inception of the program, the ASTM D5340 has undergone updates that have modified the method of inspection based on research.

Example: Taxiways constructed from Asphalt Concrete at a Primary Airport
AIRPORT TYPE (Primary, Regional Reliever, or General Aviation)
>FACILITY USE (Runway, Taxiway, or Apron)
>>FACILITY SURFACE TYPE (AC, AAC, APC, or PCC)
FDOT-SAPMP-PR-TW-AC

A most recent change was observed in ASTM D5340-10 which updated the methods of identifying and rating the following distresses" Weathering (AC), Raveling (AC), and Scaling (PCC). The historic pavement condition, or performance trend, has been compiled based on condition data collected from the inception of the SAPMP. This data is processed into performance models that have been analyzed and developed into prediction curves based upon pavement characteristics. Figure 4-1: Example Pavement Performance Model depicts an example of a performance model and data points comprised of historic construction milestones provided by the airports and inspection data in accordance with the ASTM D 5340.

Figure 4-1: Example Pavement Performance Model



× PCI Data included in Model

Δ PCI Data excluded in Model

4.3 Prediction Curve Development

The historic trends of pavement performance at Florida airport facilities for all performance models are consolidated within the program database. This information is utilized in the prediction of pavement performance based on the current PCI determined from the inspections that take place between 2013 and 2015. Major rehabilitation is planned based on the predicted PCI. The intent of this is for both the individual airport and the FDOT District personnel to be aware of recommended major rehabilitation work based on condition.

The performance models are further refined based on the engineering judgment of pavement performance and data integrity using statistical filters and boundaries. The prediction modeling process identifies and groups pavement sections of similar construction (airport type and pavement type), that are subjected to similar aircraft fleet mix traffic patterns (airport type and branch use), weather and other factors that affect pavement performance and deterioration. The historical data on pavement condition, as entered in the Work History module of the database, is used to predict the future performance of a group of pavement sections with similar attributes.

Each pavement section is assigned to a "family" or model grouping. When predictions about future performance of a pavement are desired, its family

model is used to predict future condition. The input of current age of pavement is applied on the performance model family equation.

The following factors influence the life of a pavement within the performance model; original construction type/date, maintenance, weather, and traffic. The performance model and prediction curve process is designed to allow users to blend unique knowledge about their pavements and measured local condition information to plan for project development.

There are multiple types of boundaries that can be applied to a performance mode; Statistical Boundary and Envelope Boundaries. The Envelope Boundaries filter data based on Age and PCI performance factors. Statistical Boundaries, red lines, indicate the standard deviation of data points based on the SAPMP historic records. When these types of boundaries are applied, outlying points are not considered when the predicted condition function curve is estimated. This ability within MicroPAVER allows for the filtering of suspicious data points. The data filtering procedure is used to remove obvious errors in the data using Envelope Boundaries and Statistical Boundaries. This is critical as pavements with an unusual performance can have a substantial impact on how the model, or family, performs. Table 4-1: Overall Airport Area-Weighted PCI summarizes the area-weighted average PCI for each District's airfield pavement performance within the Statewide System from 2015 to 2024 at the District Level assuming no maintenance, repair, or rehabilitation efforts performed. The following Tables 4-2 through 4-4 summarize each District's airfield pavement performance by pavement facility use from 2015 to 2024.

Table 4-1: Overall Airport Area-Weighted PCI

FDOT District	Program Year Overall Airport Area-Weighted PCI									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1	69	67	65	64	62	61	59	58	56	55
2	75	73	71	69	67	66	64	63	61	60
3	73	72	70	69	67	66	64	63	62	60
4	74	72	70	69	67	65	64	62	60	59
5	71	69	67	66	64	62	61	59	58	56
6	64	63	61	60	58	57	55	53	52	50
7	67	66	64	62	61	59	58	56	55	54
System	71	69	68	66	64	63	61	60	58	57

Table 4-2: Airport Runway Area-Weighted PCI

FDOT District	Program Year Overall Runway Area-Weighted PCI									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1	69	67	66	64	62	61	59	58	56	55
2	74	72	70	68	66	65	63	61	60	58
3	77	75	73	72	70	69	67	66	64	63
4	81	80	78	76	74	72	70	69	67	65
5	75	73	71	69	68	66	64	62	60	58
6	64	62	61	59	58	56	55	53	52	50
7	67	66	64	62	61	60	58	57	55	54
System	73	72	70	68	66	65	63	61	60	58

Table 4-3: Airport Taxiway Area-Weighted PCI

FDOT District	Program Year Overall Taxiway Area-Weighted PCI									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1	71	70	68	67	65	64	63	61	60	59
2	77	75	73	72	70	68	67	65	64	62
3	76	74	72	71	69	68	67	65	64	63
4	74	72	71	69	68	66	65	63	62	60
5	71	70	68	67	65	63	62	61	59	58
6	67	66	64	63	62	60	59	58	56	55
7	66	65	63	62	61	59	58	57	55	54
System	73	71	69	68	66	65	63	62	61	59

Table 4-4: Airport Apron Area-Weighted PCI

FDOT District	Program Year Overall Apron Area-Weighted PCI									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1	65	64	62	60	59	57	56	54	53	51
2	73	71	69	68	66	64	63	61	60	59
3	68	67	65	64	62	61	60	58	57	56
4	67	65	64	62	60	59	57	55	54	52
5	67	65	63	61	60	58	57	55	54	52
6	62	60	58	56	54	52	50	48	46	44
7	69	67	65	63	61	59	58	56	54	53
System	68	66	64	62	61	59	57	56	54	53

5. MAINTENANCE LEVEL ACTIVITIES

5.1 Policies

Airfield Pavement Maintenance policies are guidance on pavement construction methods used to develop, maintain, repair, and rehabilitate pavement infrastructure based on distresses encountered during the condition surveys.

Maintenance refers to the repair and preservation-type activities that are applied locally to specific distress types on the pavement. These activities for the SAPMP are considered preventative and corrective in nature and are highly recommended to help improve pavement performance and extend pavement life. The SAPMP maintenance policies are based on the FAA Advisory Circular 150/5380-6C and guidance provided in the FDOT Airfield Pavement Repair Manual.

For the purpose of the SAPMP; the maintenance repair needs that are identified and quantified are based solely on the pavement distresses observed and recorded at the time of the inspection. Based on a specific distress type and severity observed, a particular repair work type is recommended and quantified based on the extrapolated section distresses. The repair program identified is specific to the current distresses. Future maintenance planning budgets are based on this initial determination. Tables 5-1 and 5-2 provide the list of maintenance activities incorporated into the SAPMP MicroPAVER database to treat specific distress types and severities.

Table 5-1: Recommended AC, AAC, and APC Maintenance and Repair Policy

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
Flexible Asphalt Concrete (AC, AAC, APC)	41	Alligator Cracking	L, M, H	Full Depth Pavement Patch	Square Feet
	42	Bleeding	N/A	Partial Depth Pavement Patch	Square Feet
	43	Block Cracking	L	Seal Coat Treatment	Square Feet
	43	Block Cracking	M, H	Full Depth Pavement Patch	Square Feet
	44	Corrugation	L, M, H	Full Depth Pavement Patch	Square Feet
	45	Depression	L, M, H	Full Depth Pavement Patch	Square Feet

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
	46	Jet Blast Erosion	L, M, H	Full Depth Pavement Patch	Square Feet
	47	Joint Reflection Cracking	L	Crack Sealing	Linear Feet
	47	Joint Reflection Cracking	M, H	Full Depth Pavement Patch	Square Feet
	48	Longitudinal/Transverse Cracking	L, M, H	Crack Sealing	Linear Feet
	49	Oil Spillage	L, M	Seal Coat Treatment	Square Feet
	49	Oil Spillage	H	Full Depth Pavement Patch	Square Feet
	50	Patch and Utility Patching	M	Full Depth Pavement Patch	Square Feet
	50	Patch and Utility Patching	H	Full Depth Pavement Patch	Square Feet
	51	Polished Aggregate	L, M, H	Slurry Seal Coat Treatment	Square Feet
	52	Raveling	L, M	Slurry Seal Coat Treatment	Square Feet
	52	Raveling	H	Partial Depth Pavement Patch	Square Feet
	53	Rutting	L, M, H	Full Depth Pavement Patch	Square Feet
	54	Shoving	L, M, H	Grinding / Removal	Square Feet
	55	Slippage Cracking	L, M, H	Full Depth Pavement Patch	Square Feet
	56	Swelling	M, H	Full Depth Pavement Patch	Square Feet
	57	Weathering	M, H	Seal Coat Treatment	Square Feet

Table 5-2: Recommended PCC Maintenance and Repair Policy

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
Rigid Pavement (PCC)	61	Blowup	L, M, H	Slab Replacement / Full Depth Patch	Square Feet
	62	Corner Break	L, M, H	Partial Slab Full Depth Patch - PCC	Square Feet

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
	63	Longitudinal/Transverse/Diagonal Cracking	H	Crack Sealing - PCC	Linear Feet
	64	Durability Cracking	M, H	Slab Replacement / Full Depth Patch	Square Feet
	65	Joint Seal Damage	L, M, H	Joint Seal Repair (Local)	Linear Feet
	66	Patching, Small	M, H	Partial Slab Full Depth Patch – PCC	Square Feet
	67	Patching, Large	M, H	Partial Slab Full Depth Patch – PCC	Square Feet
	69	Pumping	L, M, H	Slab Stabilization / Slab Jacking	Square Feet
	70	Scaling/Map Cracking/Crazing	L, M	Micro-mill and Seal - PCC	Square Feet
	70	Scaling/Map Cracking/Crazing	H	Slab Replacement / Full Depth Patch	Square Feet
	71	Settlement / Faulting	L	Micro-mill and Seal - PCC	Square Feet
	71	Settlement / Faulting	M, H	Slab Stabilization / Slab Jacking	Square Feet
	72	Shattered Slab	L, M, H	Slab Replacement / Full Depth Patch	Square Feet
	73	Shrinkage Cracks	N/A	Crack Sealing - PCC	Linear Feet
	74	Longitudinal/Transverse Joint Spalling	L, M, H	Partial Patch - PCC	Square Feet
	75	Corner Spalling	L, M, H	Partial Patch - PCC	Square Feet
	76	Alkali-Silica Reaction	L	Seal Coat Treatment	Square Feet

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
	76	Alkali-Silica Reaction	M	Micro-mill and Seal - PCC	Square Feet
	76	Alkali-Silica Reaction	H	Slab Replacement / Full Depth Patch	Square Feet

Though proactive pavement maintenance and preservation is highly recommended in an APMS; it is recognized that pavement that has deteriorated below a certain PCI would benefit more from major rehabilitation rather than localized maintenance and repair work. Major rehabilitation is recommended when the pavement condition decreases below a critical point such that the deterioration is extensive or the rate of deterioration is so great that maintenance repair efforts are no longer cost-efficient. This critical point is called "Critical PCI". The critical PCI levels for different pavement and branch types were established by the FDOT and were used in this update to develop a maintenance and major rehabilitation plan for the airport. Sections that are above the "Critical PCI" levels will be recommended for maintenance, repair, and preservation treatments, assuming there are no significant load-related distresses. For those Sections below the Critical PCI, the recommended action will consist of major rehabilitation work. This approach is used for the Section's Current PCI value and the predicted PCI value for future rehabilitation.

The FDOT has recommended minimum service level PCI for airports based on pavement facility use, airport type, and expected loading frequency. This minimum service level PCI is recommended to ensure the pavement provides a safe operational surface and efficiently uses maintenance and rehabilitation budgets. Separately, the Critical PCI is a value based on historic pavement performance trends and costs. It is at a PCI value of 65 at which major rehabilitation is recommended over maintenance level efforts. Table 5-3 identifies the FDOT recommended PCI by use and the critical PCI value for the most important pavements at the airport. This is due to the condition of the pavement and the cost effectiveness of the work. A very important concept of a good pavement management system is the proactive preservation of pavements that are above Critical PCI condition. Conversely, allowing pavement to deteriorate beyond maintenance and performing "worst first" major rehabilitation may cost much more over the life of a pavement.

Table 5-3: Critical PCI and FDOT Minimum Level PCI

Use	FDOT Recommended Minimum Level PCI			Critical PCI
	Primary Airports	Regional Reliever Airports	General Aviation Airports	
Runway	75	75	75	65
Taxiway	70	65	65	65
Apron	65	65	60	65

Based on historic trends of pavement performance and industry standard practices in pavement maintenance and rehabilitation, the SAPMP included general guidance on construction activity based on condition PCI, as shown on Table 5-4. It is recommended that further investigation of underlying pavement conditions is performed at the design phase.

Table 5-4: Maintenance and Major Rehabilitation Activity Based on PCI

Category	Activity	PCI Range
Maintenance	▪ Crack Sealing (AC/PCC)	75 - 90
	▪ Partial Depth Patching (AC)	
	▪ Full Depth Patching (AC/PCC)	
	▪ Surface Treatment (AC)	
Rehabilitation	▪ Mill and Overlay (AC)	40 - 74
	▪ Concrete Pavement Restoration (PCC)	
	▪ Full Depth Pavement Reconstruction	0 - 39

The PCI standard scale ranges from a value of 0, typically representing a pavement in a failed condition, to a value of 100 which typically represents a pavement in new or good condition. Generally, airfield pavement sections with a PCI of 75 or higher that are not exhibiting distresses due to aircraft loading will benefit from maintenance activities such as crack sealing, patching, and surface treatments. Pavement sections with PCI values within the range of 40 to 74 may require major rehabilitation, such as a mill and overlay. Lastly, pavement sections with a PCI value of 40 or less are recommended to undergo pavement reconstruction. Generally pavement reconstruction is the only practical means of restoration due to the substantial distresses observed in the pavement structure. Since PCI values are based solely on the visual determination of

pavement distresses and deterioration, this method does not provide a direct measure of structural integrity.

5.2 Planning Level Unit Costs

For the 2013-2015 SAPMP Program Update, a comprehensive update of the planning level costs for repair was undertaken. These costs are used to develop planning level costs used in the program based on the PCI at the section level. As part of the airport response form, airports were asked to provide available airfield pavement construction bid tabulations for recent projects. This information, together with the FDOT Office of Specifications and Estimates documentation on Pay Item Cost History was referenced in updating maintenance, preservation, repair, major rehabilitation and reconstruction was used to develop the updated costs used the program.

FDOT has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to FDOT at this time and represent only the standard judgment as a design professional familiar with the construction industry. FDOT cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

5.3 Maintenance, Repair, and Major Rehabilitation

FDOT recognizes that although pavement mill and overlay is recommended for flexible asphalt concrete pavement within a PCI range from 40 to 74, it is conceivable that airports may not have adequate funding to perform this type of major rehabilitation. A comprehensive surface treatment as described in *FAA AC 150/5370-10G Standards for Specifying Construction of Airports* used as a maintenance rehabilitation activity can be used in lieu of asphalt concrete pavement mill and overlay. However, it should be understood that these measures provide only a short term extension of pavement life. While the cost of surface treatments are significantly lower than that of pavement mill and overlay, it is not intended or implied to be a full rehabilitative measure for long term benefit. Table 5-5 and Table 5-6 provide budget costs associated with the work types shown in the table.

Table 5-5: Flexible Asphalt Concrete Maintenance Unit Costs

Surface Type	Maintenance Work Type	Cost	Work Unit
Flexible Asphalt Concrete (AC, AAC, APC)	Full Depth Pavement Patch	$5.00	Square Feet
	Partial Depth Pavement Patch	$3.00	Square Feet
	Seal Coat Treatment	$0.55	Square Feet
	Crack Sealing	$2.75	Linear Feet
	Slurry Seal Coat Treatment	$0.55	Square Feet
	Grinding / Removal	$2.10	Square Feet

Table 5-6: Rigid Portland Cement Concrete Maintenance Unit Costs

Surface Type	Maintenance Work Type	Cost	Work Unit
Rigid Pavement (PCC)	Slab Replacement / Full Depth Patch	$45.00	Square Feet
	Partial Patch - PCC	$19.10	Square Feet
	Crack Sealing - PCC	$4.25	Linear Feet
	Joint Seal Repair (Local)	$3.00	Linear Feet
	Slab Stabilization / Slab Jacking	$45.00	Square Feet
	Micro-mill and Seal - PCC	$1.00	Square Feet
	Seal Coat Treatment	$1.00	Square Feet

It is noted that some individual repair costs classified as maintenance appear to be higher than similar construction activity identified as major rehabilitation. This is due to economies of scale for major rehabilitation projects in comparison to localized maintenance projects.

As part of the SAPMP update, the distress data observed at each airport during the inspection is extrapolated on a section basis to make maintenance recommendations. These recommendations are a direct result of the distress

types, severities, and quantities observed at the time of inspection. The maintenance recommendations and planning costs are correlated with the airport's airfield pavement network's overall area weighted PCI and used to plan future maintenance costs. Future maintenance costs are planning budgets that are not specific to a pavement section, but are estimates for the entire airfield. Table 5-7 provides budget costs associated with the rehabilitation activities.

Table 5-7: Major Rehabilitation Activities and Unit Costs by Condition

Category	Majority Activity	PCI Range	Cost/SqFt By Airport Type		
			Primary	Regional Reliever	General Aviation
Major Rehabilitation	▪ Mill and Overlay (AC)	40 - 74	$13.00	$10.00	$8.00
	▪ Concrete Pavement Restoration (PCC)		$18.00	$15.00	$10.00
	▪ Full Depth Pavement Reconstruction	0 - 39	$23.00	$20.00	$15.00

NOTE: VALUES ARE ROUNDED FOR PLANNING PURPOSES AT THE STATEWIDE LEVEL

A cost scale has been developed based on PCI to develop planning level budgets for the airfield pavements. The cost scale is adjusted by project year based on an assumed inflation rate of 3%.

Table 5-8: Statewide10-Year Maintenance and Preservation Needs by District depicts the predicted pavement preservation needs based on the overall airport area-weighted PCI.

Table 5-8: Statewide10-Year Maintenance and Preservation Needs by District

Maintenance and Preservation ($ in Millions)											
Network ID	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1	1.25M	7.28M	8.12M	8.30M	9.42M	10.05M	11.11M	12.31M	13.33M	14.58M	8.13M
2	1.74M	5.08M	6.18M	7.33M	8.40M	9.85M	11.51M	13.56M	14.63M	15.89M	7.33M
3	1.17M	3.45M	4.02M	4.38M	4.63M	5.57M	6.53M	7.58M	8.56M	9.39M	5.05M
4	1.59M	6.95M	7.83M	8.64M	9.67M	11.03M	12.49M	13.33M	14.72M	16.44M	11.66M
5	0.65M	7.40M	7.20M	7.81M	8.44M	9.29M	9.80M	10.85M	12.28M	13.74M	12.71M
6	0.47M	3.27M	3.28M	3.48M	3.58M	3.35M	3.76M	4.33M	4.28M	4.97M	3.40M
7	0.64M	1.94M	1.82M	1.83M	2.03M	2.51M	2.89M	3.72M	4.66M	5.28M	2.70M
DISTRICT	7.51M	35.37M	38.46M	41.76M	46.18M	51.65M	58.09M	65.66M	72.46M	80.31M	50.98M

NOTE: VALUES ARE ROUNDED FOR SUMMARY PURPOSES

6. MAJOR REHABILITATION NEEDS

6.1 Major Rehabilitation Planning

As part of the SAPMP, major pavement rehabilitation planning is developed based on current and predicted PCI in comparison with the Critical PCI. The Critical PCI has been determined based on the historic trends of pavement condition relative to the benefit of maintenance and repair activities. Pavement sections determined to have a PCI less than that of the Critical PCI are assumed to have deteriorated to a point at which maintenance and repair level activity would provide little benefit. Depending on which Phase an airport was inspected, the program year assumed would be end of FY2013 or end of FY2015 for Phase I and Phase II, respectively.

The development of major rehabilitation projects at the planning level expressed in this District Summary and in the individual airport pavement evaluation reports were based on an 'Unlimited Budget' or unconstrained budget scenario. This scenario has been utilized in the SAPMP as a means to identify project activity based on the condition need. This information is intended to be utilized as a planning tool to support project determination and selection based on airport priority, facility use, traffic demand, budget constraints, and other factors.

The objective of the major pavement rehabilitation needs analysis is to provide 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 from a functionality perspective. In addition, major rehabilitation is also recommended when the Section PCI is above the Critical PCI but the Section has load-related PCI distresses. However, most major rehabilitation work is recommended when the Section PCI is below the Critical PCI, which is when maintenance and repair level activities are not considered to be cost effective.

Major rehabilitation is identified within the SAPMP as major construction activity that would result in an improvement or "resetting" of the pavement section's PCI to a value of 100. Such activities could include mill and hot-mix asphalt overlay and reconstruction. The analysis performed under this program was don with no budgetary constraints as a means to identify all pavement projects needs based on a Critical PCI, for a 10 year duration. It is recognized that the airports and the State will not be able to fund all these projects. Rather, this is intended as a planning tool to be used to prioritize future projects and to help in

determining appropriate statewide funding needs. Airports will need to perform additional design level investigations in accordance with the FAA Advisory Circulars to finalize specific project needs and areas. The work and budgets identified here and in the individual airport reports are intended for planning level only. Areas identified for mill and overlay may in fact require select areas of reconstruction due to load-based distresses within the project limits. Table 6-1: Summary of Statewide System Year – 1 Major Rehabilitation Needs identifies the overall planning level costs for each district based on the total sections requiring major rehabilitation due to a PCI level below the Critical PCI of 65 or substantial load based distressed.

Table 6-1: Summary of Statewide System Year-1 Major Rehabilitation Needs

FDOT District	Runway		Taxiway		Apron		Overall		Year 1 Major Rehabilitation Needs
	PCI	Area (SF)	PCI	Area (SF)	PCI	Area (SF)	PCI	Area (SF)	
1	71	19,879,109	73	18,837,881	67	19,907,523	70	58,624,513	$ 310,962,266.12
2	76	20,469,743	79	16,484,649	76	16,320,550	77	53,274,942	$ 179,929,939.37
3	79	12,125,783	78	10,925,625	70	11,680,660	76	34,732,068	$ 135,523,236.89
4	85	16,352,870	77	22,815,166	69	20,237,196	76	59,405,232	$ 281,891,540.21
5	76	20,918,928	73	19,720,268	69	22,190,287	72	62,829,483	$ 350,340,039.06
6	64	8,082,575	68	10,370,124	63	7,600,991	65	26,053,690	$ 207,884,790.57
7	69	9,086,641	68	7,025,172	71	5,639,911	69	21,751,724	$ 147,076,474.94

NOTE: VALUES ARE ROUNDED FOR SUMMARY PURPOSES AND INFLATION APPLIED AT 3% ANNUALLY

Table 6-2: Summary of Statewide System 10-Year Major Rehabilitation Needs identifies the overall planning level costs for each District based on the total sections requiring major rehabilitation due to its PCI being below the Critical PCI of 65 as well as the pavement sections deteriorating below the Critical PCI over the 10-Year program planning period. Table 6-2: Summary of Statewide System 10-Year Major Rehabilitation Needs summarizes the overall program planning costs for each District on an annual basis for the program years from 2014 to 2024.

Table 6-2: Summary of Statewide System 10-Year Major Rehabilitation Needs

FDOT District	Runway		Taxiway		Apron		Overall		10-Year Major Rehabilitation Needs
	PCI	Area (SF)	PCI	Area (SF)	PCI	Area (SF)	PCI	Area (SF)	
1	71	19,879,109	73	18,837,881	67	19,907,523	70	58,624,513	$ 579,238,844.56
2	76	20,469,743	79	16,484,649	76	16,320,550	77	53,274,942	$ 305,719,760.68
3	79	12,125,783	78	10,925,625	70	11,680,660	76	34,732,068	$ 257,039,917.06
4	85	16,352,870	77	22,815,166	69	20,237,196	76	59,405,232	$ 517,867,649.75
5	76	20,918,928	73	19,720,268	69	22,190,287	72	62,829,483	$ 652,409,598.94
6	64	8,082,575	68	10,370,124	63	7,600,991	65	26,053,690	$ 349,130,273.01
7	69	9,086,641	68	7,025,172	71	5,639,911	69	21,751,724	$ 218,913,033.90

NOTE: VALUES ARE ROUNDED FOR SUMMARY PURPOSES AND INFLATION APPLIED AT 3% ANNUALLY

Table 6-3: Summary of Statewide System Major Rehabilitation Needs by Year

Major Rehabilitation ($ in Millions)											
Network ID	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1	130.84M	181.63M	10.75M	42.07M	9.76M	40.04M	24.11M	33.43M	43.11M	28.75M	34.76M
2	113.12M	67.10M	3.51M	7.41M	19.87M	19.20M	14.66M	3.82M	31.91M	18.66M	6.46M
3	93.12M	44.00M	1.73M	19.67M	21.75M	11.78M	6.79M	12.94M	14.17M	19.27M	11.81M
4	39.39M	242.50M	12.02M	24.77M	25.44M	24.43M	23.91M	53.20M	22.85M	14.35M	35.01M
5	32.50M	317.84M	48.14M	15.79M	28.47M	31.19M	46.20M	34.21M	30.25M	32.98M	34.84M
6	32.24M	175.65M	11.58M	3.14M	12.97M	30.03M	8.83M	12.90M	33.17M	6.93M	21.69M
7	52.26M	94.92M	10.30M	9.16M	10.28M	11.30M	15.35M	4.67M	0.44M	7.83M	2.41M
DISTRICT	493.46M	1123.64M	98.02M	122.02M	128.54M	167.98M	139.84M	155.17M	175.91M	128.76M	146.99M

NOTE: VALUES ARE ROUNDED FOR SUMMARY PURPOSES AND INFLATION APPLIED AT 3% ANNUALLY

7. CONCLUSION

The FDOT Aviation and Spaceport Office has updated the Statewide Airfield Pavement Management Program through the pavement condition surveys performed at each participating airport and preparation of M&R planning information using guidance provided by the FAA Advisory Circular 150/5380-6C referenced in Appendix D. MicroPAVER software was utilized to determine pavement conditions in accordance with ASTM D 5340-12, referenced in Appendix B, and develop maintenance and rehabilitation policies consistent with the FDOT Aviation and Spaceport Office policies. These policies were used to identify pavement rehabilitation projects based on the condition of the pavement over a 10-year period that are detailed in the individual airport reports and in Appendix H Airfield Pavement 10-Year Major Rehabilitation Needs and Technical Exhibits IV: Airfield Pavement Major Rehabilitation Exhibits.

This study was focused on identifying current pavement condition and using a condition based tool to assist in the evaluation of pavement performance and identify and prioritize maintenance and rehabilitation needs and costs to maximize useful pavement life. The methods used to determine pavement condition for this program update, as with previous updates, have been performed in accordance with ASTM D 5340 (current version 5340-12). Terminology utilized in this Statewide Summary Report, District Summary Report, and Individual Airport Pavement Evaluation Reports are referenced in Appendix A. The process is intended to provide airport sponsors with guidance in planning pavement maintenance and rehabilitation projects and funding agencies with planning tools for allocation of funds.

A detailed breakdown of pavement condition for each airport is included in Appendix E Airfield Pavement Condition Index Inventory, Appendix F Branch Condition Report, Appendix G Section Condition Report, and Technical Exhibits IV: Airfield Pavement Condition Index Rating Exhibits. As can be seen in this report and by comparing pavement conditions on an airport by airport basis, there is a wide variation in pavement conditions between airports. Recommended major rehabilitation recommendations for each airport are also included in Appendix H Airfield Pavement 10-Year Major Rehabilitation Needs and Technical Exhibits IV: Airfield Pavement Major Rehabilitation Exhibits.

7.1 Major Rehabilitation for Runways in District

Runway projects, based on pavement conditions below the FDOT recommended minimum service level PCI of 75 and have reached or are below

the Critical PCI of 65, which the District should consider as immediate needs are listed below. These are not all the needs at each participating airport within the Statewide System and may not be the individual District or airport's priority, but should be considered in development of funding programs from a functional condition basis.

District 1 – Runway Major Rehabilitation

Airglades Airport (2IS)

- *No Immediate Runway Major Rehabilitation*

Naples Municipal Airport (APF)

- *No Immediate Runway Major Rehabilitation*

Avon Park Executive Airport (AVO)

- *Runway 5-23 (6102)*
  - *Major Rehabilitation*
  - *$1,087,499.95*

Bartow Municipal Airport (BOW)

- *Runway 9R-27L (6205, 6210)*
  - *Major Rehabilitation*
  - *$7,880,302.26*
- *Runway 5-23 (6305, 6310, 6315)*
  - *Major Rehabilitation*
  - *$4,386,199.59*

Wauchula Municipal Airport (CHN)

- *Runway 18-36 (6105)*
  - *Major Rehabilitation*
  - *$3,002,999,86*

Page Field (FMY)

- *Runway 13-31 (6205, 6210)*
  - *Major Rehabilitation*
  - *$10,722,498.00*
- *Runway 5-23(6105, 6110, 6115, 6120, 6125, 6130, 6135, 6145, 6150, 6155, 6160)*
  - *Major Rehabilitation*
  - *$14,165,802.00*

Winter Haven's Gilbert Airport (GIF)

- *No Immediate Runway Major Rehabilitation*

Immokalee Regional Airport (IMM)

- *Runway 9-27 (6205, 6210, 6215, 6220, 6225, 6230)*
  - *Major Rehabilitation*
  - *$10,473,752.48*
- *Runway 18-36 (6105, 6110, 6115, 6120, 6125, 6130)*
  - *Major Rehabilitation*
  - *$10, 856, 252.57*
- *Runway 4-22 (6305, 6310, 6325, 6330)*
  - *Major Rehabilitation*
  - *$1,433,775.30*

Lakeland Linder Regional Airport (LAL)

- *No Immediate Runway Major Rehabilitation*

Marco Island Airport (MKY)

- *Runway 17-35 (6105, 6110, 6115)*
  - *Major Rehabilitation*

- $7,500,001.78

Okeechobee County Airport (OBE)

- *Runway 14-32 (6205)*
  - *Major Rehabilitation*
  - *$2,813,249.87*

Punta Gorda Airport (PGD)

- *Runway 15-33 (6210)*
  - *Major Rehabilitation*
  - *$8,894,286.00*
- *Runway 4-22 (6105)*
  - *Major Rehabilitation*
  - *$9,360,000.00*

Southwest Florida International Airport (RSW)

- *No Immediate Runway Major Rehabilitation*

Sebring Regional Airport (SEF)

- *No Immediate Runway Major Rehabilitation*

Venice Municipal Airport (VNC)

- *Runway 13-31 (6120)*
  - *Major Rehabilitation*
  - *$300,000.00*

Everglades Airpark (X01)

- *Runway 15-33 (6105, 6110, 6115)*
  - *Major Rehabilitation*
  - *$1,512,500.19*

Lake Wales Municipal Airport (X07)

- *Runway 17-35 (6205, 6206)*
  - *Major Rehabilitation*
  - *$2,932,949.86*
- *Runway 6-24 (6105)*
  - *Major Rehabilitation*
  - *$4,903,998.45*

La Belle Municipal Airport (X14)

- *No Immediate Runway Major Rehabilitation*

District 2 – Runway Major Rehabilitation

Suwannee County Airport (24J)

- *No Immediate Runway Major Rehabilitation*

Palatka Municipal –Lt. Kay Larkin Field (28J)

- *No Immediate Runway Major Rehabilitation*

Perry-Foley Airport (40J)

- *Runway 18-36 (6305, 6310, 6330)*
  - *Major Rehabilitation*
  - *$547,665.43*
- *Runway 6-24 (6205, 6215, 6220, 6225, 6230)*
  - *Major Rehabilitation*
  - *$10,474,750.71*
- *Runway 12-30 (6105, 6110, 6125, 6130)*
  - *Major Rehabilitation*
  - *$1,115,099.74*

Keystone Airpark (42J)

- *Runway 11-29 (6205, 6215, 6220)*
  - *Major Rehabilitation*
  - *$3,970,519.78*
- *Runway 5-23 (6105, 6110, 6130, 6135)*
  - *Major Rehabilitation*
  - *$767,403.03*

George T. Lewis Airport (CDK)

- *Runway 5-23 (6105)*
  - *Major Rehabilitation*
  - *$3,476,010.82*

Jacksonville Executive at Craig Airport (CRG)

- *Runway 14-32 (6210)*
  - *Major Rehabilitation*
  - *$5,337,001.00*
- *Runway 5-23 (6110)*
  - *Major Rehabilitation*
  - *$363,000.00*

Cross City Airport (CTY)

- *Runway 4-22 (6205)*
  - *Major Rehabilitation*
  - *$220,995.05*
- *Runway 13-31 (6105, 6110)*
  - *Major Rehabilitation*
  - *$7,351,501.66*

Fernandina Beach Municipal Airport (FHB)

- *No Immediate Runway Major Rehabilitation*

Gainesville Regional Airport (GNV)

- *Runway 11-29 (6225)*
  - *Major Rehabilitation*
  - *$1,801,800.00*

Herlong Recreational Airport (HEG)

- *Runway 11-29 (6205)*
  - *Major Rehabilitation*
  - *$6,191,296.00*

Jacksonville International Airport (JAX)

- *No Immediate Runway Major Rehabilitation*

Lake City Gateway Airport (LCQ)

- *Runway 5-23 (6205, 6207)*
  - *Major Rehabilitation*
  - *$2,619,320.18*
- *Runway 10-28 (6105, 6114, 6115, 6120)*
  - *Major Rehabilitation*
  - *$8,214,500.01*

Cecil Airport (VQQ)

- *Runway 9L-27R (6414, 6415, 6420)*
  - *Major Rehabilitation*
  - *$8,761,732.84*
- *Runway 18R-36L*

- Major Rehabilitation
- $13,986,237.99

Williston Municipal Airport (X60)

- *Runway 14-32 (6205, 6235)*
  - *Major Rehabilitation*
  - *$617,995.00*
- *Runway 5-23 (6112)*
  - *Major Rehabilitation*
  - *$153,675.00*

District 3 – Runway Major Rehabilitation

Tri-County Airport (1J0)

- *No Immediate Runway Major Rehabilitation*

Quincy Municipal Airport (2J9)

- *Runway 14-32 (6105, 6110)*
  - *Major Rehabilitation*
  - *$2,231,999.90*

Peter Prince Field (2R4)

- *Runway 18-36 (6105)*
  - *Major Rehabilitation*
  - *$2,774,999.87*

Defuniak Springs Airport (54J)

- *No Immediate Runway Major Rehabilitation*

Apalachicola Regional Airport (AAF)

- *Runway 18-36 (6310)*
  - *Major Rehabilitation*
  - *$2,626,249.88*
- *Runway 14-32 (6110)*
  - *Major Rehabilitation*
  - *$2,561,029.88*

Bob Sikes Airport (CEW)

- *No Immediate Runway Major Rehabilitation*

Destin-Fort Walton Beach Airport (DTS)

- *No Immediate Runway Major Rehabilitation*

Northwest Florida International Airport (ECP)

- *No Immediate Runway Major Rehabilitation*

Calhoun County Airport (F95)

- *No Immediate Runway Major Rehabilitation*

Marianna Municipal Airport (MAI)

- *Runway 18-36 (6205)*
  - *Major Rehabilitation*
  - *$6,911,999.78*
- *Runway 8-26 (6105)*
  - *Major Rehabilitation*
  - *$5,733,002.08*

Pensacola International Airport (PNS)

- *No Immediate Runway Major Rehabilitation*

Tallahassee Regional Airport (TLH)

- *Runway 18-36 (6105)*
  - *Major Rehabilitation*
  - *$10,242,000.00*

Carrabelle-Thompson Airport (X13)

- *Runway 5-23 (6105)*
  - *Major Rehabilitation*
  - *$3,029,179.86*

District 4 – Runway Major Rehabilitation

Boca Raton Airport (BCT)

- *No Immediate Runway Major Rehabilitation*

North Palm Beach County General Aviation Airport (F45)

- *No Immediate Runway Major Rehabilitation*

Fort Lauderdale/Hollywood International Airport (FLL)

- *Runway 13L-28R (6125, 6135, 6145, 6155)*
  - *Major Rehabilitation*
  - *$6,575,400.00*

St. Lucie County International Airport (FPR)

- *Runway 14-35 (6205)*
  - *Major Rehabilitation*
  - *$4,853,659.77*

Ft. Lauderdale Executive Airport (FXE)

- *No Immediate Runway Major Rehabilitation*

North Perry Airport (HWO)

- *No Immediate Runway Major Rehabilitation*

Palm Beach County Park Airport (LNA)

- *Runway 3-21 (6310)*
  - *Major Rehabilitation*
  - *$123,000.00*

Palm Beach International Airport (PBI)

- *Runway 10R-28L (6205)*
  - *Major Rehabilitation*
  - *$253,342.00*

Palm Beach County Glades Airport (PHK)

- *Runway 17-35 (6110)*
  - *Major Rehabilitation*
  - *$2,637,937.38*

Pompano Beach Airpark (PMP)

- *No Immediate Runway Major Rehabilitation*

Witham Field (SUA)

- *No Immediate Runway Major Rehabilitation*

Vero Beach Municipal Airport (VRB)

- *No Immediate Runway Major Rehabilitation*

Belle Glade State Municipal Airport (X10)

- *Runway 9-27(6105)*
  - *Major Rehabilitation*
  - *$2,787,750.66*

Sebastian Municipal Airport (X26)

- *No Immediate Runway Major Rehabilitation*

District 5 – Runway Major Rehabilitation

Merritt Island Airport (COI)

- *No Immediate Runway Major Rehabilitation*

Daytona Beach International Airport (DAB)

- *Runway 7R-25L (6305)*
  - *Major Rehabilitation*
  - *$5,480,838.00*
- *Runway 16-34 (6215, 6220, 6235)*
  - *Major Rehabilitation*
  - *$9,946,800.00*

Deland Municipal Airport (DED)

- *Runway 5-23 (6210)*
  - *Major Rehabilitation*
  - *$450,000.00*

New Smyrna Beach Municipal Airport (EVB)

- *Runway 2-20 (6405, 6425, 6430, 6445, 6450)*
  - *Major Rehabilitation*
  - *$8,144,040.00*

Kissimmee Gateway Airport (ISM)

- *No Immediate Runway Major Rehabilitation*

Leesburg International Airport (LEE)

- *No Immediate Runway Major Rehabilitation*

Melbourne International Airport (MLB)

- *Runway 5-23 (6310, 6315)*
  - *Major Rehabilitation*
  - *$248,400.00*
- *Runway 9L-27R (6210)*
  - *Major Rehabilitation*
  - *$10,172,369.00*
- *Runway 9R-27L (6105)*
  - *Major Rehabilitation*
  - *$17,100,001.00*

Ocala International/ Jim Taylor Field (OCF)

- *No Immediate Runway Major Rehabilitation*

Ormond Beach Municipal Airport (OMN)

- *No Immediate Runway Major Rehabilitation*

Orlando Executive Airport (ORL)

- *No Immediate Runway Major Rehabilitation*

Orlando Sanford International Airport (SFB)

- *Runway 18-36 (6210, 6233)*
  - *Major Rehabilitation*
  - *$4,524,966.00*

Space Coast Regional Airport (TIX)

- *Runway 9-27 (6205, 6210)*
  - *Major Rehabilitation*

- *$8,815,369.00*

Arthur Dunn Airpark (X21)

- *No Immediate Runway Major Rehabilitation*

Umatilla Municipal Airport (X23)

- *No Immediate Runway Major Rehabilitation*

Marion County Airport (X35)

- *Runway 5-23 (6215)*
  - *Major Rehabilitation*
  - *$299,999.99*

Valkaria Airport (X59)

- *Runway 10-28 (6205)*
  - *Major Rehabilitation*
  - *$3,825,000.90*

Flagler County Airport (XFL)

- *Runway 6-24 (6205)*
  - *Major Rehabilitation*
  - *$4,873,485.37*
- *Runway 11-29 (6105)*
  - *Major Rehabilitation*
  - *$5,168,099.26*

District 6 – Runway Major Rehabilitation

Key West International Airport (EYW)

- *Runway 9-27 (Sections 6105 and 6110)*

- *Major Rehabilitation*
- *$8,640,000.00*

The Florida Keys Marathon Airport (MTH)

- *Runway 7-25 (6110 and 6105)*
  - *Major Rehabilitation*
  - *$9,014,400.00*

Opa Locka Executive Airport (OPF)

- *Runway 12-30 (6205 and 6210)*
  - *Major Rehabilitation*
  - *$15,241,299.00*
- *Runway 9R-27L (6410)*
  - *Major Rehabilitation*
  - *$1,509,000.00*
- *Runway 9L-27R (6105, 6115, 6120, 6130)*
  - *Major Rehabilitation*
  - *$16,461,753.00*

Miami Executive Airport (TMB)

- *Runway 9L-27R (6104)*
  - *Major Rehabilitation*
  - *$300,000.00*

Dade – Collier Training and Transition Airport (TNT)

- *Runway 9-27 (6105 and 6110)*
  - *Major Rehabilitation*
  - *$15,749,999.25*

Homestead General Aviation Airport (X51)

- *Runway 18-36 (6110)*
  - *Major Rehabilitation*
  - *$1,999,499.91*

District 7 – Runway Major Rehabilitation

Brooksville – Tampa Bay International Airport (BKV)

- *Runway 3-21 (Sections 6205 and 6210)*
  - *Major Rehabilitation*
  - *$7,522,499.64*
- *Runway 9-27 (6105, 6110)*
  - *Major Rehabilitation*
  - *$11,205,250.19*

Crystal River Airport (CGC)

- *Runway 9-27 (6120)*
  - *Major Rehabilitation*
  - *$97,500.00*

Clearwater Airpark (CLW)

- *No Immediate Runway Major Rehabilitation*

Inverness Airport (INF)

- *No Immediate Runway Major Rehabilitation*

Plant City Airport (PCM)

- *Runway 10-28 (6103, 6115, 6120)*
  - *Major Rehabilitation*
  - *$2,964,017.36*

St. Petersburg-Clearwater International Airport (PIE)

- *Runway 18L-36R (6155, 6175, 6185, 6197)*
  - *Major Rehabilitation – Structural Distress / Primary Runway*
  - *$13,912,200.00*
- *Runway 9-27 (6315, 6320, 6325, 6335, 6340, 6345, 6350, 6355, 6360, 6365, 6370)*
  - *Major Rehabilitation – Structural Distress*
  - *$14,385,802.00*
- *Runway 4-22 (6230)*
  - *Major Rehabilitation*
  - *$463,450.00*

Albert Whitted Airport (SPG)

- *Runway 7-25 (6210, 6207, 6205)*
  - *Major Rehabilitation*
  - *$3,291,991.00*
- *Runway 18-36 (6105, 6110)*
  - *Major Rehabilitation*
  - *$6,444,002.00*

Peter O. Knight Airport (TPF)

- *Runway 4-22 (6105)*
  - *Major Rehabilitation*
  - *$4,657,501.00*

Tampa Executive Airport (VDF)

- *No Immediate Runway Major Rehabilitation*

Zephyrhills Municipal Airport (ZPH)

- *Runway 18-36 (6205)*
  - *Major Rehabilitation*
  - *$5,022,694.06*

APPENDIX A

- GLOSSARY OF TERMS

GLOSSARY OF TERMS

ASTM D 5340-12

The ASTM D 5340-12 Standard Test Method for Airport Pavement Condition Index Surveys by the ASTM International. This test method covers the determination of airport pavement condition through visual surveys of asphalt-surfaced pavements, including porous friction course, and plain or reinforced jointed Portland Cement Concrete pavements, using the Pavement Condition Index (PCI) method of quantifying pavement condition. The PCI for airport pavements was developed by the U.S. Army Corps of Engineers through the funding provided by the U.S. Air Force. It is further verified and adopted by the FAA, and the U.S. Naval Facilities Engineering Command.

Aviation and Spaceport Office

The Florida Department of Transportation Aviation and Spaceport Office is charged with responsibility for promoting the safe development of aviation to serve the people of the State of Florida. The Aviation Office Program Manager (ASO-PM) has review and approval authority for each program task of the SAPMP.

Branch

A Branch (pavement branch) designates pavements that have common usage and functionality, such as an entire runway, taxiway, or apron. A pavement branch is an identifiable part of the pavement network that a single entity and has a distinct function.

Category

The Category classifies the airport according to the type and volume of aircraft traffic, as follows:

- *GA – for general aviation or community airports;*
- *RL – for regional relievers or small hubs;*
- *PR – for primary and/or commercial service airports*

The airport Category has been the attribute to aid in the refinement and differentiation of airport infrastructure as it relates to aircraft fleet mix (type, frequency, and pavement requirements).

Critical PCI

The PCI value considered to be the threshold for M&R decisions, it is alternatively known as MicroPAVER Minimum PCI. PCI above the Critical generate economical activities expected to preserve and prolong acceptable condition. M&R for PCI values less than

Critical make sense only for reasons of safety or to maintain a pavement in operable condition. A pavement section is expected to deteriorate very quickly once it reaches the Critical PCI and the unit cost of repair increases significantly.

Distress Type

A distress type, alternatively pavement distress, is a defined visible defect in pavement evidenced by cracking, vertical displacement or deterioration of material. Distresses are external indicators of pavement deterioration caused by loading, environmental factors, or construction deficiencies, or combination thereof. Typical distresses are cracks, rutting, and weathering of the pavement surface. Specific distress types as defined by the ASTM D 5340-12 are required to obtain an accurate PCI value.

FAA

The Federal Aviation Administration. The FDOT Statewide Airfield Pavement Management Program is sponsored by the FAA. The program has been established and updated in accordance with FAA Advisory Circulars 150/5380-7B Airport Pavement Management Program and 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements.

FDOT

The Florida Department of Transportation. Florida Department of Transportation was represented in this project by the Aviation and Space Port Office of the Office of Freight, Logistics and Passenger Operations.

Localized M&R (Maintenance and Repair)

Alternatively, known as Maintenance or Preservation activities, Localized M&R is a temporary activity performed on existing pavement to extend its serviceability and/or to improve rideability. Localized M&R can be applied either as a safety (stop-gap) measure or preventive measure. Common localized maintenance methods include crack sealing, joint sealing, and patching.

Major M&R or Major Rehabilitation (e.g. Rehabilitation)

Activities performed over the entire area of a pavement Section that are intended to restore and/or maintain serviceability. This includes asphalt overlays, milling and replacing asphalt pavement, reconstruction with asphalt, reconstruction with Portland Cement Concrete (PCC) pavements, and PCC overlays. For the purpose of the FDOT Statewide Airfield Pavement Management Program, Major M&R or Major Rehabilitation, as indicated by Mill and Overlay, PCC Restoration, and/or Reconstruction are planning level categories. It is recommended that project level investigation and design in accordance with the FAA Advisory Circulars be performed.

MicroPAVER (PAVER)

Alternatively known as PAVER, a commercially available software subsidized by FAA and agencies in the US Department of Defense developed to support engineered

management of pavement assets using a condition based approach. This software has the functionality such that, if properly implemented, maintained, and operated, it meets the pavement management program requirements described by the FAA in Advisory Circular 150/5380-7B.

Minimum Condition Level

A threshold PCI value established by FDOT to represent the targeted minimum pavement condition that is desirable in the Florida Airport System. These values were established with consideration of pavement function and airport type. For instance, runways have higher minimum condition levels than aprons, and Primary airports have higher minimum condition levels than General Aviation airports.

Network Definition

A Network Definition is a Computer-Aided Drafting & Design (CADD) drawing which shows the airport pavement outline with pavement Branch and pavement Section boundaries. This drawing also includes the PCI sample units and is used to identify those sample units to be surveyed, i.e. the sampling plan. Each Network Definition for the participating airports were developed utilizing information provided by the airport staff, field conditions, record drawings, schematics, and aerial imagery provided by the FDOT Surveying and Mapping Office. The Airfield Pavement Network Definition Exhibits are not intended for construction or design level geometry.

Pavement Condition Index (PCI)

The Pavement Condition Index is a number which represents the condition of a pavement segment at a specific point in time. It is a numerical rating of the pavement condition that ranges from 0 to 100, with 0 being the worst possible condition and 100 being the best possible condition. It is based on visual identification and measurement of specific distress types commonly found in pavement which has been in service for a period of time. The definitions and procedures for determining the PCI are found in ASTM D 5340, published by ASTM International.

Pavement Condition Rating (PCR)

A verbal description of pavement condition as a function of the PCI value. The SAPMP utilizes the following Pavement Condition Rating.

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

The SAPMP considers seven (7) ranges of condition rating based on the PCI ranges shown above.

Pavement Evaluation

A systematic approach undertaken by trained and experienced personnel intended for determination of the condition, serviceability, and best corrective action for pavement. Techniques to standardize pavement evaluation include the Pavement Condition Index procedures.

Pavement Management System (PMS)

A Pavement Management System is a broad function that uses pavement evaluation and pavement performance trends as a basis for planning, programming, financing, and maintaining a pavement system.

Pavement Surface Type

The surface of pavement is identified as one of four types:

- AC – for asphalt concrete surface pavements(Hot-Mix Asphalt, Bituminous Surface Courses);
- PCC – for Portland Cement Concrete pavements;
- AAC – for asphalt surface pavements that have had an asphalt overlay at some point in their construction history;
- APC – for composite pavements, which consist of asphalt over Portland Cement Concrete pavement.
- PAC – for composite pavements, which consist of Portland Cement Concrete over asphalt concrete pavement.
- WHT – for composite whitetopping pavements, which typically consists of thin concrete overlay over asphalt concrete pavement.

Random Sample

A sample unit of the pavement section selected for inspection by random sampling techniques, such as a random number table or systematic random procedure. For the purpose of the SAPMP, random samples were determined by previous iterations of the SAMP Update and are maintained as inspection sample units unless substantial changes to section limits have been made due to construction work.

Reconstruction

Reconstruction includes removal of existing pavement, preparation of subgrade, and construction of new pavement with new or recycled materials. Reconstruction is indicated when distress types evident at the surface indicate failure in the pavement structure or subgrade of a type, and to an extent, not correctable by less extensive construction.

Rehabilitation

Rehabilitation represents construction using existing pavement for a foundation. Rehabilitation most commonly consists of an overlay of existing pavement with a new asphalt or concrete surface. Recently, technology has expanded the options to include recycling of existing pavement and incorporating engineering fabrics or thin layers of elasticized materials to retard reflection of distress types through the new surface.

Sample Unit

Uniformly sized portions of a Section as defined in ASTM D 5340. Sample units are a means to reduce the total amount of pavement actually surveyed using statistics to select and survey enough area to provide a representative measure of Section PCI. Sample Unit sizes are 5,000 ± 2,000 square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements.

Section

Sections subdivide Branches into portions of similar pavement. Sections are prescribed by pavement structure, age, condition, and use. Sections are identified on the airport Network Definition. They are the smallest unit used for determining M&R requirements based on condition.

Statewide Airfield Pavement Management Program (SAPMP)

The Statewide Airfield Pavement Management Program is a program implemented in 1992 by the Florida Department of Transportation to plan, schedule, and design the maintenance and rehabilitation activities necessary for the airfield pavement on Florida's public airports to allow the airports to operate efficiently, economically, and without excessive down time.

System Inventory

A System Inventory is a Computer-Aided Drafting & Design (CADD) drawing which shows the airport pavement outline and identifies airfield construction activities since the last inspection.

Use

In MicroPAVER, Use is the term for the function of the pavement area, alternatively Branch Use, Pavement Use, or Pavement Facility Use. For the SAPMP the facility use consists of the following: Runway, Taxiway, or Apron for purposes of the SAPMP program planning.

APPENDIX B

- ASTM D 5340-12

Designation: D5340 – 12

Standard Test Method for Airport Pavement Condition Index Surveys[1]

This standard is issued under the fixed designation D5340; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ε) indicates an editorial change since the last revision or reapproval.

1. Scope

1.1 This test method covers the determination of airport pavement condition through visual surveys of asphalt-surfaced pavements, including porous friction courses, and plain or reinforced jointed portland cement concrete pavements, using the Pavement Condition Index (PCI) method of quantifying pavement condition.

1.2 The PCI for airport pavements was developed by the US Army Corps of Engineers through the funding provided by the U.S. Air Force (**1**, **2**, **3**).[2] It is further verified and adopted by FAA (**4**), and the U.S. Naval Facilities Engineering Command (**5**).

1.3 The values stated in inch-pound units are to be regarded as standard. The values given in parentheses are mathematical conversions to SI units that are provided for information only and are not considered standard.

1.4 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.* Specific precautionary statements are given in Section 6.

2. Terminology

2.1 *Definitions of Terms Specific to This Standard:*

2.1.1 *additional sample*—a sample unit inspected in addition to the random sample units to include nonrepresentative sample units in the determination of the pavement condition. This includes very poor or excellent samples that are not typical of the section and sample units which contain an unusual distress such as a utility cut. If a sample unit containing an unusual distress is chosen at random, it should be counted as an additional sample unit and another random sample unit should be chosen. If every sample unit is surveyed, then there are no additional sample units.

2.1.2 *asphalt concrete (AC) surface*—aggregate mixture with an asphalt cement binder. This term also refers to surfaces constructed of coal tars and natural tars for purposes of this test method.

2.1.3 *pavement branch*—a branch is an identifiable part of the pavement network that is a single entity and has a distinct function. For example, each runway, taxiway, and apron areas are separate branches.

2.1.4 *pavement condition index (PCI)*—a numerical rating of the pavement condition that ranges from 0 to 100 with 0 being the worst possible condition and 100 being the best possible condition.

2.1.5 *pavement condition rating*—a verbal description of pavement condition as a function of the PCI value. Fig. 1 shows two examples of PCI rating scales.

2.1.6 *pavement distress*—external indicators of pavement deterioration caused by loading, environmental factors, or construction deficiencies, or a combination thereof. Typical distresses are cracks, rutting, and weathering of the pavement surface. Distress types and severity levels detailed in Appendix X1 for AC and Appendix X2 for PCC pavements must be used to obtain an accurate PCI value.

2.1.7 *pavement sample unit*—a subdivision of a pavement section that has a standard size range: 20 contiguous slabs (±8 slabs if the total number of slabs in the section is not evenly divided by 20, or to accommodate specific field condition) for PCC airfield pavement and 5000 contiguous square feet (± 2000 ft^2 (450 ± 180 m^2) if the pavement is not evenly divided by 5000, or to accommodate specific field condition) for AC airfield pavement and porous friction surfaces.

2.1.8 *pavement section*—a contiguous pavement area having uniform construction, maintenance, usage history, and condition. A section should also have the same traffic volume and load intensity.

2.1.9 *porous friction surfaces*—open-graded select aggregate mixture with an asphalt cement binder. This is a subset of asphalt concrete-surfaced pavements.

2.1.10 *portland cement concrete (PCC) pavement*—aggregate mixture with portland cement binder including nonreinforced and reinforced jointed pavement.

[1] This test method is under the jurisdiction of ASTM Committee E17 on Vehicle - Pavement Systems and is the direct responsibility of Subcommittee E17.42 on Pavement Management and Data Needs.

Current edition approved June 1, 2012. Published May 2013. Originally approved in 1998. Last previous edition approved in 2011 as D5340 – 11. DOI: 10.1520/D5340-12.

[2] The boldface numbers in parentheses refer to a list of references at the end of the text.

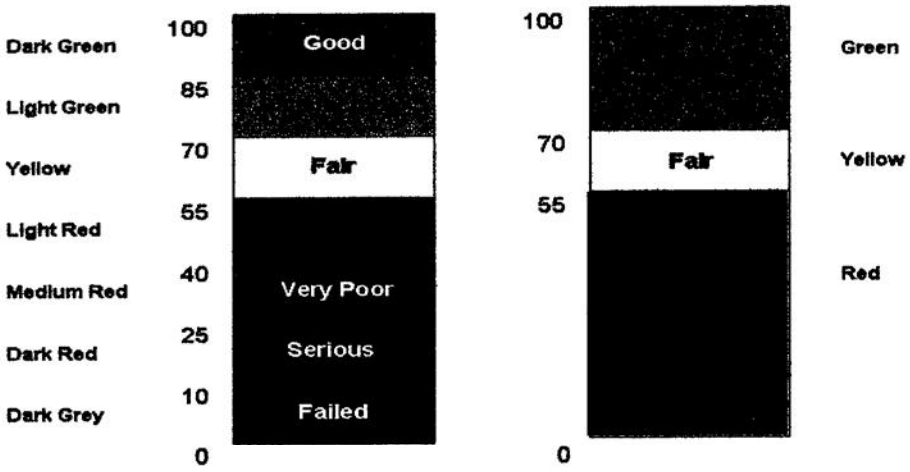


FIG. 1 Two Examples of Pavement Condition Index (PCI (trademarked)) Rating Scales

2.1.11 *random sample*—a sample unit of the pavement section selected for inspection by random sampling techniques, such as a random number table or systematic random procedure.

3. Summary of Test Method

3.1 The pavement is divided into branches that are divided into sections. Each section is divided into sample units. The type and severity of airport pavement distress is assessed by visual inspection of the pavement sample units. The quantity of the distress is measured as described in Appendix X1 and Appendix X2. The distress data are used to calculate the PCI for each sample unit. The PCI of the pavement section is determined based on the PCI of the inspected sample units within the section.

4. Significance and Use

4.1 The PCI is a numerical indicator that rates the surface condition of the pavement. The PCI provides a measure of the present condition of the pavement based on the distress observed on the surface of the pavement which also indicates the structural integrity and surface operational condition (localized roughness and safety). The PCI cannot measure the structural capacity, neither does it provide direct measurement of skid resistance or roughness. It provides an objective and rational basis for determining maintenance and repair needs and priorities. Continuous monitoring of the PCI is used to establish the rate of pavement deterioration, which permits early identification of major rehabilitation needs. The PCI provides feedback on pavement performance for validation or improvement of current pavement design and maintenance procedures.

5. Apparatus

5.1 *Data Sheets,* or other field recording instruments that record at a minimum the following information: date, location, branch, section, sample unit size, slab number and size, distress types, severity levels, quantities, and names of surveyors. Example data sheets for AC and PCC pavements are shown in Fig. 2 and Fig. 3.

5.2 *Hand Odometer Wheel,* that reads to the nearest 0.1 ft (30 mm).

5.3 *Straightedge or String Line* (AC only), 10 ft (3 m).

5.4 *Scale,* 12 in. (300 mm) that reads to ⅛ in. (3 mm) or better. Additional 12-in. (300-mm) ruler or straightedge is needed to measure faulting in PCC pavements.

5.5 *Layout Plan,* for airport to be inspected.

6. Hazards

6.1 Traffic is a hazard as inspectors must walk on the pavement to perform the condition survey. Inspection must be approved by and coordinated with the airport operational staff.

6.2 Noise from aircraft can be a hazard. Hearing protection must be available to the inspector at all times when airside inspections are being performed.

7. Sampling and Sample Units

7.1 Identify areas of the pavement with different uses such as runways, taxiways, and aprons on the airport layout plan.

7.2 Divide each single-use area into sections based on the pavement design, construction history, traffic, and condition.

7.3 Divide the pavement sections into sample units. If the pavement slabs in PCC have joint spacings greater than 25 ft (8 m), subdivide each slab into imaginary slabs. The imaginary slabs should all be less than or equal to 25 ft (8 m) in length, and the imaginary joints dividing the slabs are assumed to be in perfect condition. This is needed because the deduct values were developed for jointed concrete slabs less than or equal to 25 ft (8 m).

7.4 Individual sample units to be inspected should be marked or identified in a manner to allow inspectors and quality control personnel to easily locate them on the pavement surface. Paint marks along the edge and sketches with locations connected to physical pavement features are acceptable. The use of nails or other potential FOD sources is not recommended. It is necessary to be able to accurately relocate the sample units to allow verification of current distress data, to

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET FOR SAMPLE UNIT

SKETCH:

BRANCH _____ SECTION _____ SAMPLE UNIT _____
SURVEYED BY _____ DATE _____ SAMPLE AREA _____

1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggregate	15. Slippage Cracking
4. Corrugation	8. Long. & Trans. Cracking	12. Raveling/Weathering	16. Swell

DISTRESS SEVERITY	QUANTITY									TOTAL	DENSITY %	DEDUCT VALUE

FIG. 2 Flexible Pavement Condition Survey Data Sheet for Sample Unit

examine changes in condition with time of a particular sample unit, and to enable future inspections of the same sample unit if desired.

7.5 Select the sample units to be inspected. The number of sample units to be inspected may vary from all of the sample units in the section, a number of sample units that provides a 95 % confidence level, or a lesser number.

7.5.1 All sample units in the section may be inspected to determine the average PCI of the section. This is usually precluded for routine management purposes by available manpower, funds, and time. Total sampling, however, is desirable for project analysis to help estimate maintenance and repair quantities.

7.5.2 The minimum number of sample units (n) that must be surveyed within a given section to obtain a statistically adequate estimate (95 % confidence) of the PCI of the section is calculated using the following formula and rounding n to the next highest whole number (**1**).

$$n = \frac{Ns^2}{\left(\left(\frac{e^2}{4}\right)(N-1)+s^2\right)} \quad (1)$$

where:

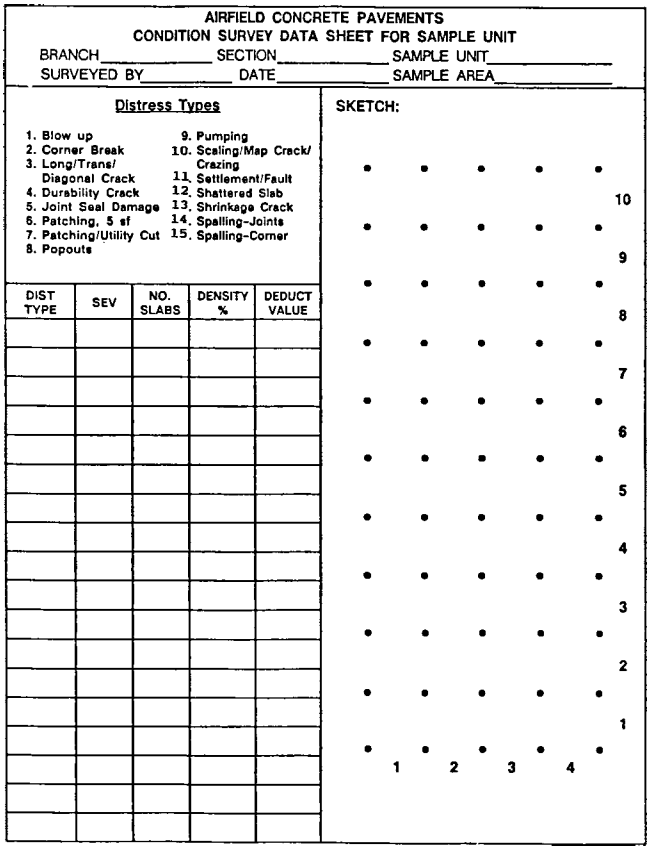
e = acceptable error in estimating the section PCI. Commonly, e = ±5 PCI points,

s = standard deviation of the PCI from one sample unit to another within the section. When performing the initial inspection, the standard deviation is assumed to be ten for AC pavements and 15 for PCC pavements. This assumption should be checked as described below after PCI values are determined. For subsequent inspections the standard deviation from the preceding inspection should be used to determine n, and

N = total number of sample units in the section.

7.5.2.1 If obtaining the 95 % confidence level is critical, the adequacy of the number of sample units surveyed must be confirmed. The number of sample units was estimated based on an assumed standard deviation. Calculate the actual standard deviation(s) as follows (**1**):

$$s = \sqrt{\sum_{i=1}^{n} \frac{(PCI_i - PCI_f)^2}{(n-1)}} \quad (2)$$


AIRFIELD CONCRETE PAVEMENTS
CONDITION SURVEY DATA SHEET FOR SAMPLE UNIT
BRANCH_____ SECTION_____ SAMPLE UNIT_____
SURVEYED BY_____ DATE_____ SAMPLE AREA_____

Distress Types

1. Blow up
2. Corner Break
3. Long/Trans/ Diagonal Crack
4. Durability Crack
5. Joint Seal Damage
6. Patching, 5 sf
7. Patching/Utility Cut
8. Popouts
9. Pumping
10. Scaling/Map Crack/ Crazing
11. Settlement/Fault
12. Shattered Slab
13. Shrinkage Crack
14. Spalling-Joints
15. Spalling-Corner

DIST TYPE	SEV	NO. SLABS	DENSITY %	DEDUCT VALUE

SKETCH:

FIG. 3 Jointed Rigid Pavement Condition Survey Data Sheet for Sample Unit

where:

PCI_i = PCI of surveyed sample unit i,
PCI_f = mean PCI of surveyed sample units, and
n = total number of sample units surveyed.

7.5.2.2 Calculate the revised minimum number of sample units (Eq 1) to be surveyed using the calculated standard deviation (Eq 2). If the revised number of sample units to be surveyed is greater than the number of sample units already surveyed, select and survey additional random sample units. These sample units should be evenly spaced across the section. Repeat the process of checking the revised number of sample units and surveying additional random sample units until the total number of sample units surveyed equals or exceeds the minimum required sample units (n) in Eq 1, using the actual total sample standard deviation).

7.5.3 A lesser sampling rate than the above mentioned 95 % confidence level can be used based on the condition survey objective. As an example, one agency uses the following table for selecting the number of sample units to be inspected for other than project analysis:

Given	Survey
1 to 5 sample units	1 sample unit
6 to 10 sample units	2 sample units
11 to 15 sample units	3 sample units
16 to 40 sample units	4 sample units
over 40 sample units	10 %

7.6 Once the number of sample units to be inspected has been determined, compute the spacing interval of the units using systematic random sampling. Samples are equally spaced throughout the section with the first sample selected at random. The spacing interval (i) of the units to be sampled is calculated by the following formula rounded to the next lowest whole number:

$$i = \frac{N}{n} \tag{3}$$

where:

N = total number of sample units in the section, and
n = number of sample units to be inspected.

The first sample unit to be inspected is selected at random from sample units 1 through i. The sample units within a section that are successive increments of the interval i after the first randomly selected unit are also inspected.

7.7 Additional sample units are only to be inspected when nonrepresentative distresses are observed as defined in 2.1.1. These sample units are selected by the user.

8. Inspection Procedure

8.1 The definitions and guidelines for quantifying distresses for PCI determination are given in Appendix X1 for AC pavements. Other related references **(1, 2, 3, 4, 5, 6, 7, 8)** are also available that discuss distress survey; however, when the material in these references conflict with the definitions included in this test method, the definitions in this test method are used.

8.2 *AC Surfaced Pavement, Including Porous Friction Surfaces*—Individually inspect each sample unit chosen. Sketch the sample unit, including orientation. Record the branch and section number, and number and type of the sample unit (random or additional). Record the sample unit size measured with the hand odometer. Conduct the distress inspection by walking over the sample unit being surveyed, measuring the quantity of each severity level of every distress type present, and recording the data. Distresses must correspond in types and severities to those described in Appendix X1. The method of measurement is included with each distress description. Measurements should be made to ±0.1 ft (30 mm) with the hand odometer. Summarize each distress type and severity level in either square feet or linear feet (square metres or linear metres), depending on the type of distress. Repeat this procedure for each sample unit to be inspected. A blank "Flexible Pavement Condition Survey Data Sheet for Sample Unit" is included in Appendix X5.

8.3 *PCC Pavements*—Individually inspect each sample unit chosen. Sketch the sample unit showing the location of the slabs. Record the sample unit size, branch and section number, number and type of the sample unit (random or additional), the number of slabs in the sample unit, and the slab size measured with the hand odometer. Perform the inspection by walking over each slab of the sample unit being surveyed and recording all distresses existing in the slab along with their severity level. The distress types and severities must correspond with those described in Appendix X2. Summarize the distress types, their severity levels, and the number of slabs in the sample unit containing each type and severity level. Repeat this procedure

for each sample unit to be inspected. A blank "Jointed Rigid Pavement Condition Survey Data Sheet for Sample Unit" is included in Appendix X5.

9. Calculation of PCI for AC Pavement, Including Porous Friction Surfaces

9.1 Add up the total quantity of each distress type at each severity level, and record them in the "Total Severities" section. For example, Fig. 4 shows four entries for the Distress Type 8, "Longitudinal and Transverse Cracking:" 9M, 10L, 20L, and 15L. The distress at each severity level is summed and entered in the "Total Severity" section as 45 ft (14 m) of low severity, and 9 ft (3 m) of medium severity "Longitudinal and Transverse Cracking." The units for the quantities may be either in square feet (square metres), linear feet (metres), or number of occurrences, depending on the distress type.

9.2 Divide the total quantity of each distress type at each severity level from 9.1 by the total area of the sample unit and multiply by 100 to obtain the percent density of each distress type and severity.

9.3 Determine the deduct value (DV) for each distress type and severity level combination from the distress deduct value curves in Appendix X3.

9.4 Determine the maximum corrected deduct value (CDV):

9.4.1 If none or only one individual DV is greater than five, the total value is used in place of the maximum CDV in determining PCI; otherwise, maximum CDV must be determined using the procedure described in this section. The procedure for determining maximum CDV from individual DVs is identical for both AC and PCC pavement types.

9.5 *PCI Calculation:*

9.5.1 If none or only one individual DV is greater than five, use the total DV in place of the maximum CDV in determining PCI; otherwise use the following procedure to determine Max CDV:

9.5.1.1 Determine m, the maximum allowable number of distresses, as follows:

$$m = 1 + (9/95)(100 - HDV) \leq 10 \quad (4)$$

$$m = 1 + (9/95)(100 - 27) = 7.92 \quad (5)$$

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET FOR SAMPLE UNIT

SKETCH:

BRANCH _____ SECTION _____ SAMPLE UNIT _____
SURVEYED BY _____ DATE _____ SAMPLE AREA 5000 S.F.

1. Alligator Cracking
2. Bleeding
3. Block Cracking
4. Corrugation
5. Depression
6. Jet Blast
7. Jt. Reflection (PCC)
8. Long. & Trans. Cracking
9. Oil Spillage
10. Patching
11. Polished Aggregate
12. Raveling/Weathering
13. Rutting
14. Shoving from PCC
15. Slippage Cracking
16. Swell

DISTRESS SEVERITY	QUANTITY									TOTAL	DENSITY %	DEDUCT VALUE
8L	10	20	15							45	0.90	4.8
8M	9									9	0.18	4.9
1L	50									50	1.00	21.0
13L	200	175								375	7.50	27.0
13M	25									25	0.50	20.0
5L	15									15	0.30	2.0
5M	20									20	0.40	9.0
10L	50									50	1.00	4.0

FIG. 4 Example of a Flexible Pavement Condition Survey Data Sheet

HDV = highest individual DV (6)

9.5.1.2 Enter *m* largest DVs on Line 1 of the following table, including the fraction obtained by multiplying the last DV by the fractional portion of *m*. If less than *m* DVs are available, enter all of the DVs.

9.5.1.3 Sum the DVs and enter it under "Total". Count the number of DVs greater than 5.0 and enter it under "*q*".

9.5.1.4 Look up the appropriate correction curve (AC or PCC) with "Total" and "*q*" to determine CDV.

9.5.1.5 Copy DVs on current line to the next line, changing the smallest DV greater than five to five. Repeat 9.5.1.3 and 9.5.1.4 until "*q*" = 1.

9.5.1.6 Maximum CDV is the largest value in the "CDV" column.

9.5.2 List the individual DVs in descending order. For example in Fig. 4 this will be: 27.0, 21.0, 20.0, 9.0, 4.9, 4.8, 4.0, and 2.0.

9.5.3 Determine the allowable number of deducts, *m*, from Fig. 5, or using the following formulas:

$$m = 1 + (9/95)(100 - HDV) \quad (7)$$

where:

m = allowable number of deducts including fractions (must be less than or equal to ten), and
HDV = highest individual DV.

For the example in Fig. 4:

$$m = 1 + (9/95)(100 - 27.0) = 7.92 \quad (8)$$

9.5.4 The number of individual DVs is reduced to the *m* largest DVs, including the fractional part. For example, for the values in Fig. 4, the values are: 27.0, 21.0, 20.0, 9.0, 4.9, 4.8, 4.0, and 1.8 (the 1.8 was obtained by multiplying 2.0 by (7.92 – 7 = 0.92)). If less than *m* DVs are available, all of the DVs are used.

9.5.5 Determine maximum CDV iteratively as follows: (see Fig. 6):

9.5.5.1 Determine the total DV by summing individual DVs. The total DV is obtained by adding the individual DVs in 9.5.4, that is 92.5.

9.5.5.2 Determine *q; q* is the number of deducts with a value greater than 5.0. For the example in Fig. 4, *q* = 4.

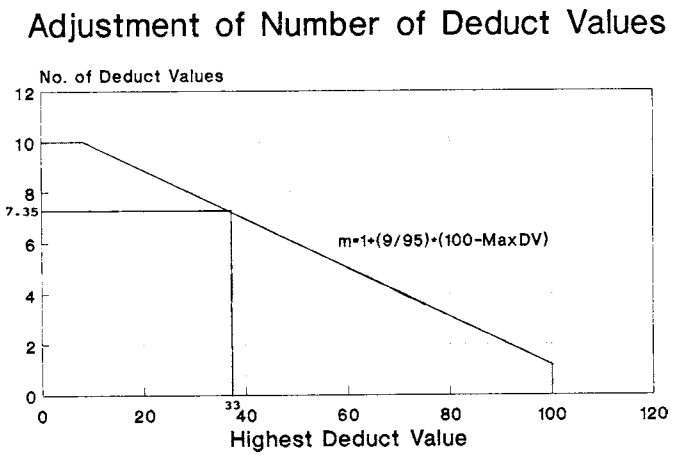


FIG. 5 Adjustment of Number of DVs

#	Deduct Values										Total	q	CDV
1	27.0	21.0	20.0	9.0	4.9	4.8	4.0	1.8			92.5	4	50.0
2	27.0	21.0	20.0	5.0	4.9	4.8	4.0	1.8			88.5	3	56.0
3	27.0	21.0	5.0	5.0	4.9	4.8	4.0	1.8			73.5	2	51.0
4	27.0	5.0	5.0	5.0	4.9	4.8	4.0	1.8			57.5	1	57.5
5													
6													
7													
8													
9													
10													

Max CDV = 57.5

PCI = 100 – Max CDV = 42.5

RATING = FAIR

NOTE 1—Fig. 4 contains both low and high severity depression, long/trans cracking, and rutting distresses. Using the algorithm in 9.6.2 it was verified that no correction is needed for any of the distress types.

FIG. 6 Calculation of Corrected PCI Value—Flexible Pavement

9.5.5.3 Determine the CDV from *q* and total DV determined in 9.5.5.1 and 9.5.5.2 by looking up the appropriate correction curve for AC pavements in Fig. X3.20 in Appendix X3.

9.5.5.4 Reduce the smallest individual DV greater than 5.0 to 5.0 and repeat 9.5.5.1-9.5.5.4 until *q* = 1.

9.5.5.5 Maximum CDV is the largest of the CDVs determined in 9.5.5.1-9.5.5.4.

9.6 Calculating the PCI

9.6.1 Calculate the PCI by subtracting the maximum CDV from 100: PCI = 100-max CDV.

9.6.2 PCI correction if there is a distress with multiple severities.

9.6.2.1 *Two Severity Case:*

When there are two severities of one distress in the same sample unit, the calculations need to be computed as seen below.

x_1 = distress percent of lower severity
x_2 = distress percent of higher severity
$X_2 = x_1 + x_2$

The value of PCI (x_1, x_2) should be higher when compared with PCI (0, X_2) since PCI (0, X_2) has more distress percentage of higher severity. So if this not the case, the PCI of the sample unit will be computed based on X_2 and not x_1 and x_2.

9.6.2.2 *Three Severity Case:*

When there are three severities of one distress in the same sample unit, the calculations need to be computed as seen below.

l or L = percent density of low severity distress percent
m or M = percent density of medium severity distress percent

h or H = percent density of high severity distress percent

PCI (l, m, h) = PCI of the section with distress quantities of *l, m, h*

	Distresses	PCI Value
Start with:	*l, m, h*	→ PCI (*l, m, h*)
Set (*l* + *m*) = *M*	→*0, M, h*	→ PCI (*0, M, h*)
Set (*m* + *h*) = *H*	→*l, 0, H*	→ PCI (*l, 0, H*)
Set (*l* + *h*) = *H*	→ *0, m, H*	→ PCI (*0, m, H*)
Set (*l* + *m* + *h*) = *H*	→ *0, 0, H*	→ PCI (*0, 0, H*)

The value of PCI (*l, m, h*) should be higher when compared with PCI (*0, M, h*), PCI (*l, 0, H*), PCI (*m, H*), or PCI (*H*). So the correct or new PCI of the sample unit should be based on the combination that provides the highest PCI.

9.7 Fig. 6 shows a summary of PCI calculation for the example AC pavement data in Fig. 4. A blank PCI calculation form is included in Appendix X5.

10. Calculation of PCI for PCC Pavement

10.1 For each unique combination of distress type and severity level, add up the total number of slabs in which they occur. For example in Fig. 7, there are two slabs containing low-severity corner break.

10.2 Divide the number of slabs from 10.1 by the total number of slabs in the sample unit and multiply by 100 to obtain the percent density of each distress type and severity combination.

10.3 *PCI Calculation:*

AIRFIELD CONCRETE PAVEMENTS
CONDITION SURVEY DATA SHEET FOR SAMPLE UNIT

BRANCH____ SECTION____ SAMPLE UNIT____
SURVEYED BY LMB DATE 18 JAN 92 SAMPLE AREA 12.5' × 25'

Distress Types

1. Blow up
2. Corner Break
3. Long/Trans/ Diagonal Crack
4. Durability Crack
5. Joint Seal Damage
6. Patching, ≤ sf
7. Patching/Utility Cut
8. Popouts
9. Pumping
10. Scaling/Map Crack/ Crazing
11. Settlement/Fault
12. Shattered Slab
13. Shrinkage Crack
14. Spalling–Joints
15. Spalling–Corner

DIST TYPE	SEV	NO. SLABS	DENSITY %	DEDUCT VALUE
5	H	20	100	12.0
2	L	2	10	8.0
2	M	1	5	9.0
3	L	3	15	11.0
3	M	5	25	32.0
15	L	3	15	6.0
14	L	2	10	3.0
12	L	1	5	10.0

SKETCH:

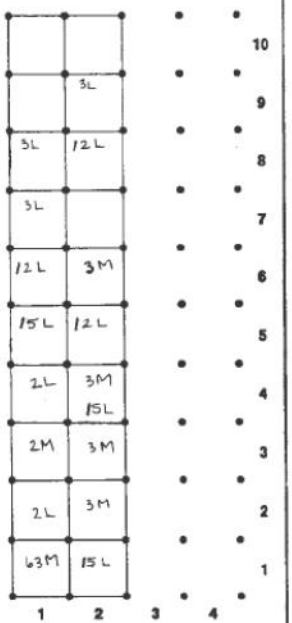


FIG. 7 Example of a Jointed Rigid Pavement Condition Survey Data Sheet

10.3.1 If none or only one individual DV is greater than five, use the total DV in place of the maximum CDV in determining PCI; otherwise use the following procedure to determine max CDV:

10.3.1.1 Determine *m*, the maximum allowable number of distresses, as follows:

$$m = 1 + (9/95)\,(100 - HDV) \le 10 \quad (9)$$

$$m = 1 + (9/95)\,(100 - 32.0) = 7.44 \quad (10)$$

$$\text{HDV} = \text{highest individual DV} \quad (11)$$

10.3.1.2 Enter *m* largest DVs on Line 1 of the following table, including the fraction obtained by multiplying the last DV by the fractional portion of *m*. If less than *m* DVs are available, enter all of the DVs.

10.3.1.3 Sum the DVs and enter it under "Total". Count the number of DVs greater than 5.0 and enter it under "*q*".

10.3.1.4 Look up the appropriate correction curve (AC or PCC) with "Total" and "q" to determine CDV.

10.3.1.5 Copy DVs on current line to the next line, changing the smallest DV greater than five to five. Repeat 10.3.1.3 and 10.3.1.4 until "*q*" = 1.

10.3.1.6 Maximum CDV is the largest value in the "CDV" column.

10.4 Determine the DVs for each distress type severity level combination using the corresponding deduct curve in Appendix X4.

10.5 Determine PCI by following the procedures in 9.5 and 9.6, using the correction curve for PCC pavements (see Fig. X4.17) in place of the correction curve for AC pavements in 9.5.5.3.

10.6 Fig. 8 shows a summary of PCI calculation for the example PCC pavement distress data in Fig. 7.

11. Determination of Section PCI

11.1 If all surveyed sample units are selected randomly, then the PCI of the section (PCI_s) is calculated as the area weighted PCI of the randomly surveyed sample units ($\overline{PCI_r}$) using Eq 12:

$$PCI_S = \overline{PCI_r} = \frac{\sum_{i=1}^{n} (PCI_{ri} \cdot A_{ri})}{\sum_{i=1}^{n} A_{ri}} \quad (12)$$

where:

$\overline{PCI_r}$ = area weighted PCI of randomly surveyed sample units,
PCI_{ri} = PCI of random sample unit *i*,
A_{ri} = area of random sample unit *i*,
n = number of random sample units surveyed.

If additional sample units, as defined in 2.1.1, are surveyed, the area weighted PCI of the surveyed additional units ($\overline{PCI_a}$) is calculated using Eq 13. The PCI of the pavement section is calculated using Eq 14.

$$\overline{PCI_a} = \frac{\sum_{i=1}^{m} (PCI_{ai} \cdot A_{ai})}{\sum_{i=1}^{m} A_{ai}} \quad (13)$$

#	Deduct Values										Total	q	CDV
1	32.0	12.0	11.0	10.0	9.0	8.0	6.0	1.3			89.3	7	56.0
2	32.0	12.0	11.0	10.0	9.0	8.0	5.0	1.3			88.3	6	58.0
3	32.0	12.0	11.0	10.0	9.0	5.0	5.0	1.3			85.3	5	58.0
4	32.0	12.0	11.0	10.0	5.0	5.0	5.0	1.3			81.3	4	58.0
5	32.0	12.0	11.0	5.0	5.0	5.0	5.0	1.3			76.3	3	57.0
6	32.0	12.0	5.0	5.0	5.0	5.0	5.0	1.3			70.3	2	61.0
7	32.0	5.0	5.0	5.0	5.0	5.0	5.0	1.3			63.3	1	63.3
8													
9													
10													

Max CDV = 63.3

PCI = 100 – Max CDV = 36.7

RATING = Poor

NOTE 1—Fig. 7 contains both low and medium severity longitudinal/ transverse/ diagonal cracking. Using the algorithm in 9.6.2 it was verified that no correction is needed.

FIG. 8 Calculation of Corrected PCI Value—Jointed Rigid Pavement

$$PCI_s = \frac{\overline{PCI_r}\left(A - \sum_{i=1}^{m} A_{ai}\right) + \overline{PCI_a}\left(\sum_{i=1}^{m} A_{ai}\right)}{A} \quad (14)$$

where:

$\overline{PCI_a}$ = area weighted PCI of additional sample units,
PCI_{ai} = PCI of additional sample unit i,
A_{ai} = area of additional sample unit i,
A = area of section,
m = number of additional sample units surveyed, and
PCI_s = area weighted PCI of the pavement section.

11.2 Determine the overall condition rating of the section by using the section PCI and the condition rating scale in Fig. 1.

12. Report

12.1 Develop a summary report for each section. The summary lists section location, size, total number of sample units, the sample units inspected, the PCIs obtained, the average PCI for the section, and the section condition rating.

13. Precision and Bias

13.1 *Precision*—At this time, no precision estimate has been obtained from statistically designed tests. This statement is subject to change in the next five years (see Note 1).

13.2 *Bias*—No statement concerning the bias of the test method can be established at this time.

NOTE 1—Using this test method, inspectors should identify distress types accurately 95 % of the time. Linear measurements should be considered accurate when they are within 10 % if remeasured, and area measurements should be considered accurate when they are within 20 % if remeasured.

APPENDIXES

(Nonmandatory Information)

X1. PAVEMENT CONDITION INDEX (PCI) AC AIRFIELDS

NOTE X1.1—The sections in this appendix are arranged in the following order:

	Section
Alligator Cracking	X1.2
Bleeding	X1.3
Block Cracking	X1.4
Corrugation	X1.5
Depression	X1.6
Jet-Blast Erosion	X1.7
Joint Reflection Cracking	X1.8
Longitudinal and Transverse Cracking	X1.9
Oil Spillage	X1.10
Patching and Utility Cut Patching	X1.11
Polished Aggregate	X1.12
Raveling	X1.13
Rutting	X1.14
Shoving	X1.15
Slippage Cracking	X1.16
Swell	X1.17
Weathering	X1.18

X1.1 Distresses in Asphalt Pavement— Sixteen distress types for AC pavements are listed alphabetically. During the field condition surveys and the validation of the PCI, several questions were often asked regarding the identification and measurement of some of the distresses. The answers to most of these questions are included under the section "How To Measure" for each distress. For convenience, however, the items that are frequently referenced are listed as follows:

X1.1.1 Spalling as used in this test method is the further breaking of pavement or loss of materials around cracks or joints.

X1.1.2 A crack filler is in satisfactory condition if it is intact. An intact filler prevents water and incompressibles from entering the crack.

X1.1.3 If a crack does not have the same severity level along its entire length, each portion of the crack having a different severity level should be recorded separately. If however, the different levels of severity in a portion of a crack cannot be easily divided, that portion should be rated at the highest severity level present.

X1.1.4 If "alligator cracking" and "rutting" occur in the same area, each is recorded at its respective severity level.

X1.1.5 If "bleeding" is counted, "polished aggregate" is not counted in the same area.

X1.1.6 "Block cracking" includes all of the "longitudinal and transverse cracking" within the area; however, "joint reflection cracking" is recorded separately.

X1.1.7 Any distress, including cracking, found in a patched area is not recorded; however, its effect on the patch is considered in determining the severity level of the patch.

X1.1.8 A significant amount of polished aggregate should be present before it is counted.

X1.1.9 Conducting a PCI survey immediately after the application of surface treatment is not meaningful, because surface treatments mask existing distresses.

X1.1.10 A surface treatment that is coming off should be counted as "raveling."

X1.1.11 A distress is said to have "foreign object damage" (FOD) potential when surficial material is in a broken or loose state, such that the possibility of ingestion of the material into an engine is present, or the potential for freeing the material due to trafficking is present.

X1.1.12 Sections X1.1.1-X1.1.11 are not intended to be a complete list. To properly measure each distress type, the inspector must be familiar with its individual measurement criteria.

X1.2 *Alligator or Fatigue Cracking:*

X1.2.1 *Description*—Alligator or fatigue cracking is a series of interconnecting cracks caused by fatigue failure of the AC surface under repeated traffic loading. The cracking initiates at the bottom of the AC surface (or stabilized base) where tensile stress and strain are highest under a wheel load. The cracks propagate to the surface initially as a series of parallel cracks. After repeated traffic loading, the cracks connect, forming many-sided, sharp-angled pieces that develop a pattern resembling chicken wire or the skin of an alligator. The pieces are less than 2 ft (0.6 m) on the longest side.

X1.2.2 Alligator cracking occurs only in areas that are subjected to repeated traffic loadings, such as wheel paths. Therefore, it would not occur over an entire area unless the entire area was subjected to traffic loading. (Pattern-type cracking that occurs over an entire area that is not subjected to loading is rated as block cracking, that is, not a load-associated distress.)

X1.2.3 Alligator cracking is considered a major structural distress.

X1.2.4 *Severity Levels:*

X1.2.4.1 *L (Low)*—Fine, longitudinal hairline cracks running parallel to one another with none or only a few interconnecting cracks. The cracks are not spalled (see Figs. X1.1-X1.3).

X1.2.4.2 *M (Medium)*—Further development of light alligator cracking into a pattern or network of cracks that may be lightly spalled. Medium-severity alligator cracking is defined by a well-defined pattern of interconnecting cracks, where all pieces are securely held in place (good aggregate interlock between pieces) (see Figs. X1.4-X1.8).

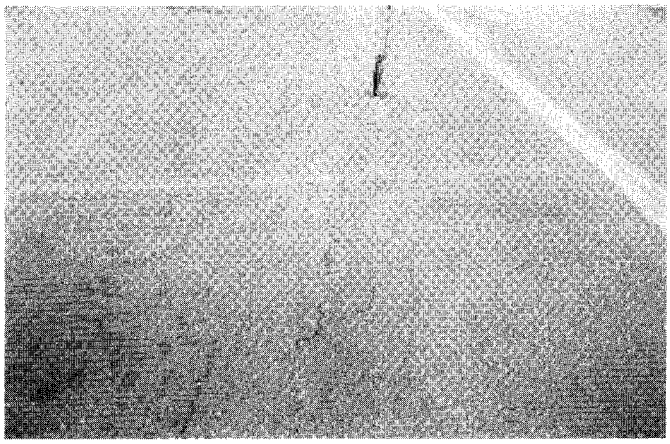


FIG. X1.1 Low-Severity Alligator Cracking

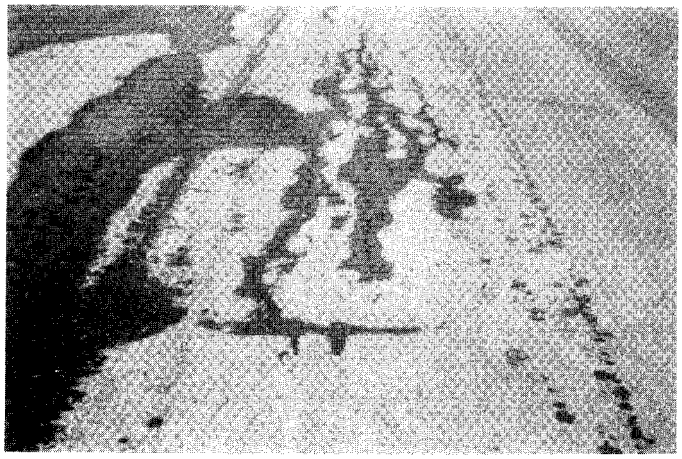


FIG. X1.2 Low-Severity Alligator Cracking

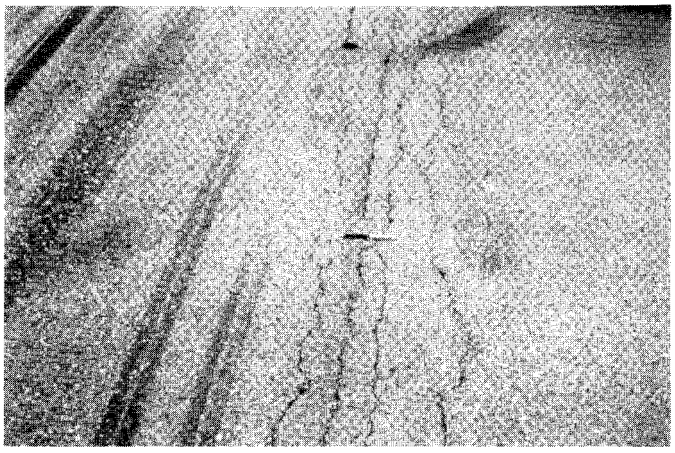


FIG. X1.3 Low-Severity Alligator Cracking, Approaching Medium Severity

FIG. X1.4 Medium-Severity Alligator Cracking (Note the Depression Occurring with the Cracking)

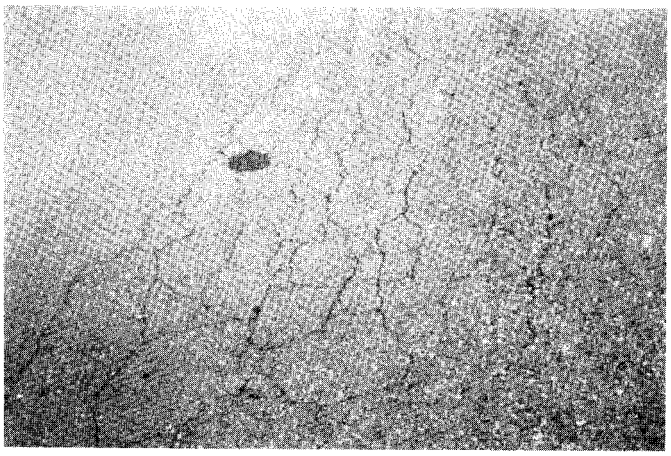


FIG. X1.5 Medium-Severity Alligator Cracking

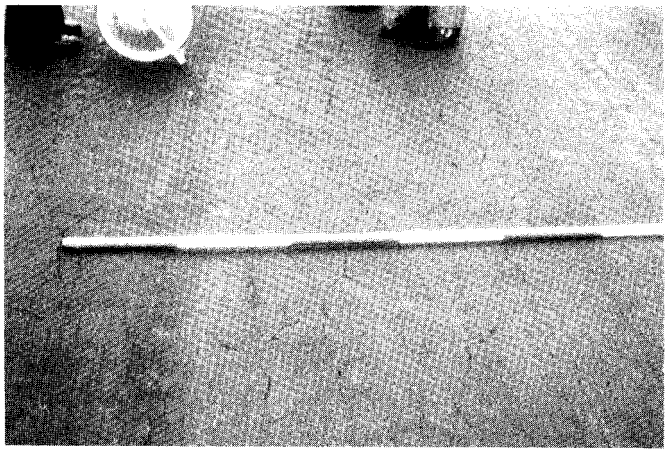


FIG. X1.6 Medium-Severity Alligator Cracking

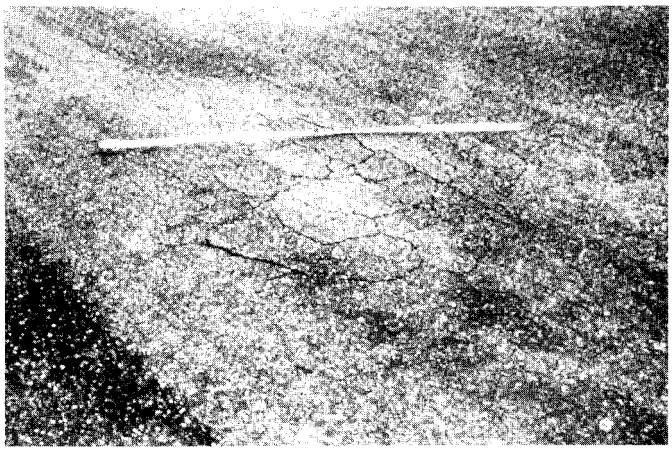


FIG. X1.7 Medium-Severity Alligator Cracking, Approaching High Severity (Example 1)

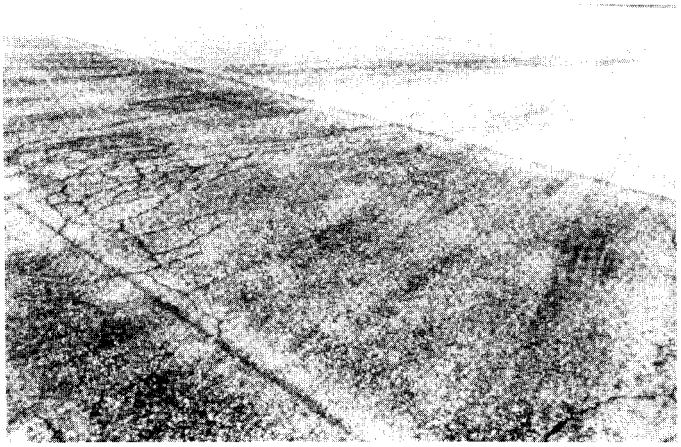


FIG. X1.8 Medium-Severity Alligator Cracking, Approaching High Severity (Example 2)

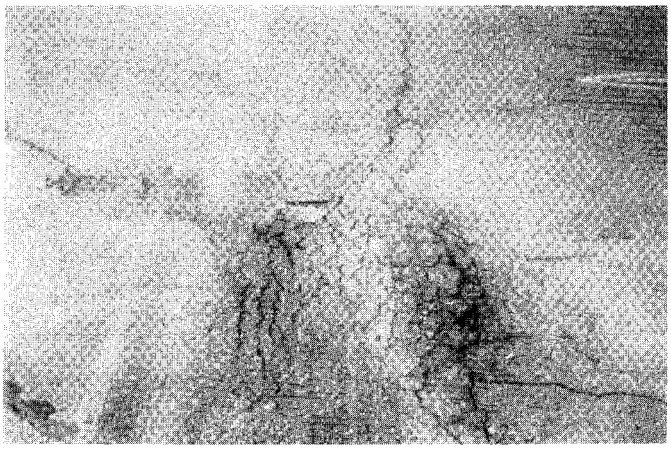


FIG. X1.9 High-Severity Alligator Cracking

X1.2.4.3 *H (High)*—Network or pattern cracking has progressed so that the pieces are well defined and spalled at the edges; some of the pieces rock under traffic and may cause FOD potential (see Fig. X1.9).

X1.2.5 *How to Measure*—Alligator cracking is measured in square feet (square metres) of surface area. The major difficulty in measuring this type of distress is that many times two or three levels of severity exist within one distressed area. If these portions can be easily distinguished from one another, they

should be measured and recorded separately. However, if the different levels of severity cannot be easily divided, the entire area should be rated at the highest severity level present. If alligator cracking and rutting occur in the same area, each is recorded separately as its respective severity level.

X1.3 *Bleeding:*

X1.3.1 *Description*—Bleeding is a film of bituminous material on the pavement surface that creates a shiny, glass-like, reflecting surface that usually becomes quite sticky. Bleeding is caused by excessive amounts of asphaltic cement or tars in the mix or low-air void content, or both. It occurs when asphalt fills the voids of the mix during hot weather and then expands out onto the surface of the pavement. Since the bleeding process is not reversible during cold weather, asphalt or tar will accumulate on the surface.

X1.3.2 *Severity Levels*—No degrees of severity are defined (see Fig. X1.10 and Fig. X1.11).

X1.3.3 *How to Measure*—Bleeding is measured in square feet (square metres) of surface area.

X1.4 *Block Cracking:*

X1.4.1 *Description*—Block cracks are interconnected cracks that divide the pavement into approximately rectangular pieces. The blocks may range in size from approximately 1 by 1 ft to 10 by 10 ft (0.3 by 0.3 m to 3 by 3 m). Block cracking is caused mainly by shrinkage of the AC and daily temperature cycling (that results in daily stress/strain cycling). It is not load associated. The occurrence of block cracking usually indicates that the asphalt has hardened significantly. Block cracking normally occurs over a large portion of pavement area, but sometimes will occur only in nontraffic areas. This type of distress differs from alligator cracking in that the alligator cracks form smaller, many-sided pieces with sharp angles. Also unlike block cracks, alligator cracks are caused by repeated traffic loadings and are, therefore, located only in traffic areas (that is, wheel paths).

X1.4.2 *Severity Levels:*

X1.4.2.1 *L*—Blocks are defined by cracks that are nonspalled (sides of the crack are vertical) or lightly spalled, causing no FOD potential. Nonfilled cracks have ¼ in. (6 mm) or less mean width and filled cracks have filler in satisfactory condition (see Figs. X1.12-X1.15).

X1.4.2.2 *M*—Blocks are defined by either: filled or nonfilled cracks that are moderately spalled (some FOD potential); nonfilled cracks that are not spalled or have only minor spalling

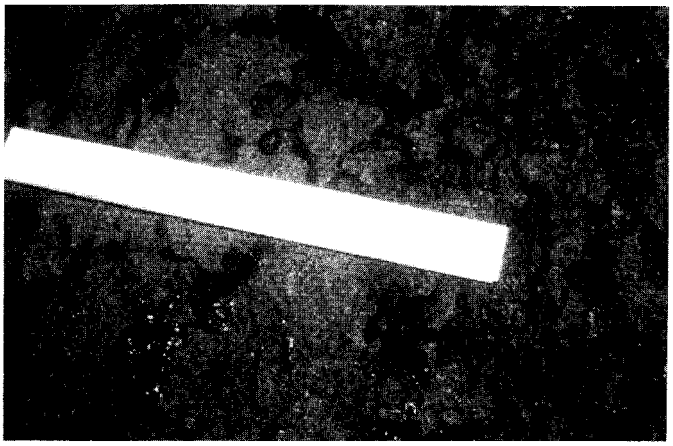


FIG. X1.11 Close-Up of Fig. X1.10

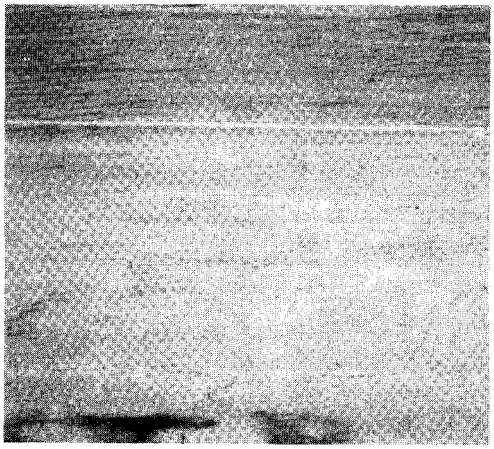


FIG. X1.12 Low-Severity Block Cracking

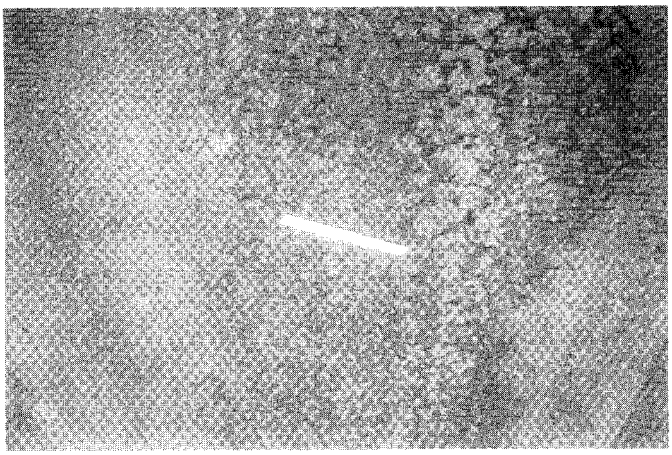


FIG. X1.10 Bleeding

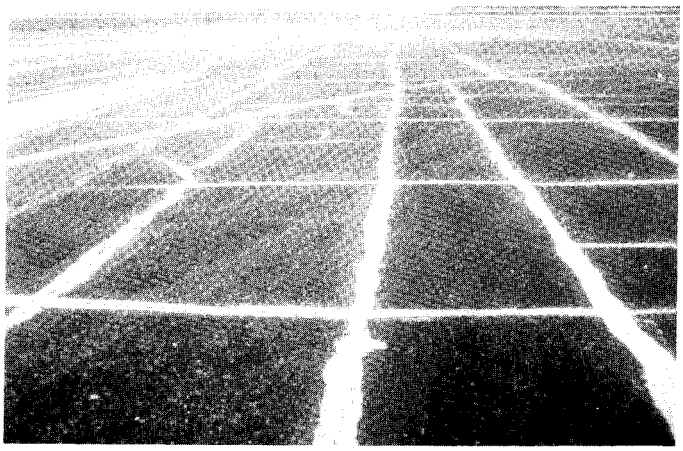


FIG. X1.13 Low-Severity Block Cracking, Filled Cracks

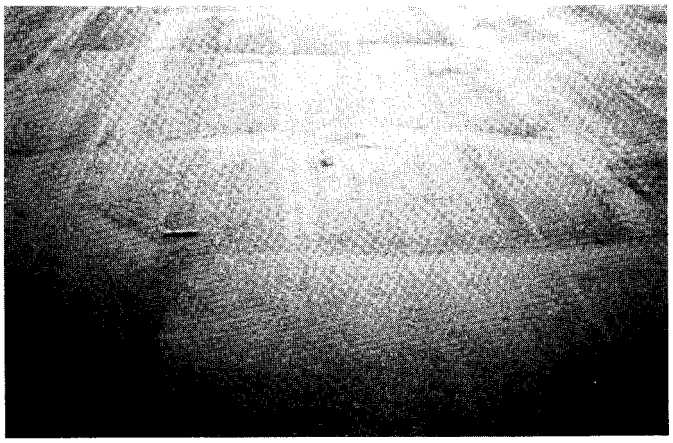


FIG. X1.14 Low-Severity Block Cracking, Filled Cracks

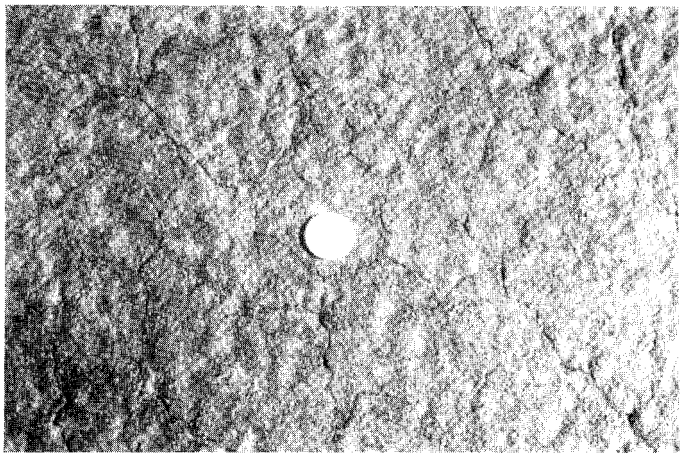


FIG. X1.15 Low-Severity Block Cracking, Small Blocks Defined by Hairline Cracks

(some FOD potential), but have a mean width greater than approximately ¼ in. (6 mm); or filled cracks greater than ¼ in. that are not spalled or have only minor spalling (some FOD potential), but have filler in unsatisfactory condition (see Fig. X1.16 and Fig. X1.17).

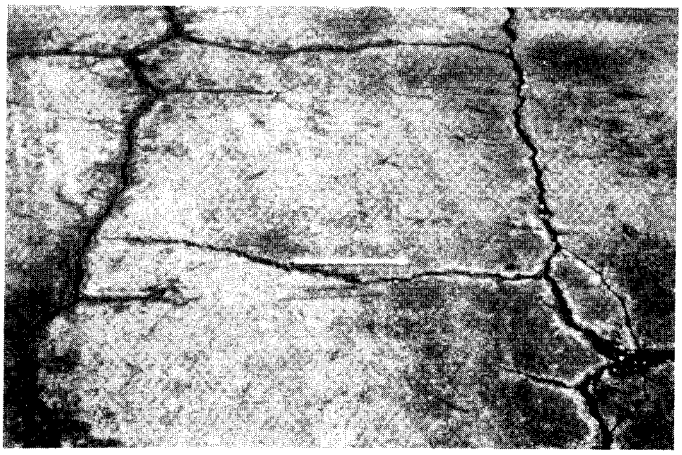


FIG. X1.16 Medium-Severity Block Cracking

FIG. X1.17 Medium-Severity Block Cracking

X1.4.2.3 *H*—Blocks are well defined by cracks that are severely spalled, causing a definite FOD potential (see Figs. X1.18-X1.20).

X1.4.3 *How to Measure*—Block cracking is measured in square feet (square metres) of surface area, and usually occurs at one severity level in a given pavement section; however, any areas of the pavement section having distinctly different levels of severity should be measured and recorded separately. For asphalt pavements, not including AC over PCC, if block cracking is recorded, no longitudinal and transverse cracking should be recorded in the same area. For asphalt overlay over concrete, block cracking, joint reflection cracking, and longitudinal and transverse cracking reflected from old concrete should all be recorded separately.

X1.5 *Corrugation:*

X1.5.1 *Description*—Corrugation is a series of closely spaced ridges and valleys (ripples) occurring at fairly regular intervals (usually less than 5 ft) (1.5 m) along the pavement. The ridges are perpendicular to the traffic direction. Traffic action combined with an unstable pavement surface or base usually causes this type of distress.

X1.5.2 *Severity Levels:*

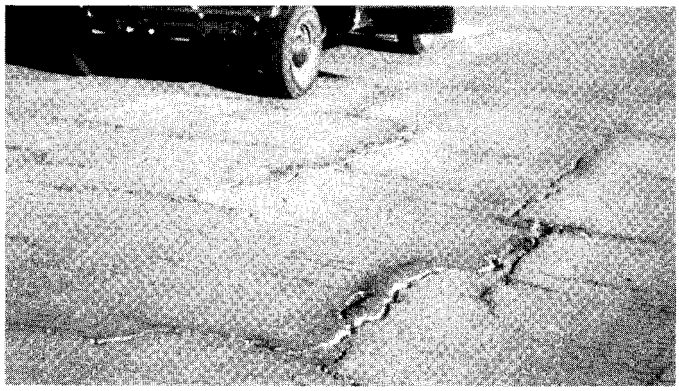


FIG. X1.18 High-Severity Block Cracking

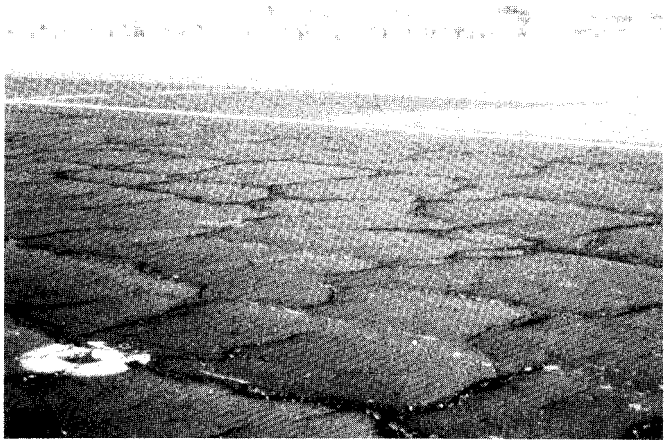


FIG. X1.19 High-Severity Block Cracking

FIG. X1.20 High-Severity Block Cracking

X1.5.2.1 *L*—Corrugations are minor and do not significantly affect ride quality (see measurement criteria below) (see Fig. X1.21).

X1.5.2.2 *M*—Corrugations are noticeable and significantly affect ride quality (see measurement criteria below) (see Fig. X1.22).

X1.5.2.3 *H*—Corrugations are easily noticed and severely affect ride quality (see measurement criteria below) (see Fig. X1.23).

X1.5.3 *How to Measure*—Corrugation is measured in square feet (square metres) of surface area. The mean elevation difference between the ridges and valleys of the corrugations indicates the level of severity. To determine the mean elevation difference, a 10-ft (3-m) straightedge should be placed perpendicular to the corrugations so that the depth of the valleys can be measured in inches (millimetres). The mean depth is calculated from five such measurements.

Severity	Runways and High-Speed Taxiways	Taxiways and Aprons
L	< ¼ in. (6 mm)	< ½ in. (13 mm)
M	¼ to ½ in. (6 to 13 mm)	½ to 1 in. (13 to 25 mm)
H	> ½ in. (13 mm)	> 1 in. (25 mm)

X1.6 *Depression:*

X1.6.1 *Description*—Depressions are localized pavement surface areas having elevations slightly lower than those of the surrounding pavement. In many instances, light depressions are not noticeable until after a rain, when ponding water creates "birdbath" areas; but the depressions can also be located without rain because of stains created by ponding of water. Depressions can be caused by settlement of the foundation soil or can be built during construction. Depressions cause roughness and, when filled with water of sufficient depth, could cause hydroplaning of aircraft.

X1.6.2 *Severity Levels:*

X1.6.2.1 *L*—Depression can be observed or located by stained areas, only slightly affects pavement riding quality, and may cause hydroplaning potential on runways (see measurement criteria below) (see Fig. X1.24).

X1.6.2.2 *M*—The depression can be observed, moderately affects pavement riding quality, and causes hydroplaning potential on runways (see measurement criteria below) (see Fig. X1.25 and Fig. X1.26).

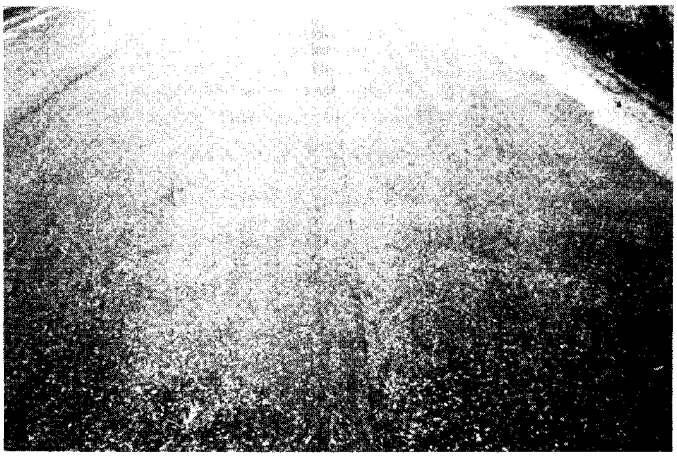


FIG. X1.21 Low-Severity Corrugation in the Foreground, Changing to Medium and High in the Background

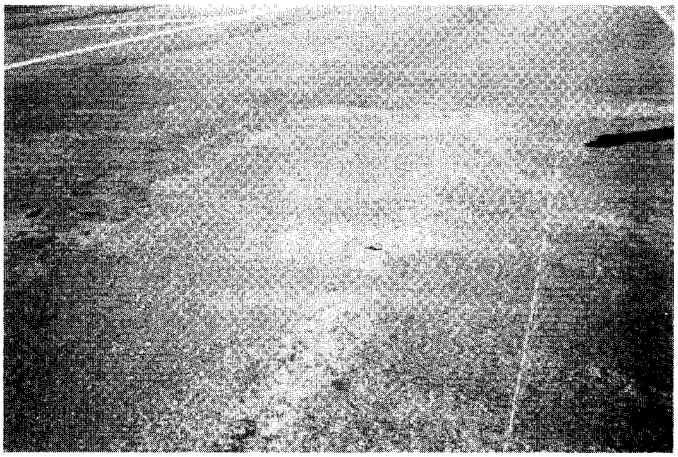


FIG. X1.22 Medium-Severity Corrugation

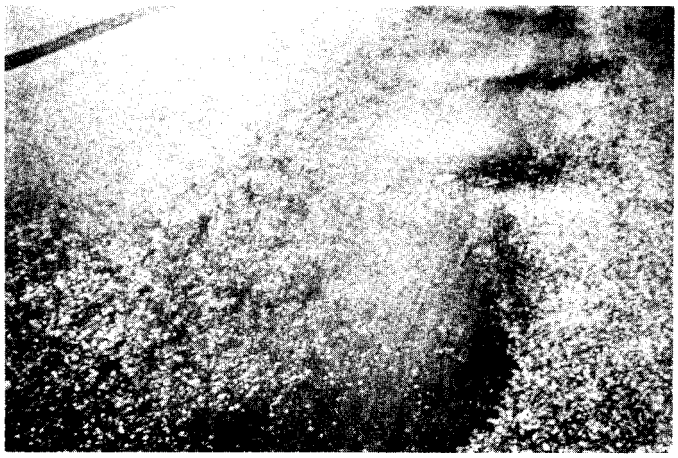


FIG. X1.23 High-Severity Corrugation

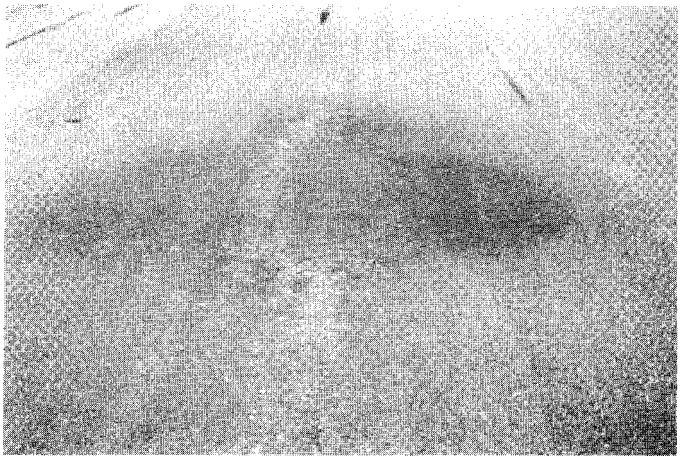


FIG. X1.24 Low-Severity Depression

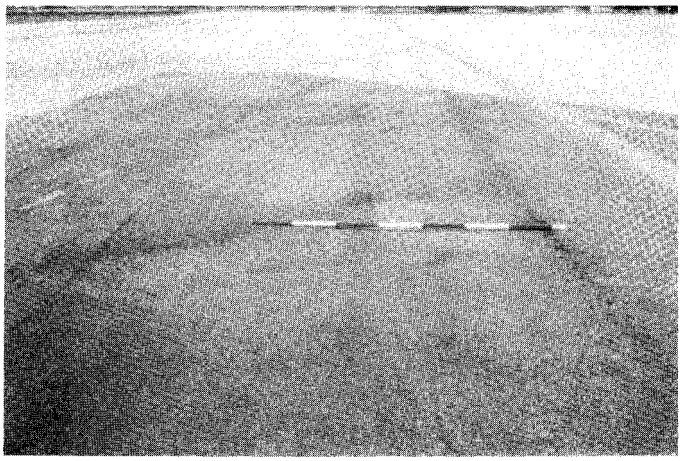


FIG. X1.25 Medium-Severity Depression (1 ½ in. (37.5 mm))

X1.6.2.3 *H*—The depression can be readily observed, severely affects pavement riding quality, and causes definite hydroplaning potential (see measurement criteria below) (see Fig. X1.27).

FIG. X1.26 Medium-Severity Depression

FIG. X1.27 High-Severity Depression (2 in. (50 mm))

X1.6.3 *How to Measure*—Depressions are measured in square feet (square metres) of surface area. The maximum depth of the depression determines the level of severity. This depth can be measured by placing a 10-ft (3-m) straightedge across the depressed area and measuring the maximum depth in inches (millimetres). Depressions larger than 10 ft (3 m) across must be measured by using a stringline:

Severity	Maximum Depth of Depression	
	Runways and High-Speed Taxiways	Taxiways and Aprons
L	⅛ to ½ in. (3 to 13 mm)	½ to 1 in. (13 to 25 mm)
M	½ to 1 in. (13 to 25 mm)	1 to 2 in. (25 to 51 mm)
H	> 1 in. (> 25 mm)	> 2 in. (> 51 mm)

X1.7 *Jet-Blast Erosion:*

X1.7.1 *Description*—Jet-blast erosion causes darkened areas on the pavement surface where bituminous binder has been burned or carbonized. Localized burned areas may vary in depth up to approximately ½ in. (13 mm).

X1.7.2 *Severity Levels*—No degrees of severity are defined. It is sufficient to indicate that jet-blast erosion exists (see Fig. X1.28 and Fig. X1.29).

X1.7.3 *How to Measure*—Jet-blast erosion is measured in square feet (square metres) of surface area.

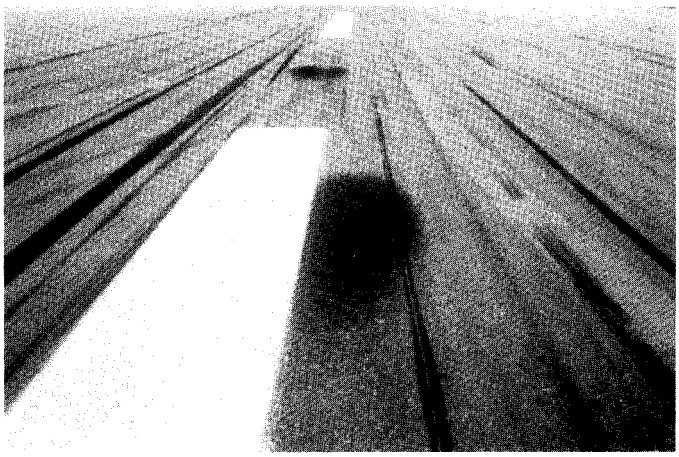


FIG. X1.28 Jet-Blast Erosion

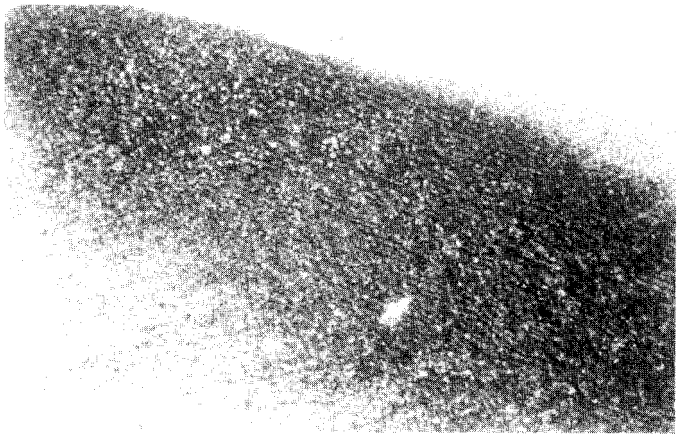


FIG. X1.29 Jet-Blast Erosion

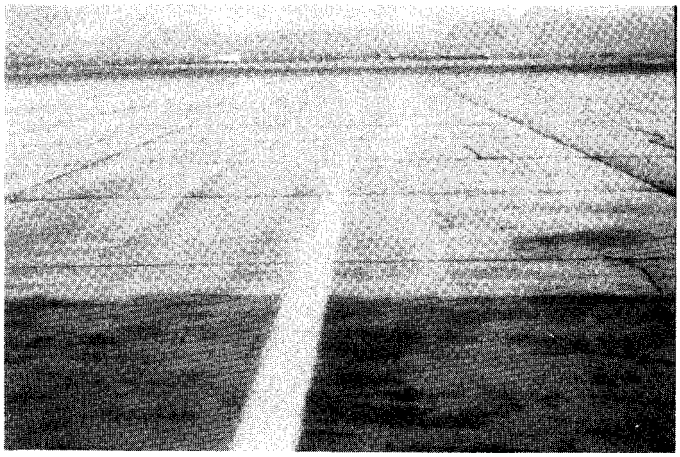


FIG. X1.30 Low-Severity Joint Reflection Cracking

X1.8 *Joint Reflection Cracking From PCC (Longitudinal and Transverse):*

X1.8.1 *Description*—This distress occurs only on pavements having an asphalt or tar surface over a PCC slab. This category does not include reflection cracking from any other type of base (that is, cement stabilized, lime stabilized). Such cracks are listed as longitudinal and transverse cracks. Joint reflection cracking is caused mainly by movement of the PCC slab beneath the AC surface because of thermal and moisture changes; it is not load-related. However, traffic loading may cause a breakdown of the AC near the crack, resulting in spalling and FOD potential. If the pavement is fragmented along a crack, the crack is said to be spalled. A knowledge of slab dimensions beneath the AC surface will help to identify these cracks.

X1.8.2 *Severity Levels:*

X1.8.2.1 *L*—Cracks have only light spalling (little or no FOD potential) or no spalling, and can be filled or nonfilled. If nonfilled, the cracks have a mean width of ¼ in. (6 mm) or less; filled cracks are of any width, but their filler material is in satisfactory condition (see Figs. X1.30-X1.32).

X1.8.2.2 *M*—One of the following conditions exists: cracks are moderately spalled (some FOD potential) and can be either filled or nonfilled of any width; filled cracks are not spalled or are lightly spalled, but filler is in unsatisfactory condition; nonfilled cracks are not spalled or are only lightly spalled, but the mean crack width is greater than ¼ in. (6 mm); or light random cracking exists near the crack or at the corners of intersecting cracks (see Figs. X1.33-X1.35).

X1.8.2.3 *H*—Cracks are severely spalled with pieces loose or missing causing definite FOD potential. Cracks can be either filled or nonfilled of any width (see Fig. X1.36).

X1.8.3 *How to Measure*—Joint reflection cracking is measured in linear feet (metres). The length and severity level of each crack should be identified and recorded. If the crack does not have the same severity level along its entire length, each portion should be recorded separately. For example, a crack that is 50 ft (15 m) long may have 10 ft (3 m) of a high severity, 20 ft (6 m) of a medium severity, and 20 ft (6 m) of a light severity. These would all be recorded separately. If the different levels of severity in a portion of a crack cannot be easily divided, that portion should be rated at the highest severity present.

X1.9 *Longitudinal and Transverse Cracking (Non-PCC Joint Reflective):*

FIG. X1.31 Low-Severity Joint Reflection Cracking, Filled Crack

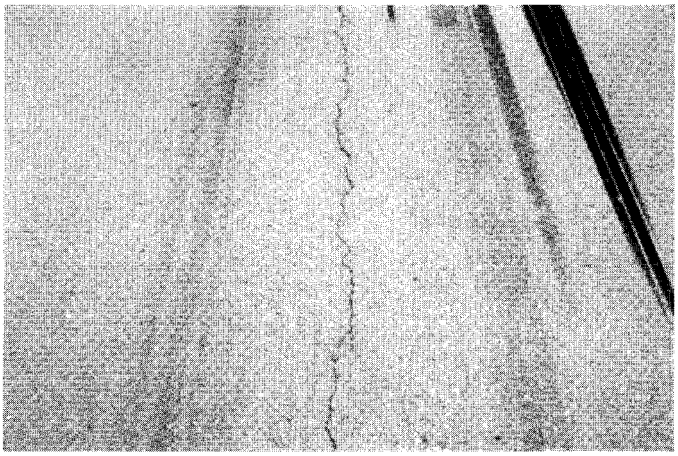


FIG. X1.32 Low-Severity Joint Reflection Cracking, Nonfilled Crack

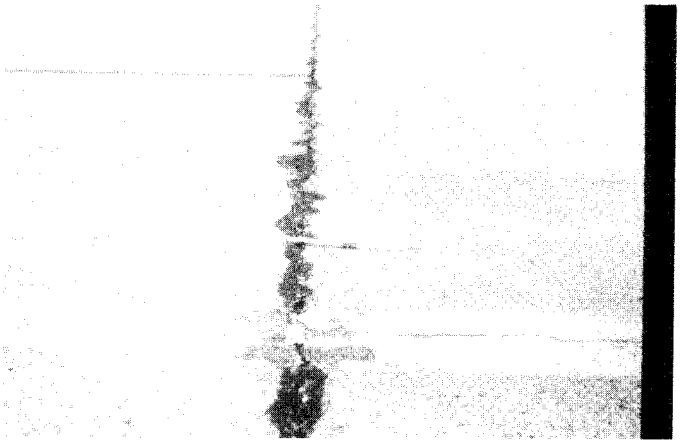


FIG. X1.33 Medium-Severity Joint Reflection Cracking

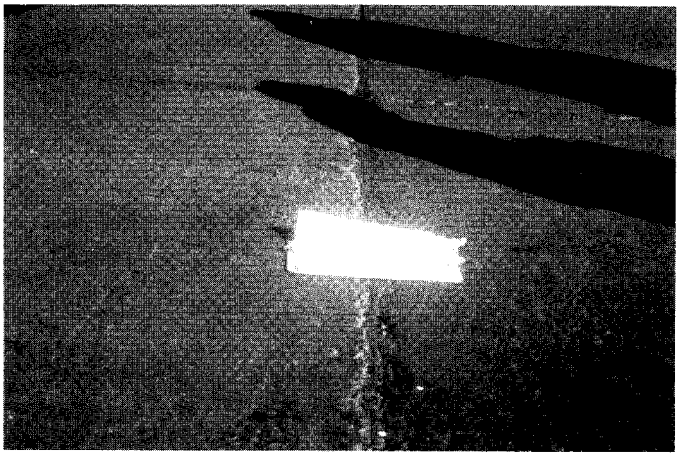


FIG. X1.34 Medium-Severity Joint Reflection Cracking

X1.9.1 *Description*—Longitudinal cracks are parallel to the pavement's center line or laydown direction. They may be caused by (*1*) a poorly constructed paving lane joint, (*2*) shrinkage of the AC surface due to low temperatures or hardening of the asphalt, or (*3*) a reflective crack caused by

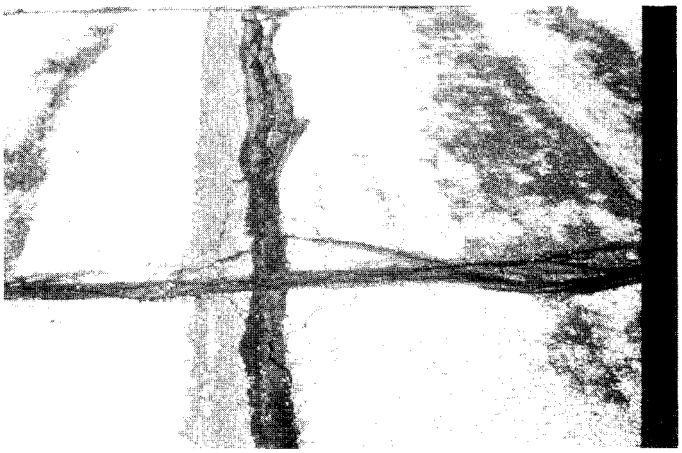


FIG. X1.35 Medium-Severity Joint Reflection Cracking

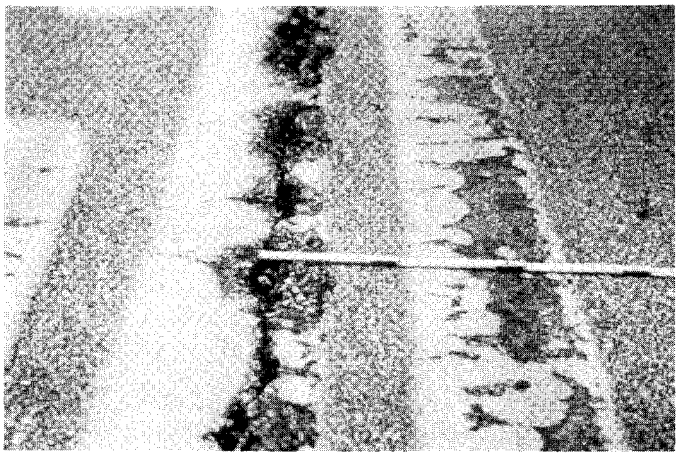


FIG. X1.36 High-Severity Joint Reflection Cracking

cracks beneath the surface course, including cracks in PCC slabs (but not at PCC joints). Transverse cracks extend across the pavement at approximately right angles to the pavement's center line or direction of laydown. They may be caused by (*2*) or (*3*). These types of cracks are not usually load associated. If the pavement is fragmented along a crack, the crack is said to be spalled.

X1.9.2 *Severity Levels:*

X1.9.2.1 *L*—Cracks have only light spalling (little or no FOD potential) or no spalling, and can be filled or nonfilled. If nonfilled, the cracks have a mean width of ¼ in. (6 mm) or less; filled cracks are of any width, but their filler material is in satisfactory condition (see Fig. X1.37 and Fig. X1.38).

X1.9.2.2 *M*—One of the following conditions exists: (*1*) cracks are moderately spalled (some FOD potential) and can be either filled or nonfilled of any width; (*2*) filled cracks are not spalled or are lightly spalled, but filler is in unsatisfactory condition; (*3*) nonfilled cracks are not spalled or are only lightly spalled, but the mean crack width is greater than ¼ in. (6 mm), or (*4*) light random cracking exists near the crack or at the corners of intersecting cracks (see Figs. X1.39-X1.41).

X1.9.2.3 *H*—Cracks are severely spalled and pieces are loose or missing causing definite FOD potential. Cracks can be either filled or nonfilled of any width (see Fig. X1.42).

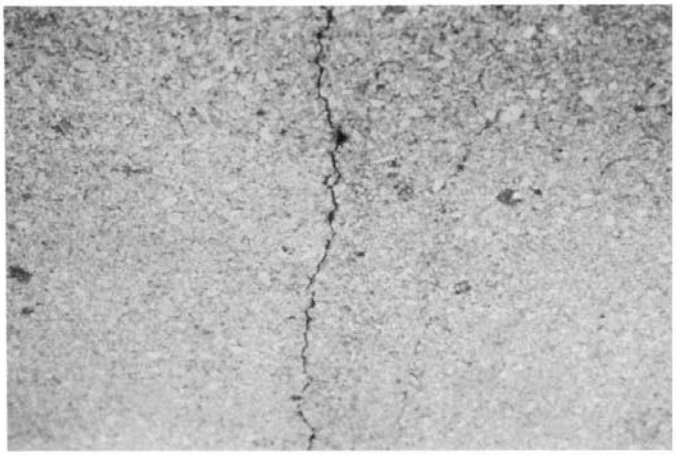


FIG. X1.37 Low-Severity Longitudinal Crack

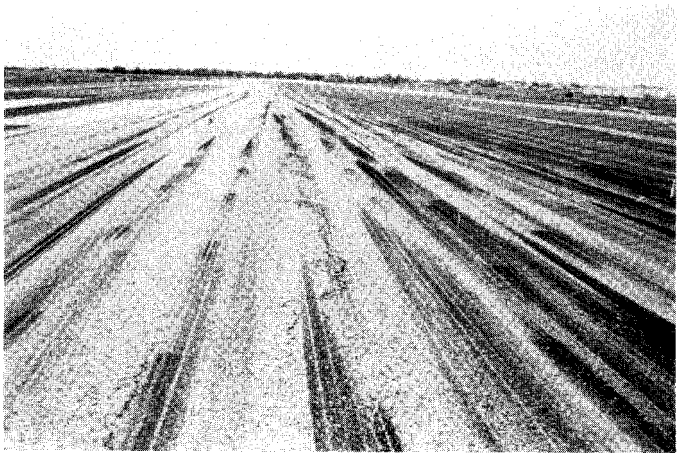


FIG. X1.38 Low-Severity Longitudinal Cracks, Approaching Medium

FIG. X1.39 Medium-Severity Longitudinal Construction Joint Crack

FIG. X1.40 Medium-Severity Longitudinal Crack (Note the Crack is Reflective But Not at the Joint of Slab)

FIG. X1.41 Medium-Severity Longitudinal Crack

FIG. X1.42 High-Severity Longitudinal Crack

X1.9.3 *Porous Friction Courses: Severity Levels:*

X1.9.3.1 *L*—Average raveled area around the crack is less than ¼ in. (6 mm) wide (see Fig. X1.43).

X1.9.3.2 *M*—Average raveled area around the crack is between ¼ to 1 in. (6 to 25 mm) wide (see Fig. X1.44).

X1.9.3.3 *H*—Average raveled area around the crack is greater than 1 in. (25 mm) wide (see Fig. X1.45).

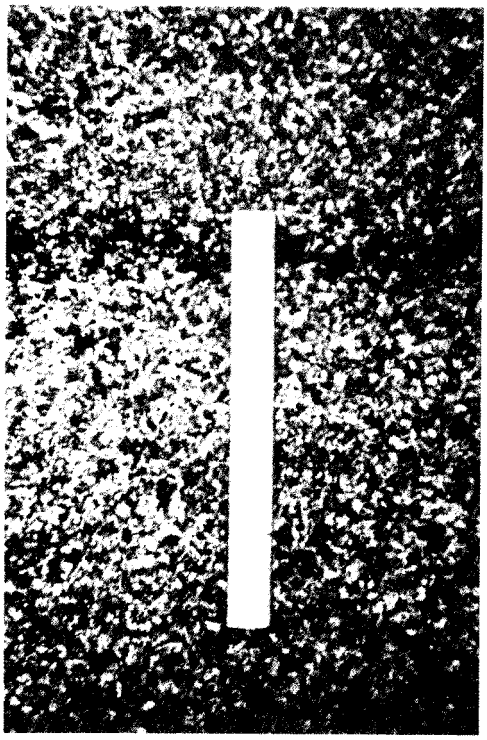


FIG. X1.43 Low-Severity Crack in Porous Friction Course

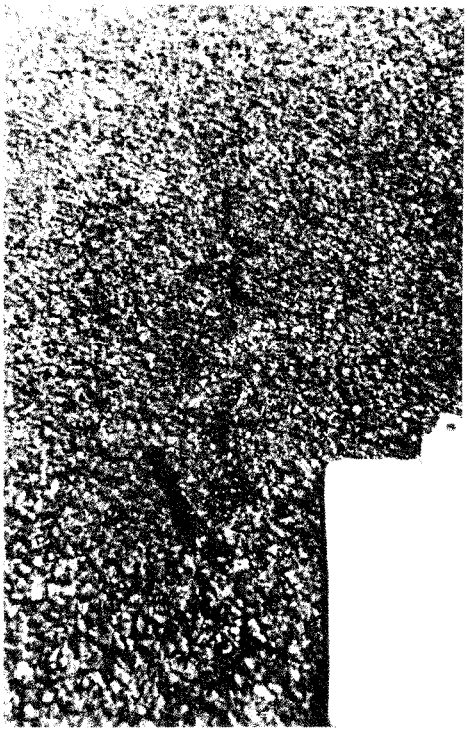


FIG. X1.44 Medium-Severity Crack in Porous Friction Course

X1.9.4 *How to Measure*—Longitudinal and transverse cracks are measured in linear feet (metres). The length and severity of each crack should be identified and recorded. If the crack does not have the same severity level along its entire length, each portion of the crack having a different severity

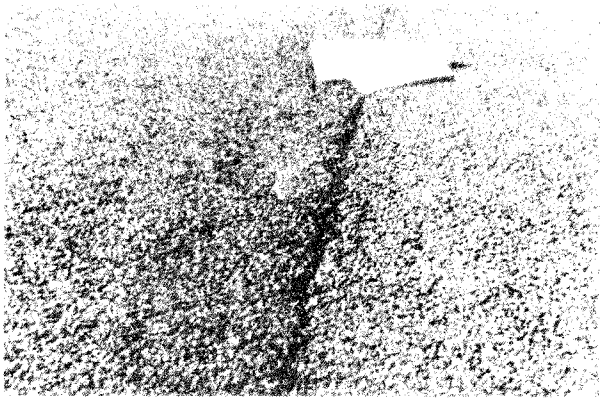


FIG. X1.45 High-Severity Crack in Porous Friction Course

level should be recorded separately. For an example see "Joint Reflection Cracking." If block cracking is recorded, longitudinal and transverse cracking is not recorded in the same area.

X1.10 *Oil Spillage:*

X1.10.1 *Description*—Oil spillage is the deterioration or softening of the pavement surface caused by the spilling of oil, fuel, or other solvents.

X1.10.2 *Severity Levels*—No degrees of severity are defined. It is sufficient to indicate that oil spillage exists (see Fig. X1.46 and Fig. X1.47).

X1.10.3 *How to Measure*—Oil spillage is measured in square feet (square metres) of surface area. A stain is not a distress unless material has been lost or binder has been softened. If hardness is approximately the same as on surrounding pavement, and if no material has been lost, do not record as a distress.

X1.11 *Patching and Utility Cut Patch:*

X1.11.1 *Description*—A patch is considered a defect, no matter how well it is performing.

X1.11.2 *Severity Levels:*

X1.11.2.1 *L*—Patch is in good condition and is performing satisfactorily (see Figs. X1.48-X1.50).

FIG. X1.46 Oil Spillage

FIG. X1.47 Oil Spillage

FIG. X1.48 Low-Severity Patch

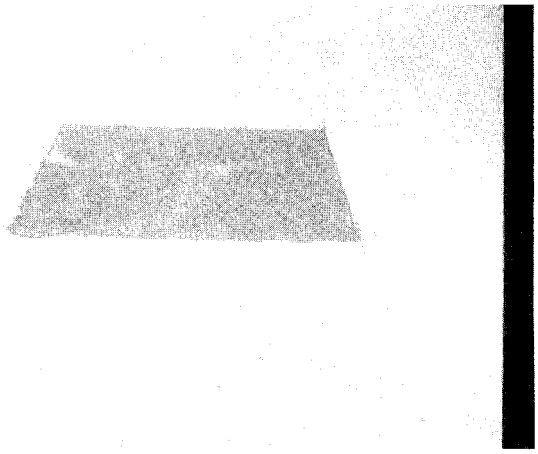


FIG. X1.49 Low-Severity Patch

FIG. X1.50 Low-Severity Patch with Medium-Severity Portion

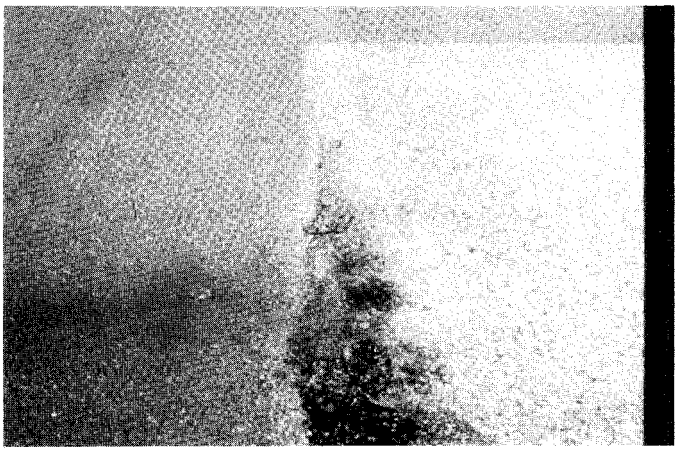


FIG. X1.51 Medium-Severity Patch

FIG. X1.52 High-Severity Patch

X1.11.2.2 *M*—Patch is somewhat deteriorated and affects ride quality to some extent. Moderate amount of distress is present within the patch or has FOD potential, or both. (see Fig. X1.51).

X1.11.2.3 *H*—Patch is badly deteriorated and affects ride quality significantly or has high FOD potential. Patch soon needs replacement.

X1.11.3 *Porous Friction Courses*—The use of dense-graded AC patches in porous friction surfaces causes a water damming effect at the patch which contributes to differential skid

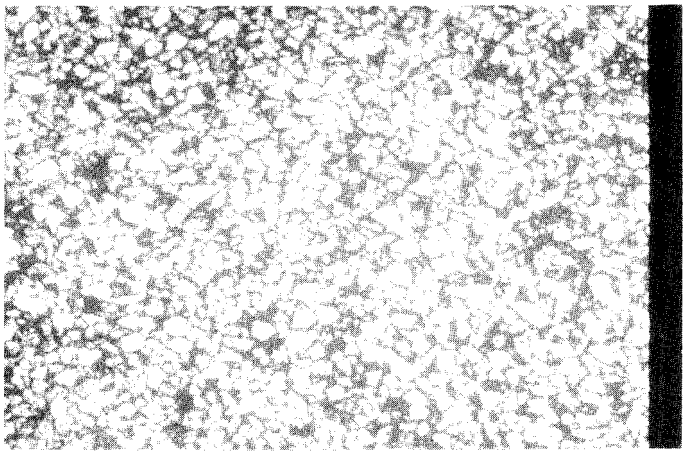


FIG. X1.53 Polished Aggregate

resistance of the surface. Low-severity dense-graded patches should be rated as medium severity due to the differential friction problem. Medium- and high-severity patches are rated the same as above.

X1.11.4 *How to Measure:*

X1.11.4.1 Patching is measured in square feet (square metres) of surface area. However, if a single patch has areas of differing severity levels, these areas should be measured and recorded separately. For example, a 25-ft^2 (2.5-m^2) patch may have 10 ft^2 (1 m^2) of medium severity and 15 ft^2 (1.5 m^2) of low severity. These areas should be recorded separately. Any distress found in a patched area will not be recorded; however, its effect on the patch will be considered when determining the patch's severity level.

X1.11.4.2 A very large patch, (area > 2500 ft^2 (230 m^2)) or feathered-edge pavement, may qualify as an additional sample unit or as a separate section.

X1.12 *Polished Aggregate:*

X1.12.1 *Description*—Aggregate polishing is caused by repeated traffic applications. Polished aggregate is present when close examination of a pavement reveals that the portion of aggregate extending above the asphalt is either very small, or there are no rough or angular aggregate particles to provide good skid resistance.

X1.12.2 *Severity Levels*—No degrees of severity are defined. However, the degree of polishing should be clearly evident in the sample unit, in that the aggregate surface should be smooth to the touch.

X1.12.3 *How to Measure*—Polished aggregate is measured in square feet (square metres) of surface area. Polished aggregate areas should be compared visually with adjacent nontraffic areas. If the surface texture is substantially the same in both traffic and nontraffic areas, polished aggregate should not be counted.

X1.13 *Raveling:*

X1.13.1 *Description*—Raveling is the dislodging of coarse aggregate particles from the pavement surface.

X1.13.2 *Dense Mix Severity Levels*—As used herein, coarse aggregate refers to predominant coarse aggregate sizes of the asphalt mix. Aggregate clusters refer to when more than one adjoining coarse aggregate piece is missing. If in doubt about a severity level, three representative areas of one square yard each (one square meter) should be examined and the number of missing coarse aggregate particles counted.

X1.13.2.1 *L*—(*1*) In a square yard (square meter) representative area, the number of coarse aggregate particles missing is between 5 and 20, and/or (*2*) missing aggregate clusters are less than 2 percent of the examined square yard (square meter) area. In low severity raveling, there is little or no FOD potential (see Figs. X1.54 and X1.55).

X1.13.2.2 *M*—(*1*) In a square yard (square meter) representative area, the number of coarse aggregate particles missing is between 21 and 40, and/or (*2*) missing aggregate clusters are between 2 and 10 percent of the examined square yard (square meter) area. In medium severity raveling, there is some FOD potential (see Fig. X1.56).

X1.13.2.3 *H*—(*1*) In a square yard (square meter) representative area, the number of coarse aggregate particles missing is over 40, and/or (*2*) missing aggregate clusters are more than 10 percent of the examined square yard (square meter) area. In high severity raveling, there is significant FOD potential (see Fig. X1.57).

X1.13.3 *Slurry Seal/Coal Tar Over Dense Mix Severity Levels*

X1.13.3.1 *L*—(*1*) The scaled area is less than 1 %. (*2*) In the case of coal tar where pattern cracking has developed, the surface cracks are less than ¼ in. (6 mm) wide (see Fig. X1.58).

X1.13.3.2 *M*—(*1*) The scaled area is between 1 and 10 %. (*2*) In the case of coal tar where pattern cracking has developed, the cracks are ¼ in. (6 mm) wide or greater (see Fig. X1.59).

X1.13.3.3 *H*—(*1*) The scaled area is over 10 %. (*2*) In the case of coal tar the surface is peeling off (see Fig. X1.60).

X1.13.4 *Porous Friction Course Severity Levels (see Figs. X1.61-X1.65):*

FIG. X1.54 Low-Severity Raveling, Dense Mix

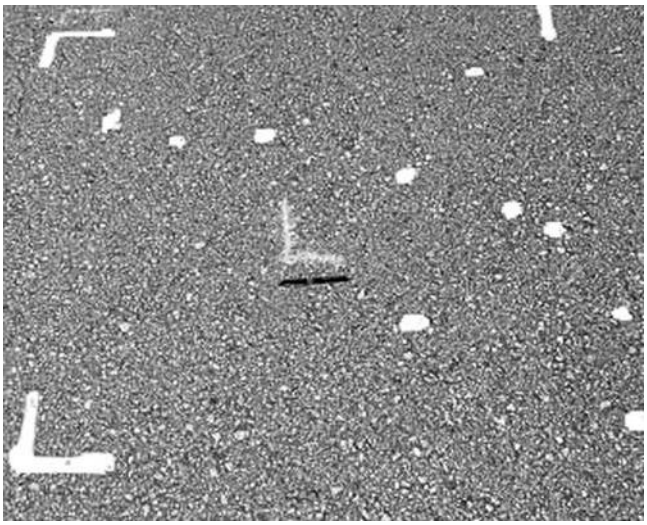


FIG. X1.55 Low-Severity Raveling, Dense Mix

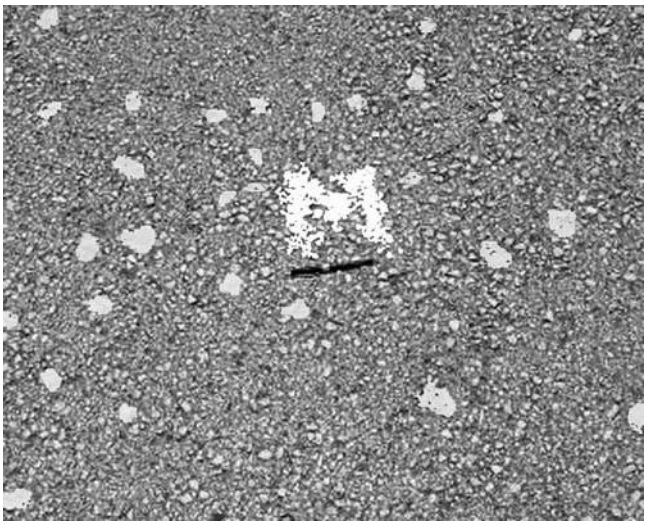


FIG. X1.56 Medium-Severity Raveling, Dense Mix

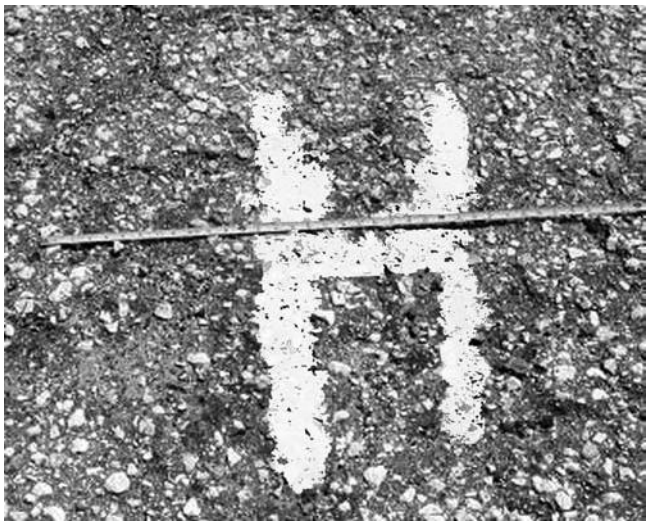


FIG. X1.57 High-Severity Raveling, Dense Mix

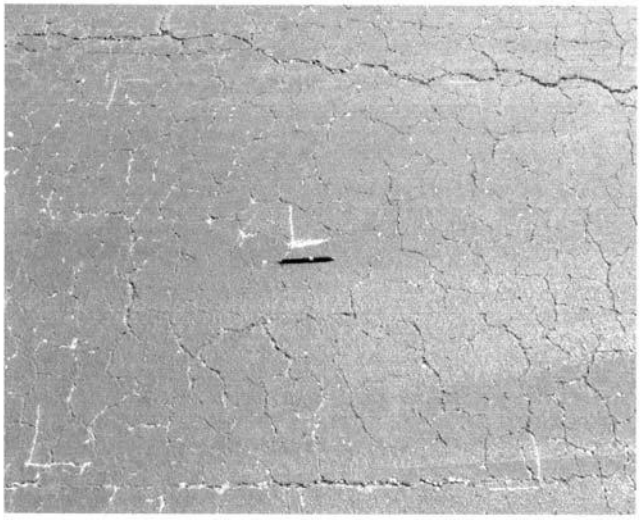


FIG. X1.58 Low-Severity Raveling, Cold Tar

X1.13.4.1 *L*—(*1*) In a square foot (1/10 square meter) representative sample, the number of aggregate pieces missing is between 5 and 20 and/or the number of missing aggregate clusters does not exceed 1 (see Fig. X1.63).

X1.13.4.2 *M*—(*1*) In a square foot (1/10 square meter) representative sample, the number of aggregate pieces missing is between 21 and 40 and/or the number of missing aggregate clusters is greater than 1 but does not exceed 25 % of the area (see Fig. X1.64).

X1.13.4.3 *H*—(*1*) In a square foot (1/10 square meter) representative sample, the number of aggregate pieces missing is over 40 and/or the number of missing aggregate clusters is greater than 25 % of the area (see Fig. X1.65).

X1.13.5 *How to Measure*—Raveling is measured in square feet (square metres) of surface area. Mechanical damage caused by hook drags, tire rims, or snowplows is counted as areas of high severity raveling.

X1.14 *Rutting:*

X1.14.1 *Description*—A rut is a surface depression in the wheel path. Pavement uplift may occur along the sides of the rut; however, in many instances ruts are noticeable only after a rainfall, when the wheel paths are filled with water. Rutting stems from a permanent deformation in any of the pavement layers or subgrade, usually caused by consolidation or lateral movement of the materials due to traffic loads. Significant rutting can lead to major structural failure of the pavement.

X1.14.2 *Severity Levels:*

	Mean Rut Depth Criteria	
Severity	All Pavement Sections	Figure
L	¼ to ½ in. (< 6 to 13 mm)	Fig. X1.66 and Fig. X1.67
M	> ½ to 1 in. (> 13 to < 25 mm)	Fig. X1.68
H	> 1 in. (> 25 mm)	Fig. X1.69 and Fig. X1.70

X1.14.3 *How to Measure*—Rutting is measured in square feet (square metres) of surface area, and its severity is determined by the mean depth of the rut. To determine the mean depth, a straightedge should be laid across the rut and the

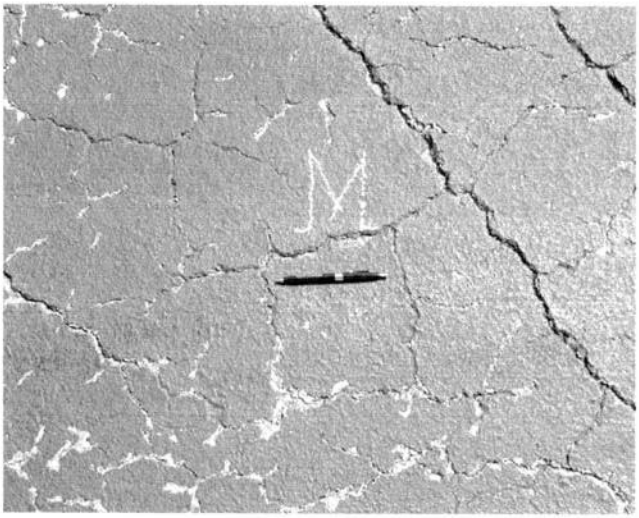


FIG. X1.59 Medium-Severity Raveling, Cold Tar

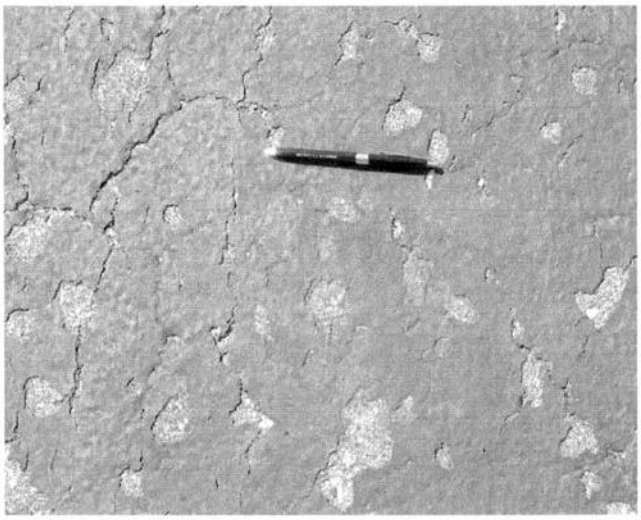


FIG. X1.60 High-Severity Raveling, Cold Tar

depth measured. The mean depth in inches (millimetres) should be computed from measurements taken along the length of the rut. If alligator cracking and rutting occur in the same area, each is recorded at the respective severity level.

X1.15 *Shoving of Asphalt Pavement by PCC Slabs:*

X1.15.1 *Description*—PCC pavements occasionally increase in length at ends where they adjoin flexible pavements (commonly referred to as "pavement growth"). This "growth" shoves the asphalt- or tar-surfaced pavements, causing them to swell and crack. The PCC slab "growth" is caused by a gradual opening up of the joints as they are filled with incompressible materials that prevent them from reclosing.

X1.15.2 *Severity Level:*

Severity	Height Differential
L	< ¾ in. (< 20 mm)
M	¾ to 1½ in. (> 20 to 40 mm)
H	> 1½ in. (> 40 mm)

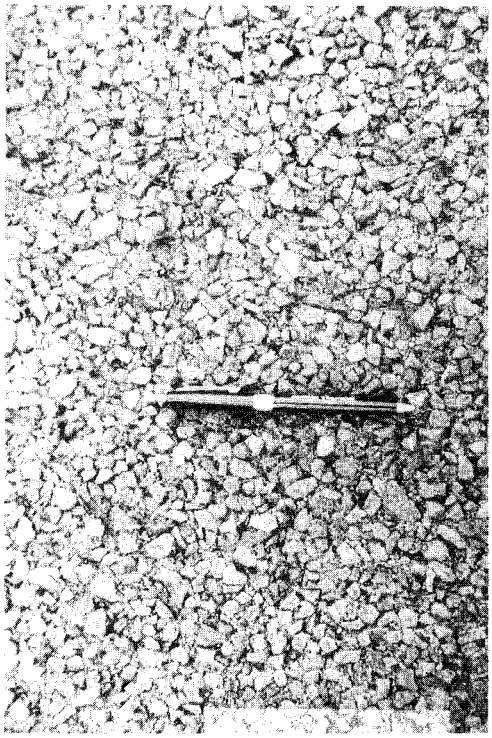


FIG. X1.61 Typical Porous Friction Course Surface with No Raveling

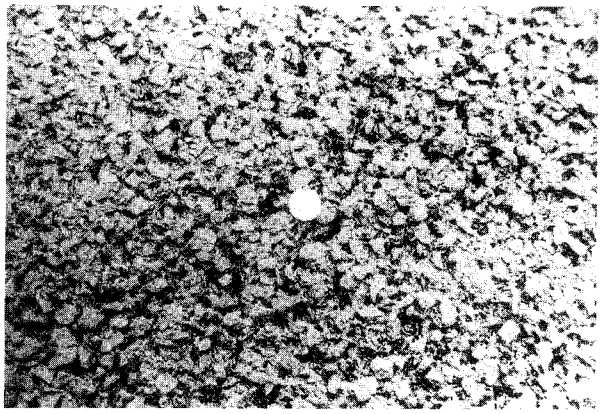


FIG. X1.62 Typical Porous Friction Course Surface with No Raveling

NOTE X1.2—As a guide, the swell table (above) may be used to determine the severity levels of shoving. At the present time, no significant research has been conducted to quantify levels of severity of shoving.

X1.15.2.1 *L*—A slight amount of shoving has occurred and no breakup of the asphalt pavement (see Fig. X1.71).

X1.15.2.2 *M*—A significant amount of shoving has occurred, causing moderate roughness and little or no breakup of the asphalt pavement (see Fig. X1.71).

X1.15.2.3 *H*—A large amount of shoving has occurred, causing severe roughness or breakup of the asphalt pavement (see Fig. X1.72).

X1.15.2.4 *How to Measure*—Shoving is measured by determining the area in square feet (square metres) of the swell caused by shoving.

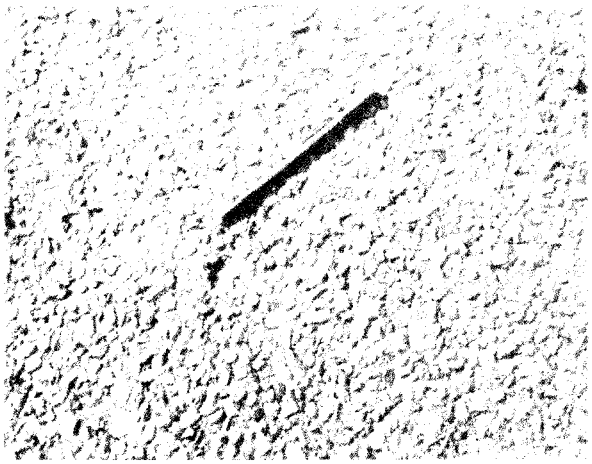


FIG. X1.63 Low-Severity Raveling on a Porous Friction Course Surface

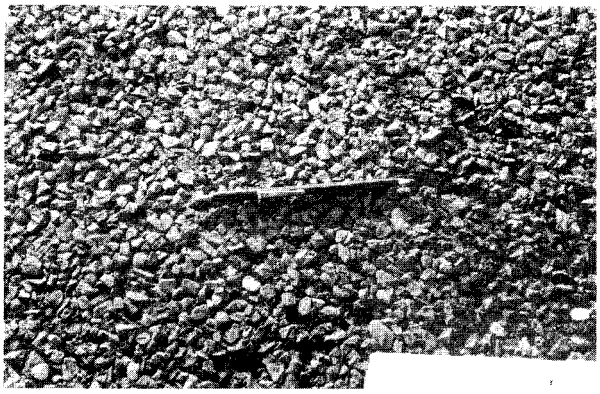


FIG. X1.64 Medium-Severity Raveling on a Porous Friction Course Surface

X1.16 *Slippage Cracking:*

X1.16.1 *Description*—Slippage cracks are crescent- or half-moon-shaped cracks having two ends pointed away from the direction of traffic. They are produced when braking or turning wheels cause the pavement surface to slide and deform. This usually occurs when there is a low-strength surface mix or poor bond between the surface and next layer of pavement structure.

X1.16.2 *Severity Levels*—No degrees of severity are defined. It is sufficient to indicate that a slippage crack exists (see Fig. X1.73 and Fig. X1.74).

X1.16.3 *How to Measure*—Slippage cracking is measured in square feet (square metres) of surface area.

X1.17 *Swell-Distress:*

X1.17.1 *Description*—Swell is characterized by an upward bulge in the pavement's surface. A swell may occur sharply over a small area or as a longer, gradual wave. Either type of swell can be accompanied by surface cracking. A swell is usually caused by frost action in the subgrade or by swelling soil, but a small swell can also occur on the surface of an asphalt overlay (over PCC) as a result of a blowup in the PCC slab.

FIG. X1.65 High-Severity Raveling on a Porous Friction Course Surface

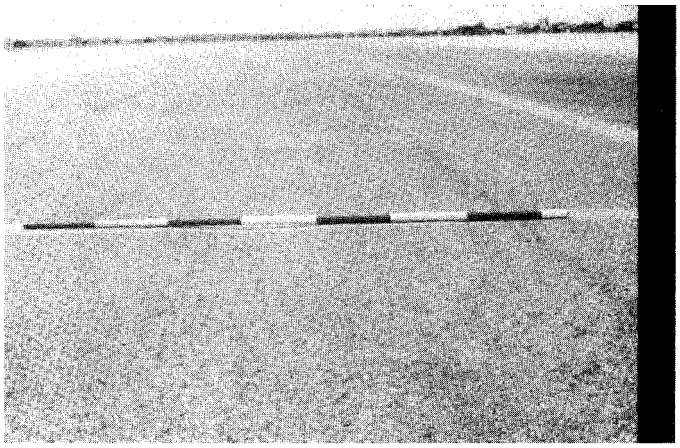


FIG. X1.66 Low-Severity Rutting

X1.17.2 *Severity Levels:*

X1.17.2.1 *L*—Swell is barely visible and has a minor effect on the pavement's ride quality. (Low-severity swells may not always be observable, but their existence can be confirmed by driving a vehicle over the section. An upward acceleration will occur if the swell is present) (see Fig. X1.75).

X1.17.2.2 *M*—Swell can be observed without difficulty and has a significant effect on the pavement's ride quality (see Fig. X1.76).

X1.17.2.3 *H*—Swell can be readily observed and severely affects the pavement's ride quality (see Fig. X1.77 and Fig. X1.78).

X1.17.3 *How to Measure:*

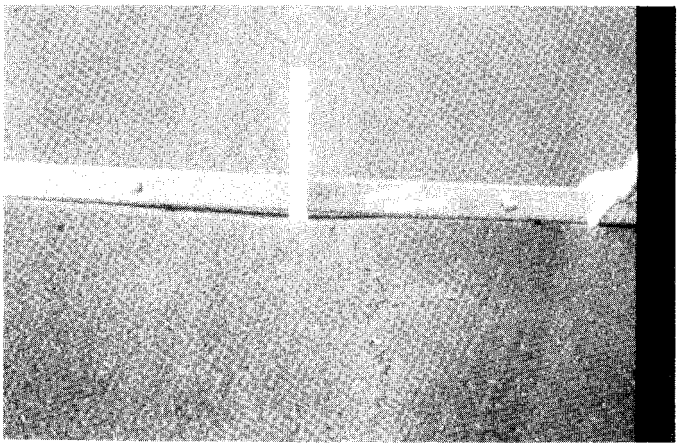


FIG. X1.67 Low-Severity Rutting

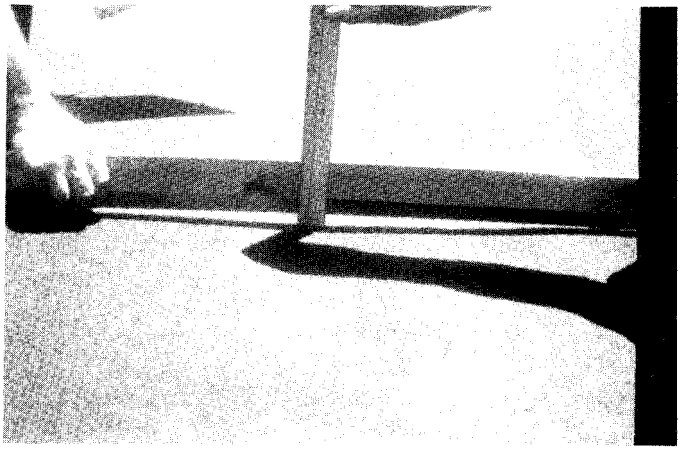


FIG. X1.68 Medium-Severity Rutting

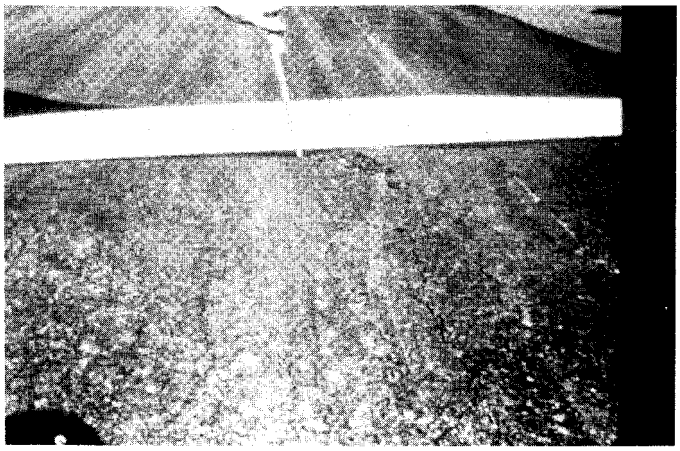


FIG. X1.69 High-Severity Rutting (Note Alligator Cracking Associated With Rutting)

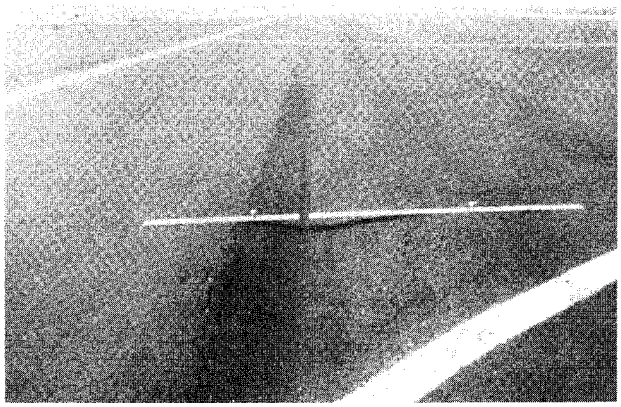


FIG. X1.70 High-Severity Rutting

FIG. X1.71 Shove of Low Severity on the Outside and Medium Severity in the Middle

FIG. X1.72 High-Severity Shoving

X1.17.3.1 The surface area of the swell is measured in square feet (square metres). The severity rating should consider the type of pavement section (that is, runway, taxiway, or apron). For example, a swell of sufficient magnitude to cause considerable roughness on a runway at high speeds would be rated as more severe than the same swell located on an apron or taxiway where the normal aircraft operating speeds are much lower.

FIG. X1.73 Slippage Cracking

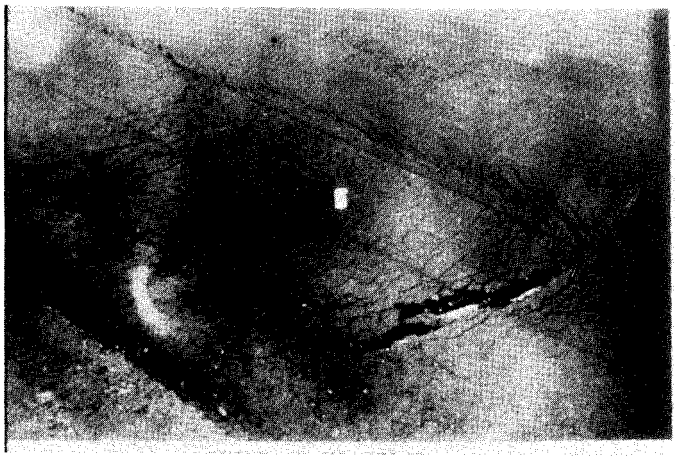


FIG. X1.74 Slippage Cracking

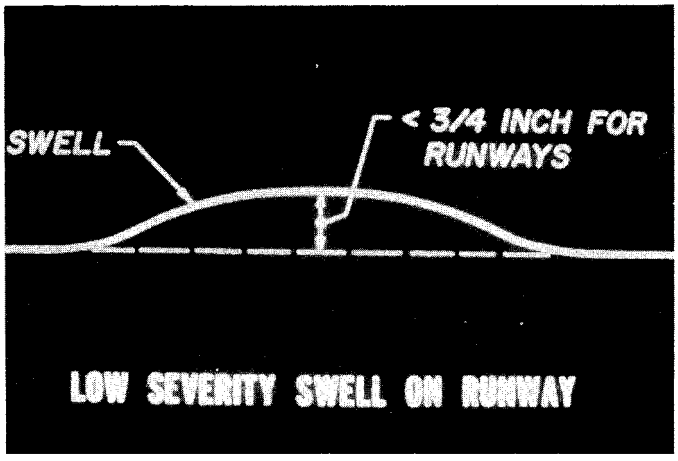


FIG. X1.75 Low-Severity Swell

X1.17.3.2 For short wavelengths, locate the highest point of the swell. Rest at 10-ft (3-m) straightedge on that point so that both ends are equal distance above pavement. Measure this distance to establish severity rating.

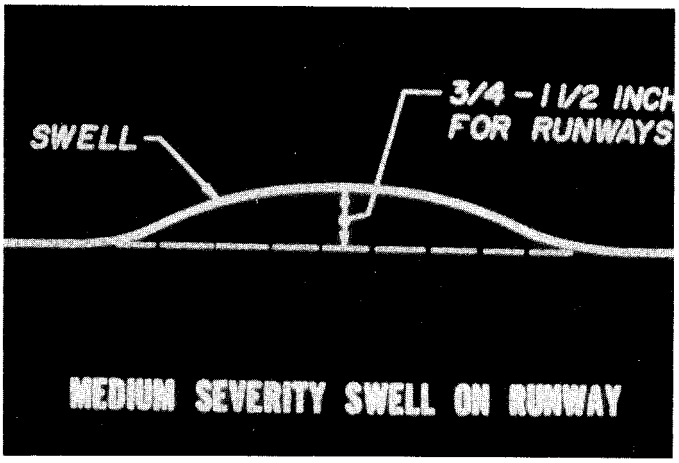


FIG. X1.76 Medium-Severity Swell

FIG. X1.77 High-Severity Swell

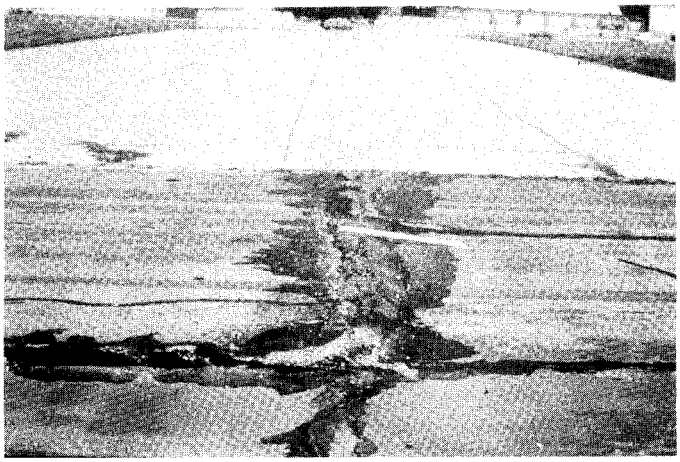


FIG. X1.78 High-Severity Swell

X1.17.3.3 The following guidance is provided for runways:

Severity	Height Differential
L	< ¾ in. (20 mm)
M	¾ to 1½ in. (20 to 40 mm)
H	> 1½ in. (40 mm)

Rate severity on high-speed taxiways using measurement criteria provided above. Double the height differential criteria for other taxiways and aprons.

X1.18 *Weathering (Surface Wear)—Dense Mix Asphalt*

X1.18.1 *Description*—The wearing away of the asphalt binder and fine aggregate matrix from the pavement surface.

X1.18.2 *Severity Levels:*

X1.18.2.1 *L*—Asphalt surface beginning to show signs of aging which may be accelerated by climatic conditions. Loss is the fine aggregate matrix is noticeable and may be accompanied by fading of the asphalt color. Edges of the coarse aggregates are beginning to be exposed (less than 1 mm or 0.05 inches). Pavement may be relatively new (as new as 6 months old) (see Fig. X1.79).

X1.18.2.2 *M*—Loss of fine aggregate matrix is noticeable and edges of coarse aggregate have been exposed up to ¼ width (of the longest side) of the coarse aggregate due to the loss of fine aggregate matrix (see Fig. X1.80).

X1.18.2.3 *H*—Edges of coarse aggregate have been exposed greater than ¼ width (of the longest side) of the coarse aggregate. There is considerable loss of fine aggregate matrix leading to potential or some loss of coarse aggregate (see Fig. X1.81).

FIG. X1.79 Low-Severity Weathering (Surface Wear)

FIG. X1.80 Medium-Severity Weathering (Surface Wear)

FIG. X1.81 High-Severity Weathering (Surface Wear)

X1.18.3 *How to Measure*—Surface wear is measured in square feet (square meters). Surface wear is not recorded if medium or high severity raveling is recorded.

X2. PCI CONCRETE-SURFACED AIRFIELDS

NOTE X2.1—The sections in this appendix are arranged in the following order:

X2.1 *Distresses in Jointed Concrete Pavement:*

X2.1.1 Fifteen distress types for jointed concrete pavements are listed alphabetically. The distress definitions apply to both plain and reinforced jointed concrete pavements, with the exception of linear cracking distress, that is defined separately for plain and reinforced jointed concrete pavements.

X2.1.2 During field condition surveys and validation of the PCI, several questions were often asked regarding the identification and counting method of some of the distresses. The answers to most of these questions are included under the section "How to Count" for each distress. For convenience, however, the items that are frequently referenced are listed as follows:

X2.1.2.1 Spalling as used in this test method is the further breaking of the pavement or loss of materials around cracks and joints.

X2.1.2.2 The cracks in reinforced concrete slabs that are less than ⅛ in. (3 mm) wide are counted as "shrinkage cracks." The "shrinkage cracks" should not be counted in determining whether or not the slab is broken into four or more pieces (or "shattered").

X2.1.2.3 Crack widths should be measured between the vertical walls, not from the edge of spalls. Spalling and associated FOD potential are considered in determining the severity level of cracks, but they should not influence the crack width measurements.

X2.1.2.4 A crack filler is in satisfactory condition if it prevents water and incompressibles from entering the crack or joint.

X2.1.2.5 "Joint seal damage" is not counted on a slab-by-slab basis. Instead, the severity level is assigned based on the overall condition of the joint seal in the sample unit.

X2.1.2.6 Do not count a joint as spalled if it can be filled with joint filler.

X2.1.2.7 A premolded joint sealant is in satisfactory condition if it is pliable, firmly against the joint wall, and not extruded.

X2.1.2.8 A fragmented crack is actually two or more cracks in close proximity that meet below the surface forming a single channel to subbase. The multiple cracks are interconnected to form small fragments, or pieces, of pavement.

X2.1.2.9 A crack wider than 3 in. (75 mm) rates at high severity regardless of filler condition.

X2.1.2.10 A spalled or chipped crack edge is defined by secondary cracks, with or without missing pieces, nearly parallel to the primary crack. Individual stones or particles that are dislodged do not constitute spalling.

X2.1.2.11 Little, light, or minor crack edge spalling is defined by secondary cracks typically less than 6 in. (150 mm) long and affecting less than 10 % of the crack length.

X2.1.2.12 Moderate spalling means secondary cracks can be of any length but both ends must intersect the primary crack. Individual pieces wider than 3 in. (75 mm) are not cracked and broken. Some loose particles means loose pieces can be of any length but must be less than 3 in. wide (75 mm) (chips). Missing pieces wider than 3 in. (75 mm) must affect less than 10 % of the crack length.

X2.1.2.13 A distress is said to have FOD potential when surficial material is in a broken or loose state, such that the possibility of ingestion of the material into an engine is present, or the potential for freeing the material due to trafficking is present.

X2.1.3 Sections X2.1.2.1-X2.1.2.13 are not intended to be a complete list. To properly count each distress type, the inspector must be familiar with its individual counting criteria.

X2.2 *Blowup:*

X2.2.1 *Description*—Blowups occur in hot weather, usually at a transverse crack or joint that is not wide enough to permit expansion of the concrete slabs. The insufficient width is usually caused by inflation of incompressible materials into the joint space. When expansion cannot relieve enough pressure, a localized upward movement of the slab edges (buckling) or shattering will occur in the vicinity of the joint. Blowups can also occur at utility cuts and drainage inlets. This type of distress is almost always repaired immediately because of severe damage potential to aircraft. The main reason blowups are included here is for reference when closed sections are being evaluated for reopening.

X2.2.2 *Severity Levels:*

X2.2.2.1 At the present time, no significant research has been conducted to quantify severity levels for blowups. Future research may provide measurement guidelines:

	Difference in Elevation	
	Runways and High-Speed Taxiways	Aprons and Other Taxiways
L	< ½ in. (< 13 mm)	¼ < 1 in. (6 to 25 mm)
M	½ to 1 in. (13 to 25 mm)	1 to 2 in. (25 to 51 mm)
H	inoperable	inoperable

NOTE X2.2—The elevations are twice the heights used for settlement/faulting. These are preliminary elevations, and subject to change.

X2.2.2.2 *L (Low)*—Buckling or shattering has not rendered the pavement inoperable, and only a slight amount of roughness exists (see Fig. X2.1).

NOTE 1—This would only be considered low severity if the shattering in the foreground was the only part existing and the foreign material removed.

FIG. X2.1 Low-Severity Blowup

X2.2.2.3 *M (Medium)*—Buckling or shattering has not rendered the pavement inoperable, but a significant amount of roughness exists (see Fig. X2.2).

X2.2.2.4 *H (High)*—Buckling or shattering has rendered the pavement inoperable (see Fig. X2.3).

X2.2.2.5 For the pavement to be considered operational, all foreign material caused by the blowup must have been removed.

X2.2.3 *How to Count:*

X2.2.3.1 A blowup usually occurs at a transverse crack or joint. At a crack, it is counted as being in one slab, but at a joint, two slabs are affected and the distress should be recorded as occurring in two slabs.

X2.2.3.2 Record blowup on a slab only if the distress is evident on that slab. Severity may be different on adjacent slabs. If blowup has been repaired by patching, establish severity by determining the difference in elevation between the two slabs.

X2.3 *Corner Break:*

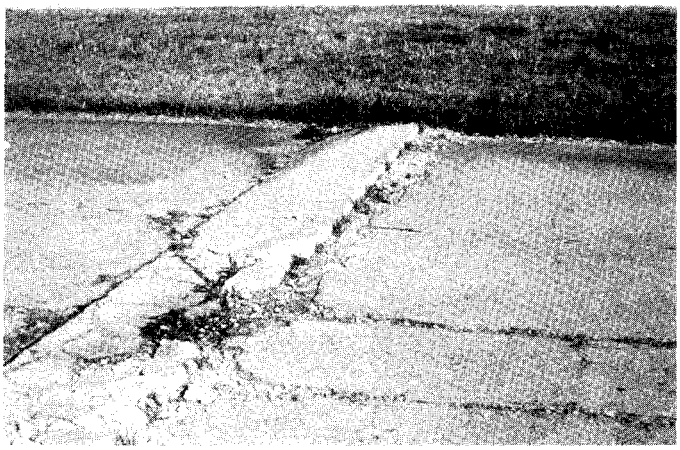


FIG. X2.3 High-Severity Blowup

X2.3.1 *Description*—A corner break is a crack that intersects the joints at a distance less than or equal to one half of the slab length on both sides, measured from the corner of the slab. For example, a slab with dimensions of 25 by 25 ft (7.5 by 7.5 m) that has a crack intersecting the joint 5 ft (1.5 m) from the corner on one side and 17 ft (5 m) on the other side is not considered a corner break; it is a diagonal crack. However, a crack that intersects 7 ft (2 m) on one side and 10 ft (3 m) on the other is considered a corner break. A corner break differs from a corner spall in that the crack extends vertically through the entire slab thickness, while a corner spall intersects the joint at an angle. Load repetition combined with loss of support and curling stresses usually cause corner breaks.

X2.3.2 *Severity Levels:*

X2.3.2.1 *L*—Crack has little or minor spalling (no FOD potential). If nonfilled, it has a mean width less than approximately ⅛ in. (3 mm). A filled crack can be of any width, but the filler material must be in satisfactory condition. The area between the corner break and the joints is not cracked (see Fig. X2.4 and Fig. X2.5).

X2.3.2.2 *M*—One of the following conditions exists: (*1*) filled or nonfilled crack is moderately spalled (some FOD potential); (*2*) a nonfilled crack has a mean width between ⅛

FIG. X2.2 Medium-Severity Blowup

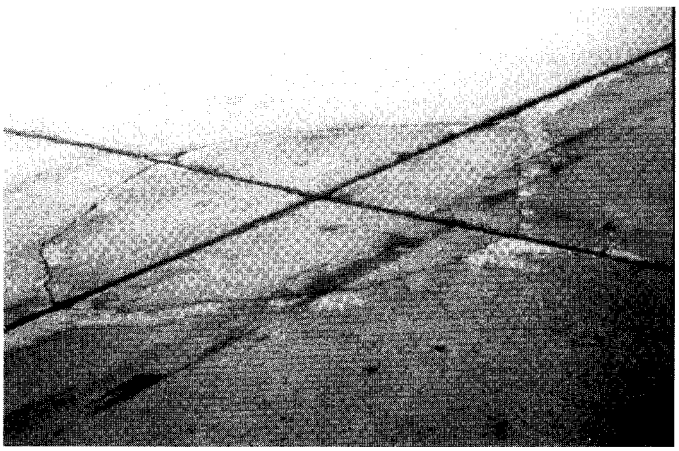


FIG. X2.4 Low-Severity Corner Break

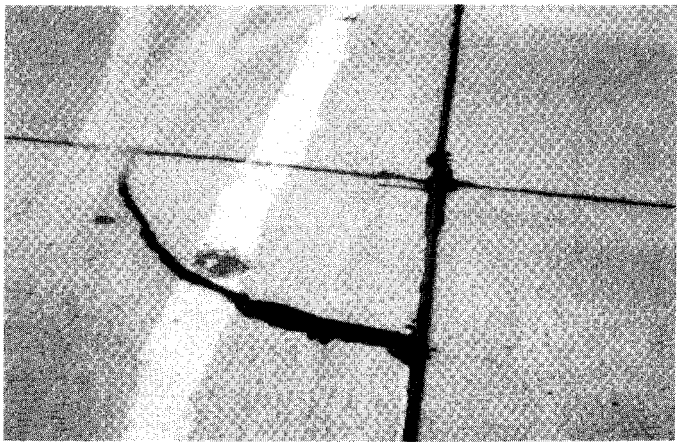


FIG. X2.5 Low-Severity Corner Break

FIG. X2.7 Medium-Severity Corner Break

and 1 in. (3 and 25 mm); (*3*) a filled crack is not spalled or only lightly spalled, but the filler is in unsatisfactory condition; or (*4*) the area between the corner break and the joints is lightly cracked (see Fig. X2.6 and Fig. X2.7). Lightly cracked means one low-severity crack dividing the corner into two pieces.

X2.3.2.3 *H*—One of the following conditions exists: (*1*) filled or nonfilled crack is severely spalled, causing definite FOD potential; (*2*) a nonfilled crack has a mean width greater than approximately 1 in. (25 mm), creating a tire damage potential; or (*3*) the area between the corner break and the joints is severely cracked (see Fig. X2.8).

X2.3.3 *How to Count:*

X2.3.3.1 A distress slab is recorded as one slab if it contains a single corner break, contains more than one break of a particular severity, or contains two or more breaks of different severities. For two or more breaks, the highest level of severity should be recorded. For example, a slab containing both light and medium-severity corner breaks should be counted as one slab with a medium corner break. Crack widths should be measured between vertical walls, not in spalled areas of the crack.

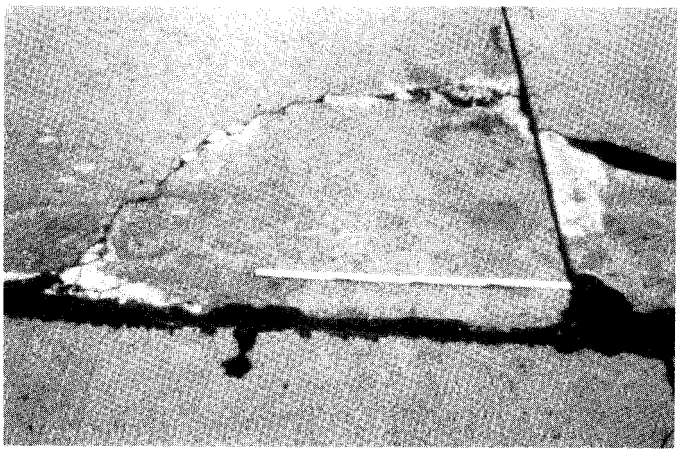


FIG. X2.8 High-Severity Corner Break

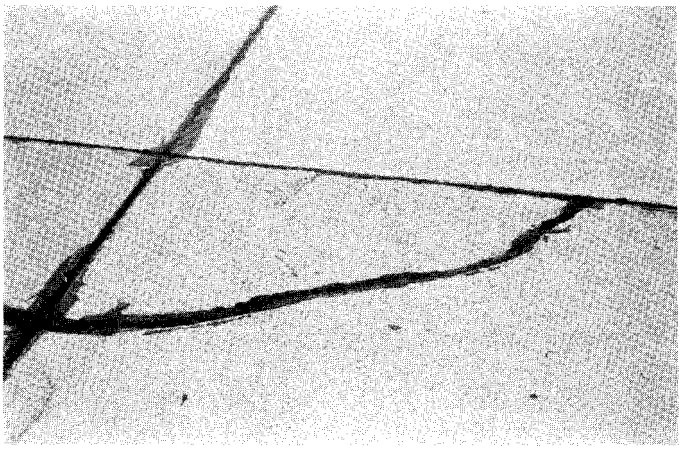


FIG. X2.6 Medium-Severity Corner Break (Area Between the Corner Break and the Joints is Lightly Cracked)

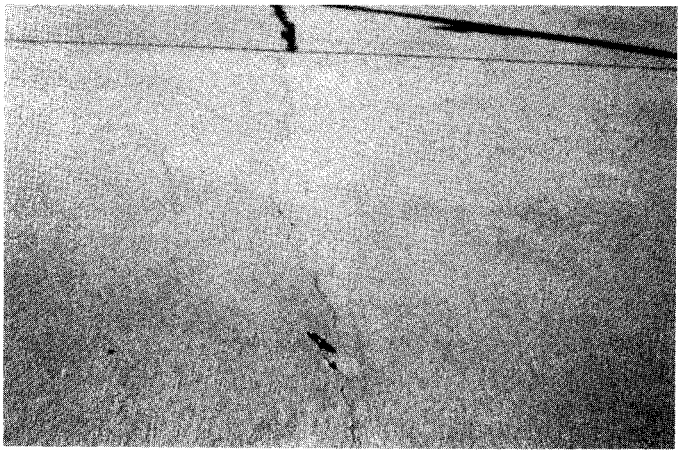


FIG. X2.9 Low-Severity Longitudinal Crack

X2.3.3.2 If the corner break is faulted ⅛ in. (3 mm) or more, increase severity to the next higher level. If the corner is faulted more than ½ in. (13 mm), rate the corner break at high severity. If faulting in corner is incidental to faulting in the slab, rate faulting separately.

X2.3.3.3 The angle of crack into the slab is usually not evident at low severity. Unless the crack angle can be determined, to differentiate between the corner break and corner spall, use the following criteria. If the crack intersects both joints more than 2 ft (600 mm) from the corner, it is a corner break. If it is less than 2 ft, unless you can verify the crack is vertical, call it a spall.

X2.4 *Longitudinal, Transverse, and Diagonal Cracks:*

X2.4.1 *Description*—These cracks, that divide the slab into two or three pieces, are usually caused by a combination of load repetition, curling stresses, and shrinkage stresses. (For slabs divided into four or more pieces, see X2.13.) Low-severity cracks are usually warping- or friction-related and are not considered major structural distresses. Medium- or high-severity cracks are usually working cracks and are considered major structural distresses.

NOTE X2.3—Hairline cracks that are only a few feet long and do not extend across the entire slab are rated as shrinkage cracks.

X2.4.2 *Severity Levels:*

X2.4.2.1 *L*—Crack has little or minor spalling (no FOD potential). If nonfilled, it has a mean width less than approximately ⅛ in. (3 mm). A filled crack can be of any width, but the filler material must be in satisfactory condition; or the slab is divided into three pieces by low-severity cracks (see Figs. X2.9-X2.11).

X2.4.2.2 *M*—One of the following conditions exists: (*1*) filled or nonfilled crack is moderately spalled (some FOD potential); (*2*) a nonfilled crack has a mean width between ⅛ and 1 in. (3 and 25 mm); (*3*) a filled crack is not spalled or only lightly spalled, but the filler is in unsatisfactory condition; or (*4*) the slab is divided into three pieces by two or more cracks, one of which is at least medium severity (see Figs. X2.12-X2.14).

X2.4.2.3 *H*—One of the following conditions exists: (*1*) filled or nonfilled crack is severely spalled, causing definite FOD potential; (*2*) a nonfilled crack has a mean width greater than approximately 1 in. (25 mm), creating a tire damage potential; or (*3*) the slab is divided into three pieces by two or more cracks, one of which is at least high severity (see Figs. X2.15-X2.17).

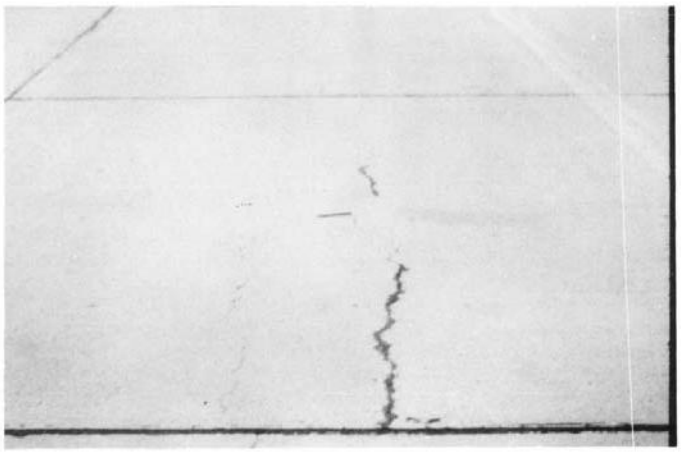


FIG. X2.10 Low-Severity Filled Longitudinal Cracks

FIG. X2.11 Low-Severity Diagonal Crack

FIG. X2.12 Medium-Severity Longitudinal Crack

X2.4.3 *How to Count:*

X2.4.3.1 Once the severity has been identified, the distress is recorded as one slab. If the slab is divided into four or more pieces by cracks, refer to the distress type given in X2.13.

X2.4.3.2 Cracks used to define and rate corner breaks, "D" cracks, patches, shrinkage cracks, and spalls are not recorded as L/T/D cracks.

FIG. X2.13 Medium-Severity Transverse Crack

FIG. X2.14 Medium-Severity Transverse Crack

FIG. X2.15 High-Severity Crack

FIG. X2.16 High-Severity Longitudinal Cracks

FIG. X2.17 High-Severity Crack

X2.5 *Durability ("D") Cracking:*

X2.5.1 *Description*—Durability cracking is caused by the concrete's inability to withstand environmental factors, such as freeze-thaw cycles. It usually appears as a pattern of cracks running parallel to a joint or linear crack. A dark coloring can usually be seen around the fine durability cracks. This type of cracking may eventually lead to disintegration of the concrete within 1 to 2 ft (0.3 to 0.6 m) of the joint or crack.

X2.5.2 *Severity Levels:*

X2.5.2.1 *L*—"D" cracking is defined by hairline cracks occurring in a limited area of the slab, such as one or two corners or along one joint. Little or no disintegration has occurred. No FOD potential (see Fig. X2.18 and Fig. X2.19).

X2.5.2.2 *M*—"D" cracking has developed over a considerable amount of slab area with little or no disintegration or FOD potential; or "D" cracking has occurred in a limited area of the slab, such as one or two corners or along one joint, but pieces are missing and disintegration has occurred. Some FOD potential (see Fig. X2.20 and Fig. X2.21).

X2.5.2.3 *H*—"D" cracking has developed over a considerable amount of slab area with disintegration or FOD potential (see Fig. X2.22 and Fig. X2.23).

X2.5.3 *How to Count*—When the distress is located and rated at one severity, it is counted as one slab. If more than one severity level is found, the slab is counted as having the higher severity distress. For example, if low- and medium-durability cracking are located on one slab, the slab is counted as having

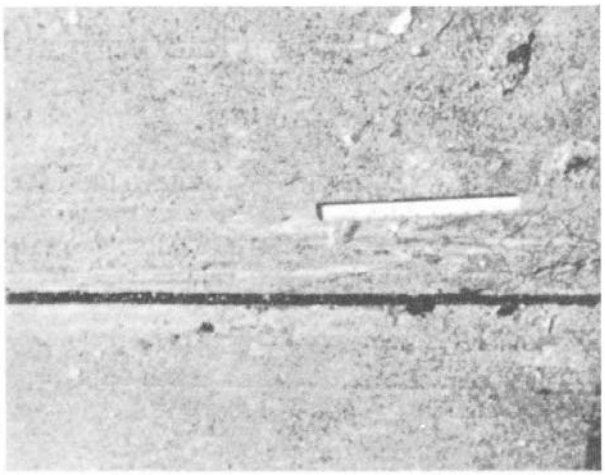


FIG. X2.18 Low-Severity "D" Cracking

NOTE 1—Slab is beginning to break up near corner.

FIG. X2.19 Low-Severity "D" Cracking Approaching Medium Severity

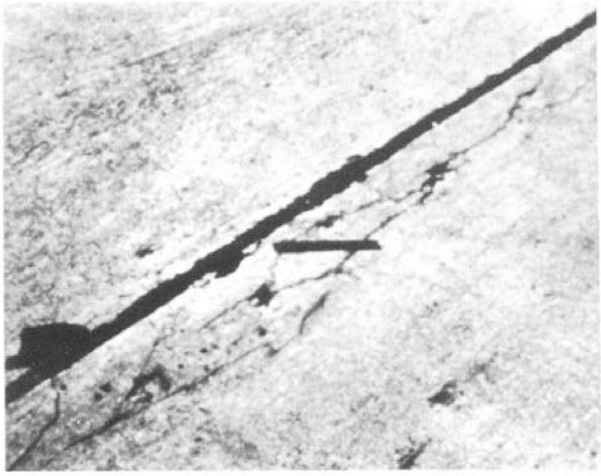


FIG. X2.20 Medium-Severity "D" Cracking

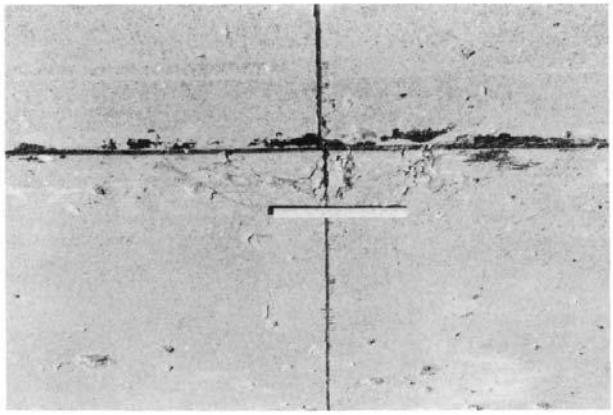


FIG. X2.21 Medium-Severity "D" Cracking Occurring in Limited Area of Slab

NOTE 1—The "D" cracking occurs over more than one joint with some disintegration.

FIG. X2.22 High-Severity "D" Cracking

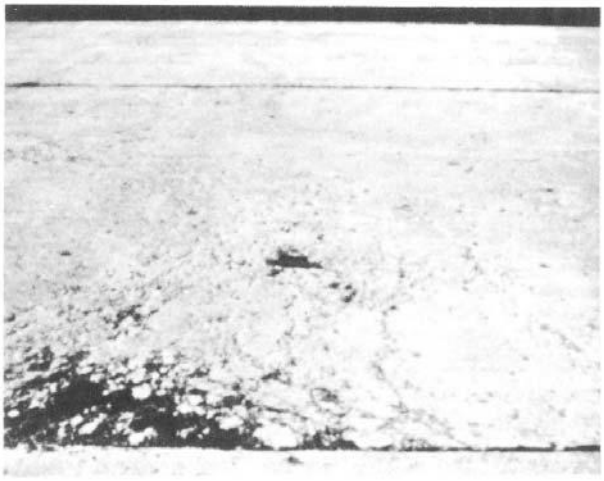


FIG. X2.23 High-Severity "D" Cracking

medium only. If "D" cracking is counted, scaling on the same slab should not be recorded.

X2.6 *Joint Seal Damage:*

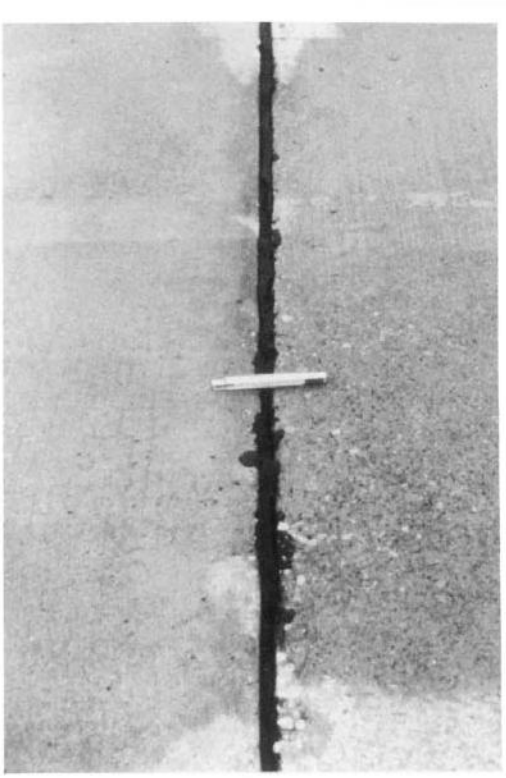
X2.6.1 *Description*—Joint seal damage is any condition that enables soil or rocks to accumulate in the joints or allows

significant infiltration of water. Accumulation of incompressible materials prevents the slabs from expanding and may result in buckling, shattering, or spalling. A pliable joint filler bonded to the edges of the slabs protects the joints from accumulation of materials and also prevents water from seeping down and softening the foundation supporting the slab. Typical types of joint seal damage are: (*1*) stripping of joint sealant, (*2*) extrusion of joint sealant, (*3*) weed growth, (*4*) hardening of the filler (oxidation), (*5*) loss of bond to the slab edges, and (*6*) lack or absence of sealant in the joint.

X2.6.2 *Severity Levels:*

X2.6.2.1 *L*—Joint sealer is in generally good condition throughout the sample. Sealant is performing well with only a minor amount of any of the above types of damage present (see Fig. X2.24). Joint seal damage is at low severity if a few of the joints have sealer which has debonded from, but is still in contact with, the joint edge. This condition exists if a knife blade can be inserted between sealer and joint face without resistance.

X2.6.2.2 *M*—Joint sealer is in generally fair condition over the entire surveyed sample with one or more of the above types of damage occurring to a moderate degree. Sealant needs replacement within two years (see Fig. X2.25). Joint seal damage is at medium severity if a few of the joints have any of the following conditions: (*1*) joint sealer is in place, but water access is possible through visible openings no more than ⅛ in. (3 mm) wide. If a knife blade cannot be inserted easily between sealer and joint face, this condition does not exist; (*2*) pumping debris are evident at the joint; (*3*) joint sealer is oxidized and "lifeless" but pliable (like a rope), and generally fills the joint opening; or (*4*) vegetation in the joint is obvious, but does not obscure the joint opening.



NOTE 1—This condition existed on only a few joints in the pavement section. If all joint sealant were as shown, it would have been rated medium.

FIG. X2.24 Low-Severity Joint Seal Damage

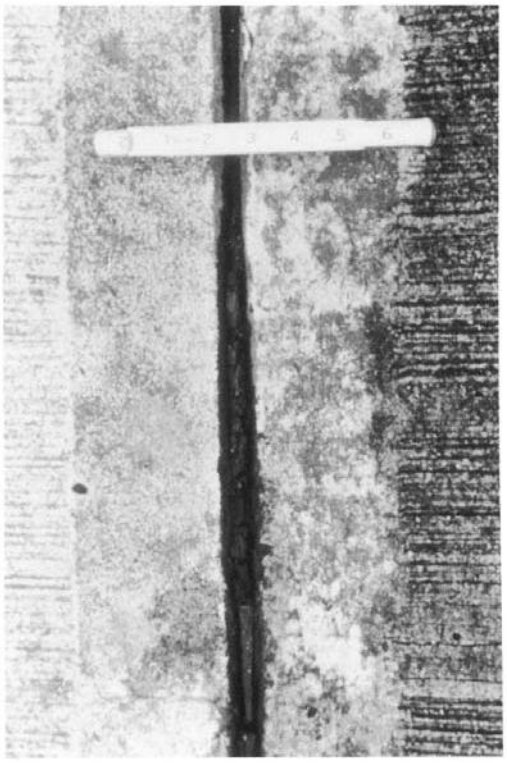


FIG. X2.25 Medium-Severity Joint Seal Damage (Note that Sealant has Lost Bond and is Highly Oxidized)

X2.6.2.3 *H*—Joint sealer is in generally poor condition over the entire surveyed sample with one or more of the above types of damage occurring to a severe degree. Sealant needs immediate replacement (see Fig. X2.26 and Fig. X2.27). Joint seal damage is at high severity if 10 % or more of the joint sealer exceeds limiting criteria listed above, or if 10 % or more of sealer is missing.

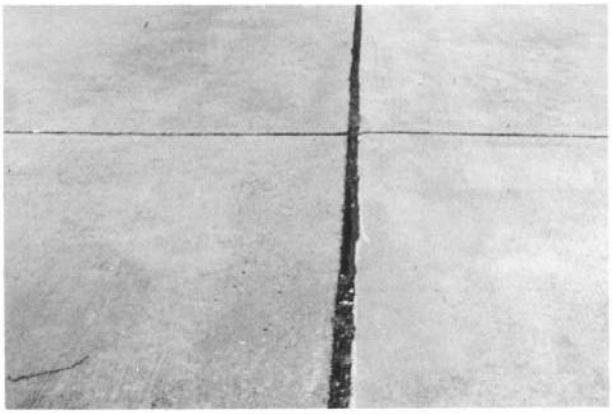


FIG. X2.26 High-Severity Joint Seal Damage (Complete Loss of Sealant; Joint is Filled with Incompressible Material)

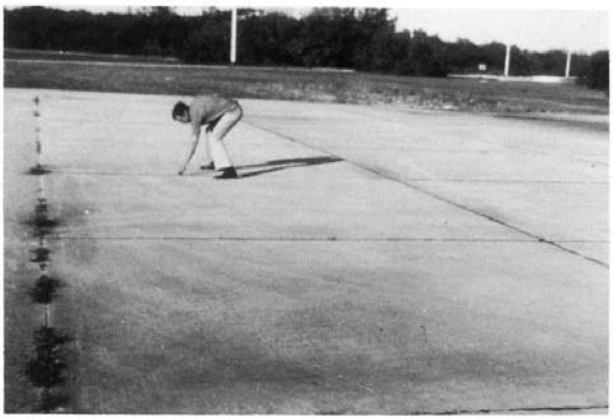


FIG. X2.27 High-Severity Joint Seal Damage (Extensive Amount of Weed Growth)

FIG. X2.28 Low-Severity Small Patch

X2.6.3 *How to Count:*

X2.6.3.1 Joint seal damage is not counted on a slab-by-slab basis, but is rated based on the overall condition of the sealant in the sample unit.

X2.6.3.2 Joint sealer is in satisfactory condition if it prevents entry of water into the joint, it has some elasticity, and if there is no vegetation growing between the sealer and joint face.

X2.6.3.3 Premolded sealer is rated using the same criteria as above except as follows: (*1*) premolded sealer must be elastic and must be firmly pressed against the joint walls; and (*2*) premolded sealer must be below the joint edge. If it extends above the surface, it can be caught by moving equipment such as snow plows or brooms and be pulled out of the joint. Premolded sealer is recorded at low severity if any part is visible above joint edge. It is at medium severity if 10 % or more of the length is above joint edge or if any part is more than ½ in. (12 mm) above joint edge. It is at high severity if 20 % or more is above joint edge or if any part is more than 1 in. (25 mm) above joint edge, or if 10 % or more is missing.

X2.6.3.4 Rate joint sealer by joint segment. Sample unit rating is the same as the most severe rating held by at least 20 % of segments rated.

X2.6.3.5 Rate only the left and upstation joints along sample unit boundaries.

X2.6.3.6 In rating oxidation, do not rate on appearance. Rate on resilience. Some joint sealer will have a very dull surface, and may even show surface cracks in the oxidized layer. If the sealer is performing satisfactorily and has good characteristics beneath the surface, it is satisfactory.

X2.7 *Patching, Small (Less Than 5 ft^2 (0.5 m^2)):*

X2.7.1 *Description*—A patch is an area where the original pavement has been removed and replaced by a filler material. For condition evaluation, patching is divided into two types: small (less than 5 ft^2 (0.5 m^2)) and large (over 5 ft^2). Large patches are described in the next section.

X2.7.2 *Severity Levels:*

X2.7.2.1 *L*—Patch is functioning well with little or no deterioration (see Fig. X2.28 and Fig. X2.29).

X2.7.2.2 *M*—Patch that has deterioration or moderate spalling, or both, can be seen around the edges. Patch material can be dislodged with considerable effort (minor FOD potential) (see Fig. X2.30 and Fig. X2.31).

X2.7.2.3 *H*—Patch deterioration, either by spalling around the patch or cracking within the patch, to a state that warrants replacement (see Fig. X2.32).

X2.7.3 *How to Count:*

X2.7.3.1 If one or more small patches having the same severity level are located in a slab, it is counted as one slab containing that distress. If more than one severity level occurs, it is counted as one slab with the higher severity level being recorded.

X2.7.3.2 If a crack is repaired by a narrow patch (that is, 4 to 10 in. (102 to 254 mm) wide), only the crack and not the patch should be recorded at the appropriate severity level.

X2.8 *Patching, Large (Over 5 ft^2 (0.5 m^2)) and Utility Cut:*

X2.8.1 *Description*—Patching is the same as defined in the previous section. A utility cut is a patch that has replaced the original pavement because of placement of underground utilities. The severity levels of a utility cut are the same as those for regular patching.

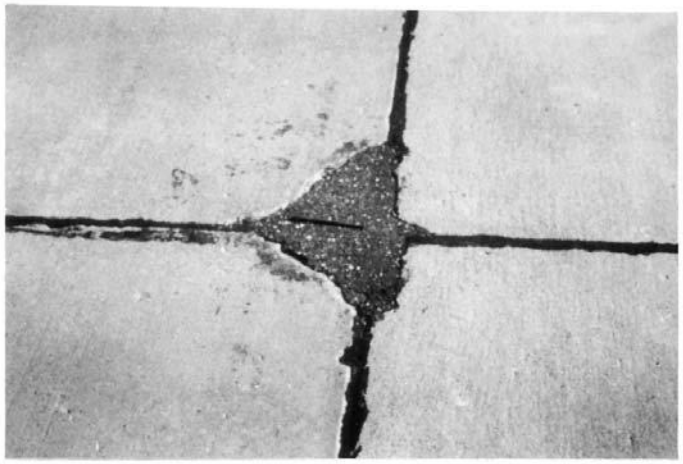


FIG. X2.29 Low-Severity Small Patch

FIG. X2.30 Medium-Severity Small Patch

FIG. X2.31 Medium-Severity Small Patch

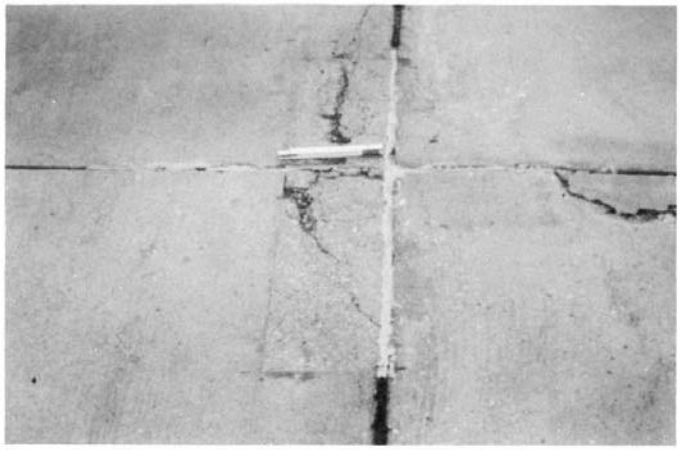


FIG. X2.32 High-Severity Small Patch

X2.8.2 *Severity Levels:*

X2.8.2.1 *L*—Patch is functioning well with very little or no deterioration (see Figs. X2.33-X2.35).

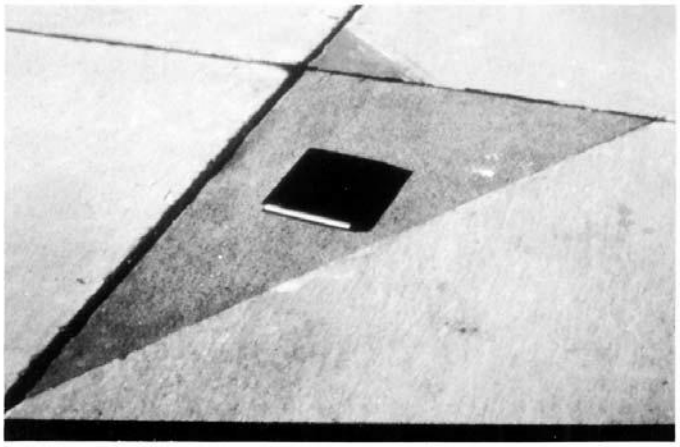


FIG. X2.33 Low-Severity Patch

FIG. X2.34 Low-Severity Patch

X2.8.2.2 *M*—Patch deterioration or moderate spalling, or both, can be seen around the edges. Patch material can be dislodged with considerable effort, causing some FOD potential (see Fig. X2.36).

X2.8.2.3 *H*—Patch has deteriorated to a state that causes considerable roughness or high FOD potential, or both. The extent of the deterioration warrants replacement of the patch (see Fig. X2.37).

X2.8.3 *How to Count*—The criteria are the same as for small patches.

X2.9 *Popouts:*

X2.9.1 *Description*—A popout is a small piece of pavement that breaks loose from the surface due to freeze-thaw action in combination with expansive aggregates. Popouts usually range from approximately 1 to 4 in. (25 to 100 mm) in diameter and from ½ to 2 in. (13 to 51 mm) deep.

X2.9.2 *Severity Levels*—No degrees of severity are defined for popouts. However, popouts must be extensive before they are counted as a distress; that is, average popout density must

FIG. X2.35 Low-Severity Utility Cut

FIG. X2.36 Medium-Severity Utility Cut

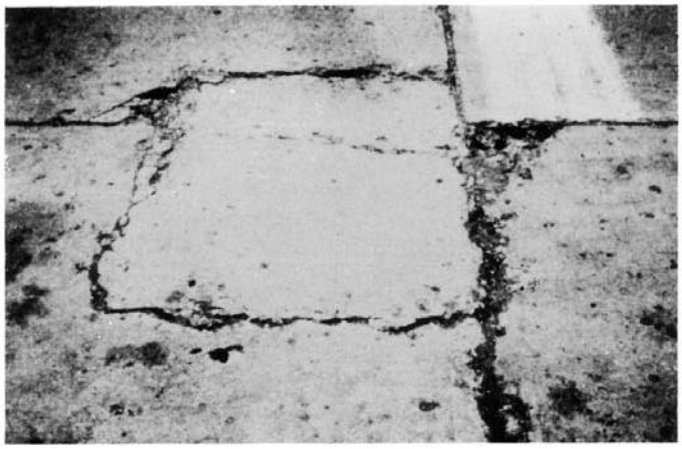


FIG. X2.37 High-Severity Patch

exceed approximately three popouts per square yard (per square metre) over the entire slab area (see Fig. X2.38).

X2.9.3 *How to Count*—The density of the distress must be measured. If there is any doubt about the average being greater than three popouts per square yard (per square metre), at least three random 1-yd^2 (1-m^2) areas should be checked. When the average is greater than this density, the slab is counted.

FIG. X2.38 Popouts

X2.10 *Pumping:*

X2.10.1 *Description*—Pumping is the ejection of material by water through joints or cracks caused by deflection of the slab under passing loads. As water is ejected, it carries particles of gravel, sand, clay, or silt resulting in a progressive loss of pavement support. Surface staining and base or subgrade material on the pavement close to joints or cracks are evidence of pumping. Pumping near joints indicates poor joint sealer and loss of support, which will lead to cracking under repeated loads. The joint seal must be identified as defective before pumping can be said to exist. Pumping can occur at cracks as well as joints.

X2.10.2 *Severity Levels*—No degrees of severity are defined. It is sufficient to indicate that pumping exists (see Figs. X2.39-X2.42).

FIG. X2.39 Pumping (Note Fine Material on Surface That has Been Pumped Out Causing Corner Break)

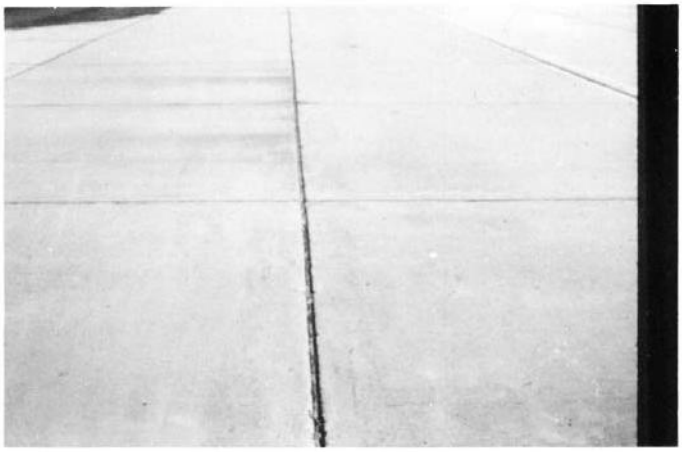


FIG. X2.40 Pumping (Note Stains on Pavement)

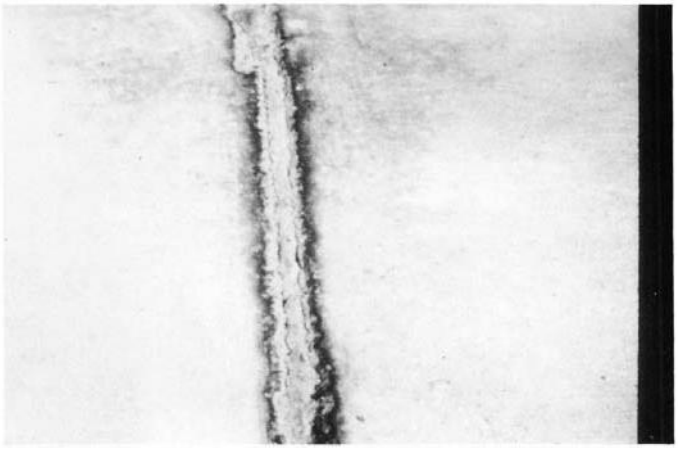


FIG. X2.41 Pumping (Close-Up of Fine Materials Collecting in the Joint)

FIG. X2.42 Pumping

X2.10.3 *How to Count*—Slabs are counted as follows: (see Fig. X2.43) one pumping joint between two slabs is counted as two slabs. However, if the remaining joints around the slab are also pumping, one slab is added per additional pumping joint.

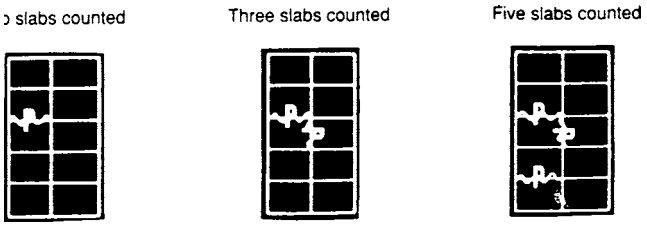


FIG. X2.43 Slab Counting Procedure for Distresses

X2.11 *Scaling:*

X2.11.1 *Description*—Surface deterioration caused by construction defects, material defects and environmental factors. Generally scaling is exhibited by delamination or disintegration of paste on the slab surface to the depth of the defect. Construction defects include: over-finishing, addition of water to the pavement surface during finishing, lack of curing, attempted surface repairs of fresh concrete with mortar. Generally this occurs over a portion of a slab. Material defects include: inadequate air entrainment for the climate. Generally this occurs over several slabs that were affected by the concrete batches. Environmental factors: freezing of concrete before adequate strength gained or thermal cycles from certain aircraft. Generally over a large area for freezing, and isolated areas for thermal effects. Typically, the FOD from scaling is removed by sweeping, but the concrete will continue to scale until the affected depth is removed or expended.

X2.11.2 *Severity Levels:*

X2.11.2.1 *L*—Minimal loss of surface paste that poses no FOD hazard, limited to less than 1% of the slab area. No FOD potential (see Fig. X2.44).

X2.11.2.2 *M*—The loss of surface paste that poses some FOD potential including isolated fragments of loose mortar, exposure of the sides of coarse aggregate (Less than ¼ of the width of coarse aggregate), or evidence of coarse aggregate coming loose from the surface (see Fig. X2.45). Surface paste loss is greater than 1% of the slab area but less than 10%.

FIG. X2.44 Low-Severity Scaling

FIG. X2.45 Medium-Severity Scaling

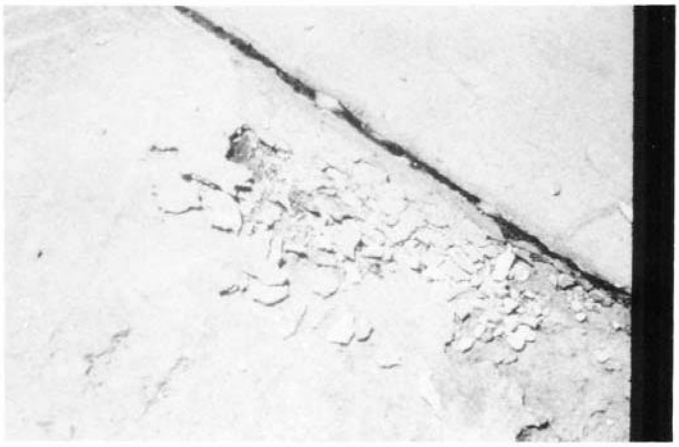


FIG. X2.47 Close-Up of High-Severity Scaling

X2.11.2.3 *H*—High severity is associated with low durability concrete that will continue to pose a high FOD hazard; normally the layer of surface mortar is observable at the perimeter of the scaled area, and is likely to continue to delaminate or disintegrate due to environmental or other factors. Routine sweeping is not sufficient to avoid FOD issues, is an indication that high FOD hazard is present. Surface paste loss is greater than 10% of the slab area (see Figs. X2.46 and X2.47).

X2.11.3 *How to Count*—If two or more levels of severity exist on a slab, the slab is counted as one slab having the maximum level of severity. For example, if both low-severity crazing and medium scaling exist on one slab, the slab is counted as one slab containing medium scaling. If "D" cracking is counted, scaling is not counted.

X2.12 *Settlement or Faulting:*

X2.12.1 *Description*—Settlement or faulting is a difference of elevation at a joint or crack caused by upheaval or consolidation.

X2.12.2 *Severity Levels*—Severity levels are defined by the difference in elevation across the fault and the associated decrease in ride quality and safety as severity increases:

	Difference in Elevation		
	Runways/Taxiways	Aprons	Figures
L	< ¼ in. (6 mm)	⅛ < ½ in. (3 to 13 mm)	Fig. X2.48 and Fig. X2.49
M	¼ to ½ in. (6 to 13 mm)	½ to 1 in. (13 to 25 mm)	Fig. X2.50
H	> ½ in. (13 mm)	> 1 in. (25 mm)	Fig. X2.51 and Fig. X2.52

X2.12.3 *How to Count:*

X2.12.3.1 In counting settlement, a fault between two slabs is counted as one slab. A straightedge or level should be used to aid in measuring the difference in elevation between the two slabs.

X2.12.3.2 Construction-induced elevation differential is not rated in PCI procedures. Where construction differential exists, it can often be identified by the way the high side of the joint was rolled down by finishers (usually within 6 in. (150 mm) of the joint) to meet the low-slab elevation.

X2.13 *Shattered Slab/Intersecting Cracks:*

FIG. X2.46 High-Severity Scaling

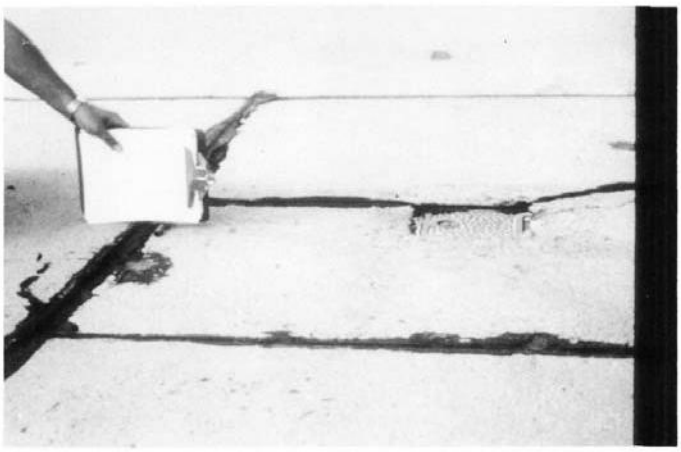


FIG. X2.48 Low-Severity Settlement (⅜ in. (9 mm)) on Apron

FIG. X2.49 Low-Severity Settlement on Apron

FIG. X2.52 High-Severity Settlement

FIG. X2.50 Medium-Severity Settlement on Apron (>½ in. (13 mm))

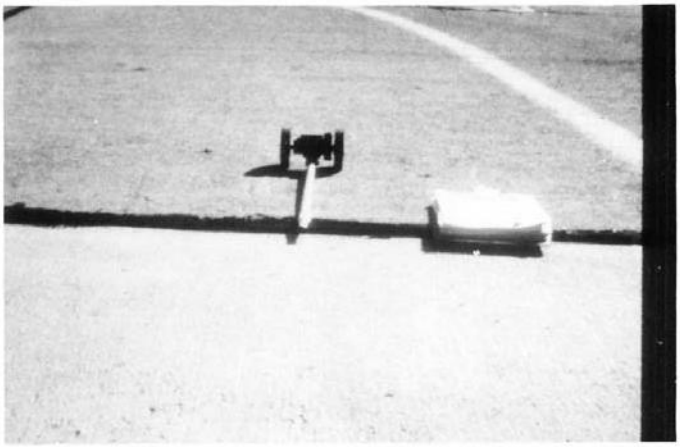


FIG. X2.51 High-Severity Settlement on Taxiway/Runway (¾ in. (18 mm))

X2.13.1 *Description*—Intersecting cracks are cracks that break the slab into four or more pieces due to overloading or inadequate support, or both. The high-severity level of this distress type, as defined as follows, is referred to as shattered slab. If all pieces or cracks are contained within a corner break, the distress is categorized as a severe corner break.

X2.13.2 *Severity Levels:*

X2.13.2.1 *L*—Slab is broken into four or five pieces predominantly defined by low-severity cracks (see Fig. X2.53 and Fig. X2.54).

X2.13.2.2 *M*—Slab is broken into four or five pieces with over 15 % of the cracks of medium severity (no high-severity cracks); slab is broken into six or more pieces with over 85 % of the cracks of low severity (see Fig. X2.55 and Fig. X2.56).

X2.13.2.3 *H*—At this level of severity, the slab is called shattered: (*1*) slab is broken into four or five pieces with some or all cracks of high severity; or (*2*) slab is broken into six or more pieces with over 15 % of the cracks of medium or high severity (see Fig. X2.57).

X2.13.3 *How to Count*—No other distress such as scaling, spalling, or durability cracking should be recorded if the slab is medium- or high-severity level since the severity of this distress would affect the slab's rating substantially. Shrinkage cracks should not be counted in determining whether or not the slab is broken into four or more pieces.

X2.14 *Shrinkage Cracking:*

FIG. X2.53 Low-Severity Intersecting Cracks

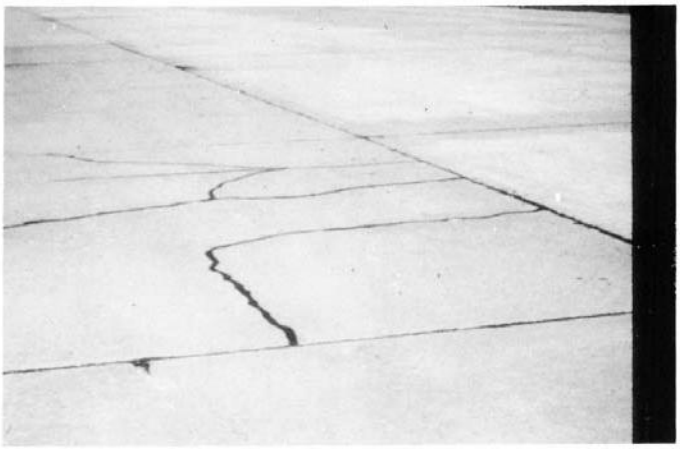


FIG. X2.54 Low-Severity Intersecting Cracks

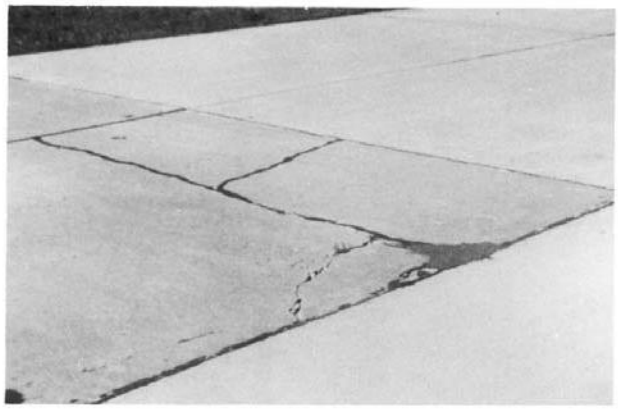


FIG. X2.55 Medium-Severity Intersecting Cracks

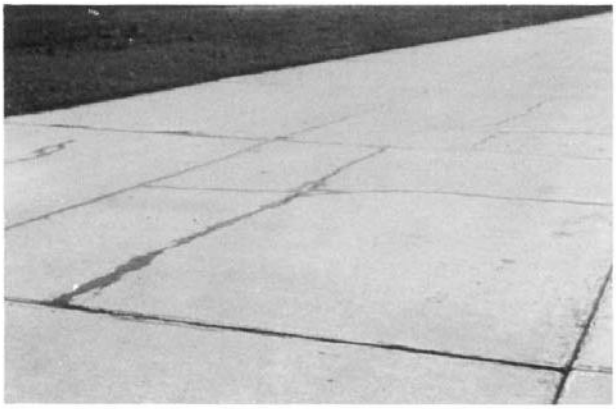


FIG. X2.56 Medium-Severity Intersecting Cracks

X2.14.1 *Description*—Shrinkage cracking is typically categorized in two forms; drying shrinkage that occurs over time as moisture leaves the pavement and plastic shrinkage that occurs shortly after the pavement is placed and rapid drying of the surface occurs while the pavement is still plastic. Drying shrinkage cracks occur when a hardened pavement continues to shrink as excess water not needed for cement hydration evaporates. They form when subsurface resistance to the shrinkage is present and may extend through the entire depth of the slab. Plastic shrinkage occurs when there is a rapid loss of water in the surface of a recently placed pavement caused by evaporation. High winds, low humidity, and/or high ambient and/or concrete temperatures are contributing factors to evaporation. These cracks can appear as a series of parallel cracks, usually 1 to 3 feet (.3 to .9 meters) apart and do not extend very deep into the pavement's surface. Another form of plastic shrinkage occurs while a pavement is still plastic and can result from overfinishing/overworking the pavement during construction or finishing the pavement while bleed water is on the surface. This results in an increase in mortar and fines and higher water content at the surface, making the immediate surface weak and susceptible to shrinkage. These shrinkage cracks appear as a series of inter-connected hairline cracks, or pattern cracking, and are often observed over a majority of the slab surface. This condition is also referred to as map cracking or crazing.

FIG. X2.57 Shattered Slab

X2.14.2 *Severity Levels*—No degrees of severity are defined. It is sufficient to indicate that shrinkage cracking exists (see Figs. X2.58-X2.60).

X2.14.3 *How to Count*—If one or more shrinkage cracks or area of pattern cracking (map cracking) exist on one particular

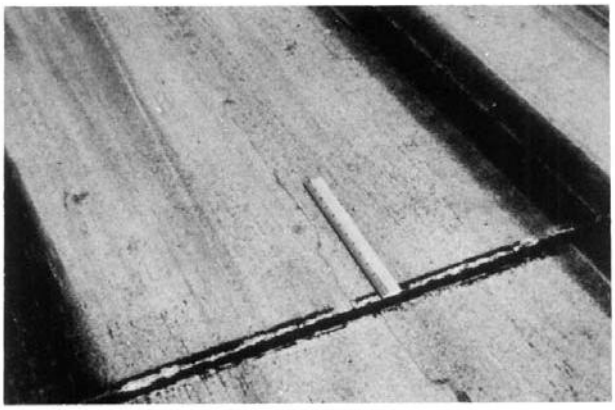


FIG. X2.58 Shrinkage Crack

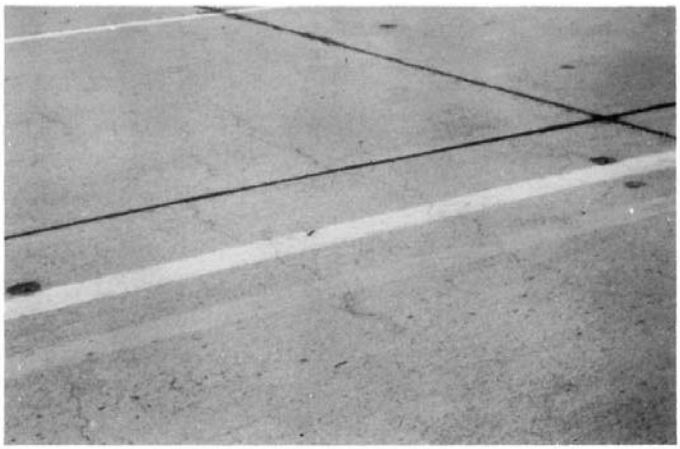


FIG. X2.59 Shrinkage Cracks

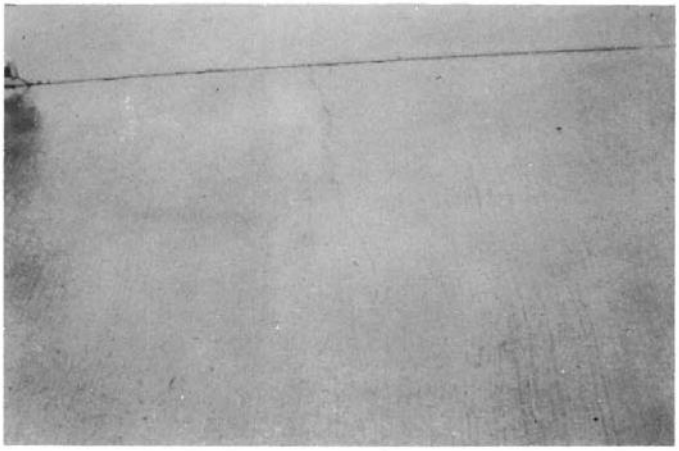


FIG. X2.60 Shrinkage Cracks

FIG. X2.61 Low-Severity Joint Spalling (If the Frayed Area was Less Than 2 ft (0.6 m) Long it Would not be Counted)

slab, and a FOD hazard or potential is not present, the slab is counted as one slab with shrinkage cracking.

X2.15 *Spalling (Transverse and Longitudinal Joint):*

X2.15.1 *Description*—Joint spalling is the breakdown of the slab edges within 2 ft (0.6 m) of the side of the joint. A joint spall usually does not extend vertically through the slab but intersects the joint at an angle. Spalling results from excessive stresses at the joint or crack caused by infiltration of incompressible materials or traffic load. Weak concrete at the joint (caused by overworking) combined with traffic loads is another cause of spalling.

NOTE X2.4—Frayed condition as used in this test method indicates material is no longer in place along a joint or crack. Spalling indicates material may or may not be missing along a joint or crack.

X2.15.2 *Severity Levels:*

X2.15.2.1 *L*—Spall over 2 ft (0.6 m) long: (*1*) spall is broken into no more than three pieces defined by low- or medium-severity cracks; little or no FOD potential exists; or (*2*) joint is lightly frayed; little or no FOD potential (see Fig. X2.61 and Fig. X2.62). Spall less than 2 ft long is broken into pieces or fragmented with little FOD or tire damage potential exists (see Fig. X2.63).

X2.15.2.2 Lightly frayed means the upper edge of the joint is broken away leaving a spall no wider than 1 in. (25 mm) and no deeper than ½ in. (13 mm). The material is missing and the joint creates little or no FOD potential.

X2.15.2.3 *M*—Spall over 2 ft (0.6 m) long: (*1*) spall is broken into more than three pieces defined by light or medium cracks; (*2*) spall is broken into no more than three pieces with one or more of the cracks being severe with some FOD potential existing; or (*3*) joint is moderately frayed with some FOD potential (see Fig. X2.64). Spall less than 2 ft long: spall is broken into pieces or fragmented with some of the pieces loose or absent, causing considerable FOD or tire damage potential (see Fig. X2.65).

X2.15.2.4 Moderately frayed means the upper edge of the joint is broken away leaving a spall wider than 1 in. (25 mm) or deeper than ½ in. (13 mm). The material is mostly missing with some FOD potential.

X2.15.2.5 *H*—Spall over 2 ft (0.6 m) long: (*1*) spall is broken into more than three pieces defined by one or more high-severity cracks with high FOD potential and high possibility of the pieces becoming dislodged, or (*2*) joint is severely frayed with high FOD potential (see Fig. X2.66 and Fig. X2.67).

X2.15.3 *How to Count*—If the joint spall is located along the edge of one slab, it is counted as one slab with joint

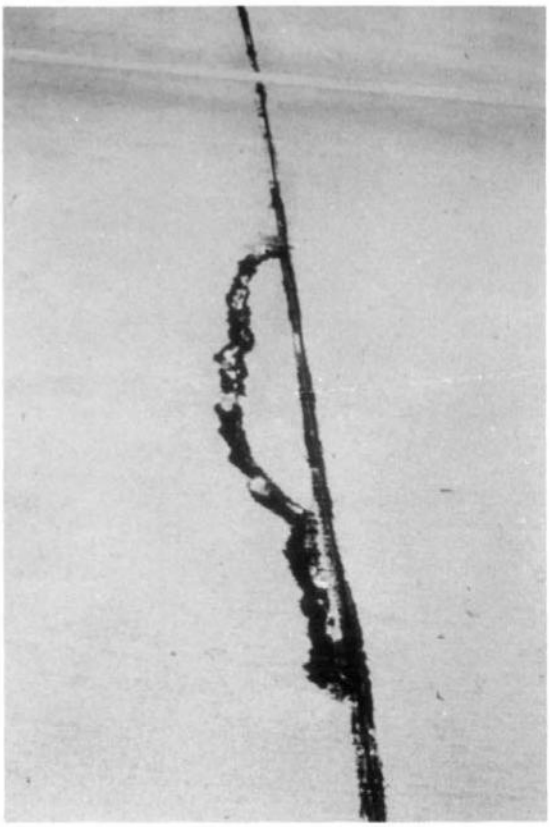


FIG. X2.62 Low-Severity Joint Spall

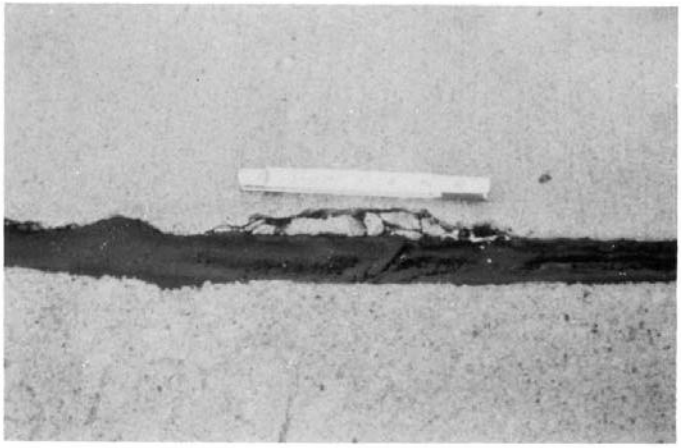


FIG. X2.63 Low-Severity Joint Spall

spalling. If spalling is located on more than one edge of the same slab, the edge having the highest severity is counted and recorded as one slab. Joint spalling can also occur along the edges of two adjacent slabs. If this is the case, each slab is counted as having joint spalling. If a joint spall is small enough, less than 3 in. (76 mm) wide, to be filled during a joint seal repair, it should not be recorded.

NOTE X2.5—If less than 2 ft (0.6 m) of the joint is lightly frayed, the spall should not be counted.

X2.16 *Spalling (Corner):*

FIG. X2.64 Medium-Severity Joint Spall

FIG. X2.65 Medium-Severity Joint Spall

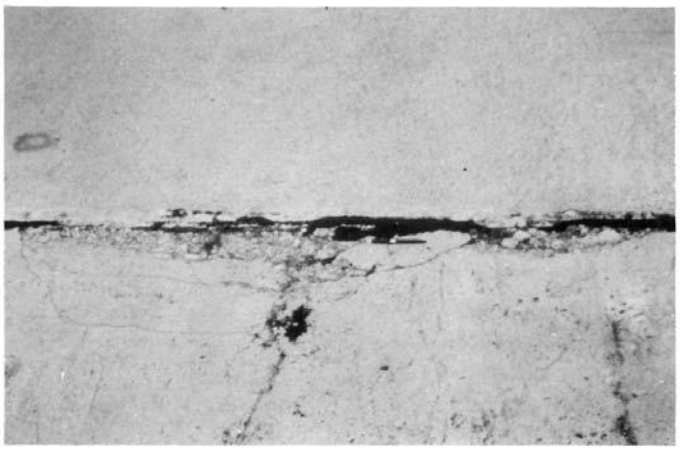


FIG. X2.66 High-Severity Joint Spall

X2.16.1 *Description*—Corner spalling is the raveling or breakdown of the slab within approximately 2 ft (0.6 m) of the corner. A corner spall differs from a corner break in that the spall usually angles downward to intersect the joint, while a break extends vertically through the slab.

FIG. X2.67 High-Severity Joint Spall

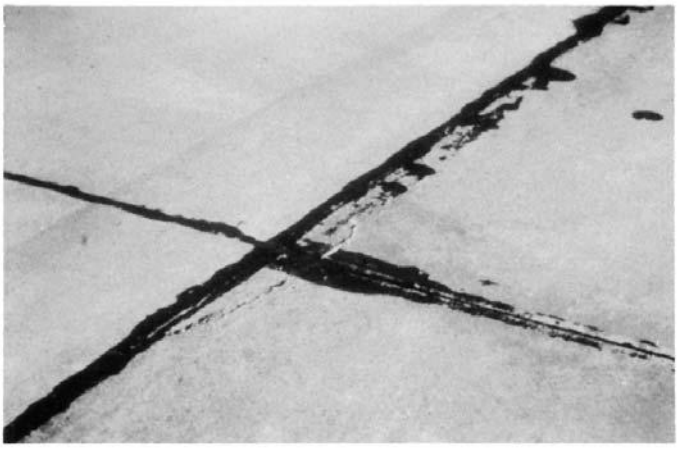


FIG. X2.69 Low-Severity Corner Spall

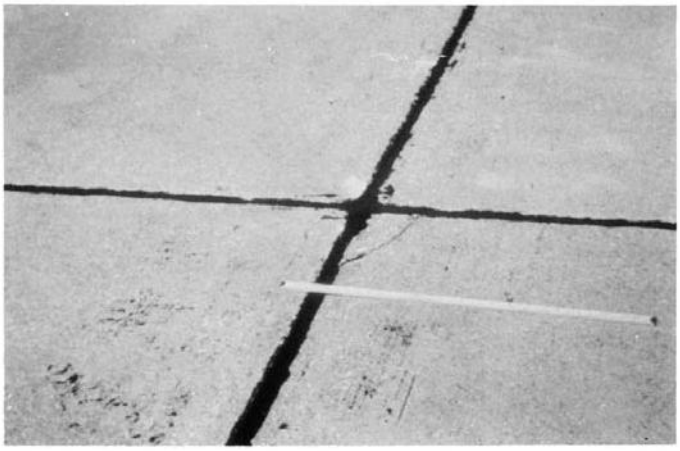


FIG. X2.68 Low-Severity Corner Spall

FIG. X2.70 Medium-Severity Corner Spall

X2.16.2 *Severity Levels:*

X2.16.2.1 *L*—One of the following conditions exists: (*1*) spall is broken into one or two pieces defined by low-severity cracks (little or no FOD potential); or (*2*) spall is defined by one medium-severity crack (little or no FOD potential) (see Fig. X2.68 and Fig. X2.69).

X2.16.2.2 *M*—One of the following conditions exists: (*1*) spall is broken into two or more pieces defined by medium-severity crack(s), and a few small fragments may be absent or loose; (*2*) spall is defined by one severe, fragmented crack that may be accompanied by a few hairline cracks; or, (*3*) spall has deteriorated to the point where loose material is causing some FOD potential (see Fig. X2.70 and Fig. X2.71).

X2.16.2.3 *H*—One of the following conditions exists: (*1*) spall is broken into two or more pieces defined by high-severity fragmented crack(s) with loose or absent fragments; (*2*) pieces of the spall have been displaced to the extent that a tire damage hazard exists; or (*3*) spall has deteriorated to the point where loose material is causing high FOD potential (see Fig. X2.72 and Fig. X2.73).

X2.16.3 *How to Count:*

FIG. X2.71 Medium-Severity Corner Spall

X2.16.3.1 If one or more corner spalls having the same severity level are located in a slab, the slab is counted as one slab with corner spalling. If more than one severity level occurs, it is counted as one slab having the higher severity level.

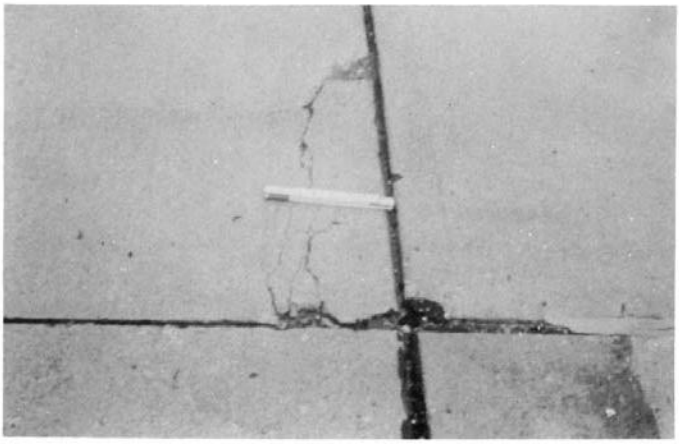


FIG. X2.72 High-Severity Corner Spall

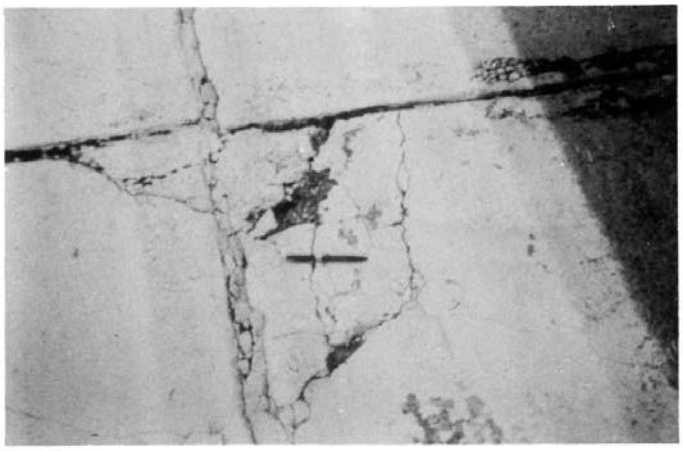


FIG. X2.73 High-Severity Corner Spall

X2.16.3.2 A corner spall smaller than 3 in. (76 mm) wide, measured from the edge of the slab, and filled with sealant is not recorded.

X2.17 *Alkali Silica Reaction (ASR)*

X2.17.1 *Description*—ASR is caused by chemical reaction between alkalis and certain reactive silica minerals which form a gel. The gel absorbs water, causing expansion which may damage the concrete and adjacent structures. Alkalis are most often introduced by the portland cement within the pavement. ASR cracking may be accelerated by chemical pavement deicers. Visual indicators that ASR may be present include:

(1) Cracking of the concrete pavement (often in a map pattern)

(2) White, brown, gray or other colored gel or staining may be present at the crack surface

(3) Aggregate popouts

(4) Increase in concrete volume (expansion) that may result in distortion of adjacent or integral structures or physical elements. Examples of expansion include shoving of asphalt pavements, light can tilting, slab faulting, joint misalignment, and extrusion of joint seals or expansion joint fillers.

Because ASR is material-dependent, ASR is generally present throughout the pavement section. Coring and concrete petrographic analysis is the only definitive method to confirm the presence of ASR. The following should be kept in mind when identifying the presence of ASR through visual inspection:

(1) Generally ASR distresses are not observed in the first few years after construction. In contrast, plastic shrinkage cracking can occur the day of construction and is apparent within the first year.

(2) ASR is differentiated from D-Cracking by the presence of cracking perpendicular to the joint face. D-Cracking predominantly develops as a series of parallel cracks to joint faces and linear cracking within the slab.

(3) ASR is differentiated from Map Cracking/Scaling by the presence of visual signs of expansion.

X2.17.2 *Severity Levels:*

X2.17.2.1 *L*—Minimal to no FOD potential from cracks, joints or ASR-related popouts; cracks at the surface are tight (predominantly 1.0 mm or less). Little to no evidence of movement in pavement or surrounding structures or elements (see Fig. X2.74).

X2.17.2.2 *M*—Some FOD potential; but increased sweeping or other FOD removal methods may be required. May be evidence of slab movement or some damage (or both) to adjacent structures or elements. Medium ASR distress is differentiated from low by having one or more of the following: increased FOD potential, crack density increases, some fragments along cracks or at crack intersections present, surface popouts of concrete may occur, pattern of wider cracks (predominantly 1.0 mm or wider) that may be subdivided by tighter cracks (see Fig. X2.75).

X2.17.2.3 *H*—One or both of the following exist: (*1*) Loose or missing concrete fragments and poses high FOD potential, (*2*) Slab surface integrity and function significantly degraded and pavement requires immediate repairs; may also require repairs to adjacent structures or elements (see Fig. X2.76).

X2.17.3 *How to Count*—No other distresses should be recorded if high severity ASR is recorded.

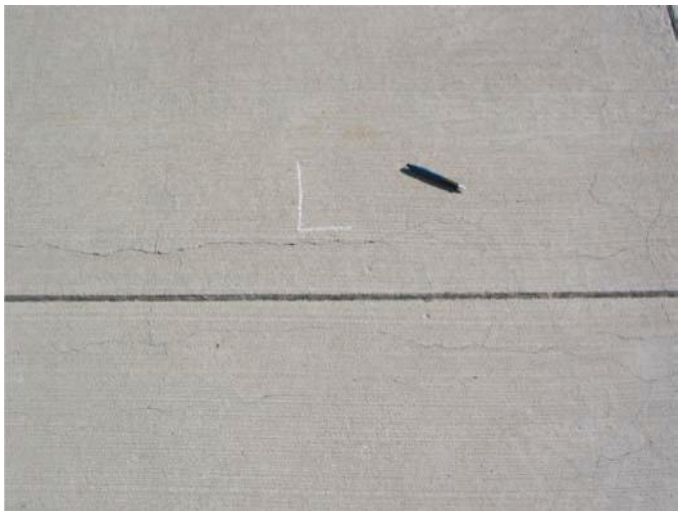


FIG. X2.74 Low-Severity ASR

FIG. X2.75 Medium-Severity ASR

FIG. X2.76 High-Severity ASR

X3. AC PAVEMENT DEDUCT CURVES

X3.1 See Figs. X3.1-X3.20.

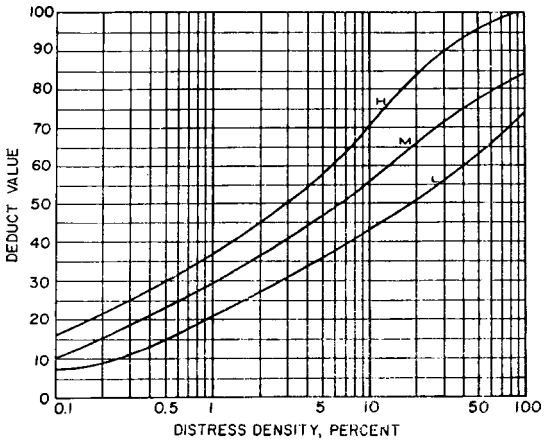


FIG. X3.1 Distress 1, Alligator Cracking

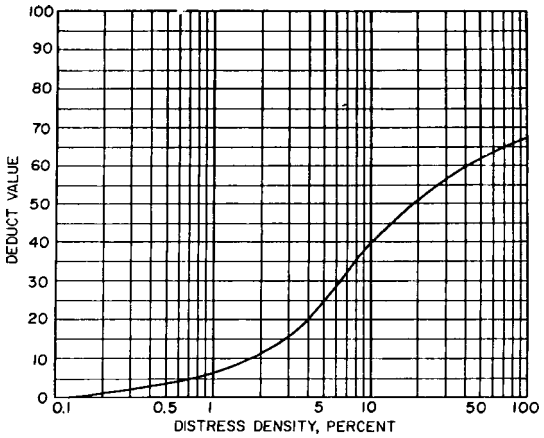


FIG. X3.2 Distress 2, Bleeding

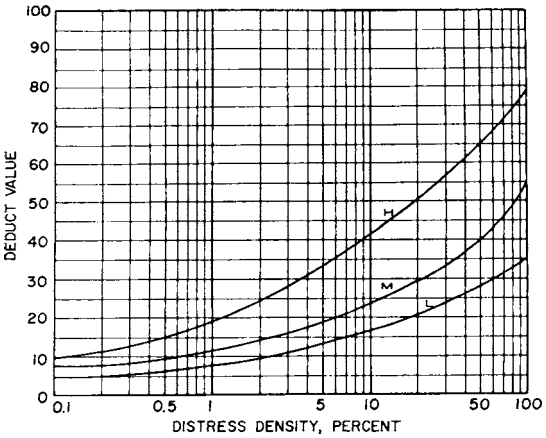


FIG. X3.3 Distress 3, Block Cracking

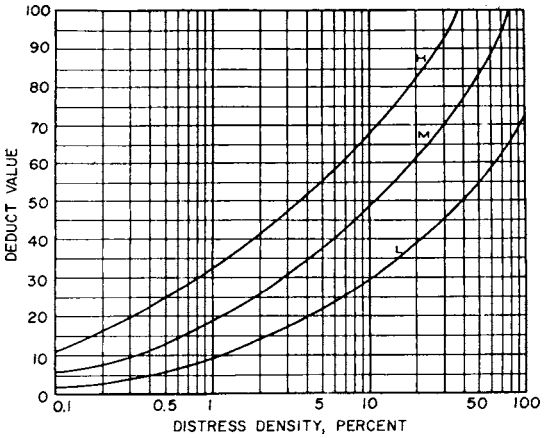


FIG. X3.4 Distress 4, Corrugation

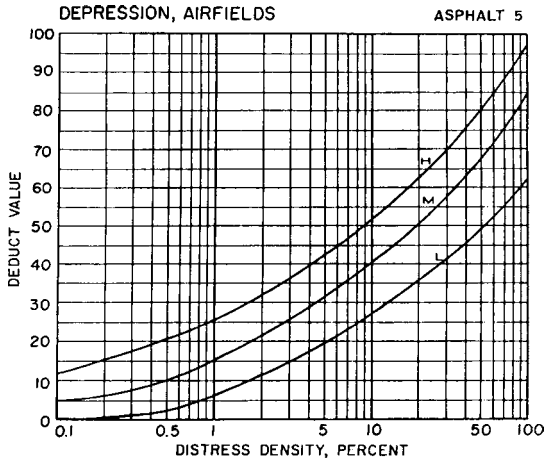


FIG. X3.5 Depression

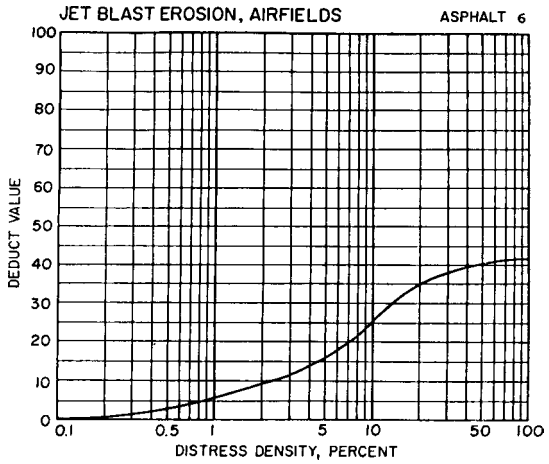


FIG. X3.6 Jet Blast

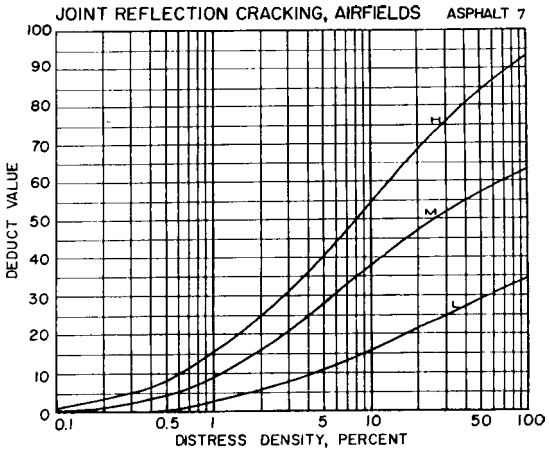


FIG. X3.7 Joint Reflection Cracking

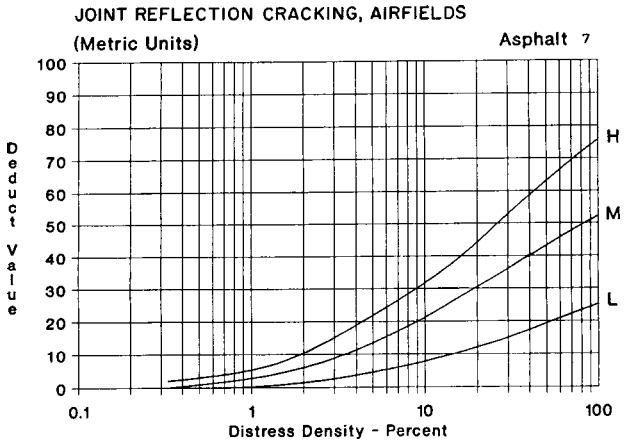


FIG. X3.8 Joint Reflection Cracking (Metric)

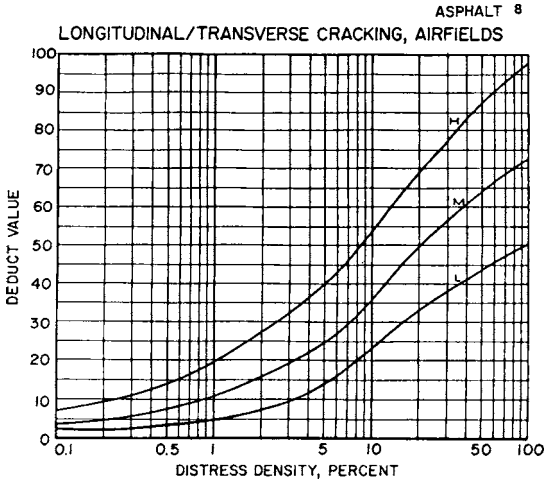


FIG. X3.9 Longitudinal/Transverse Cracking

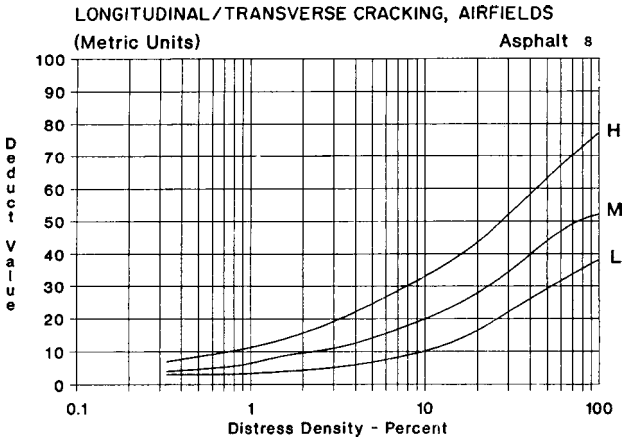


FIG. X3.10 Longitudinal/Transverse Cracking (Metric)

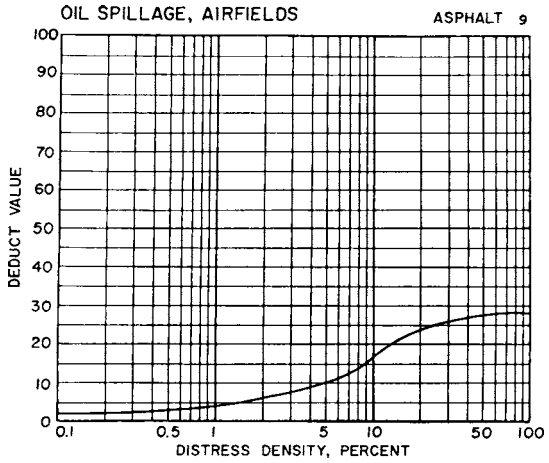


FIG. X3.11 Oil Spillage

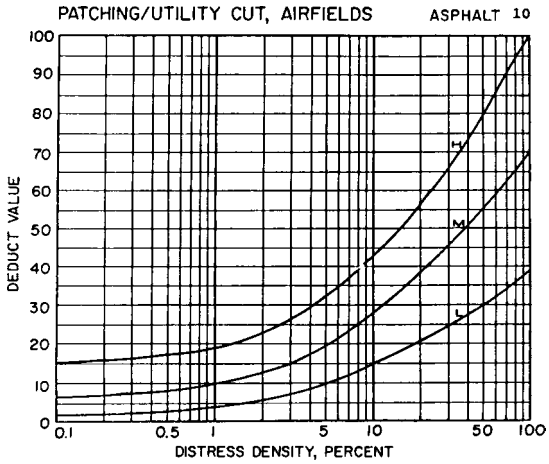


FIG. X3.12 Patching

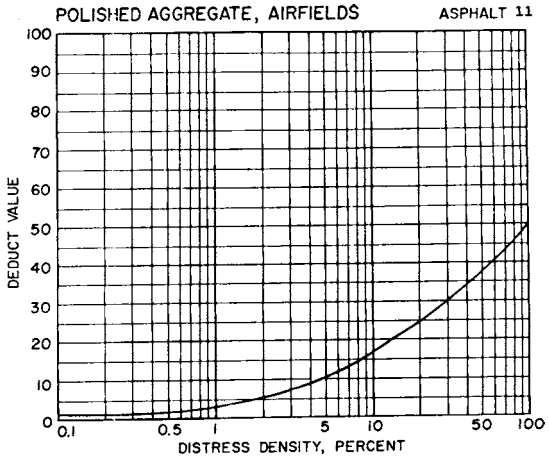


FIG. X3.13 Polished Aggregate

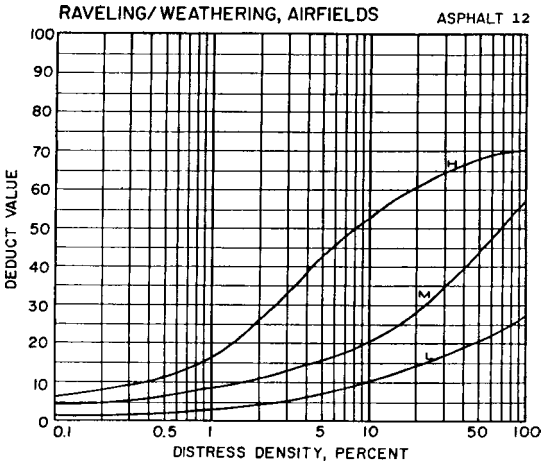


FIG. X3.14 Weathering/Raveling

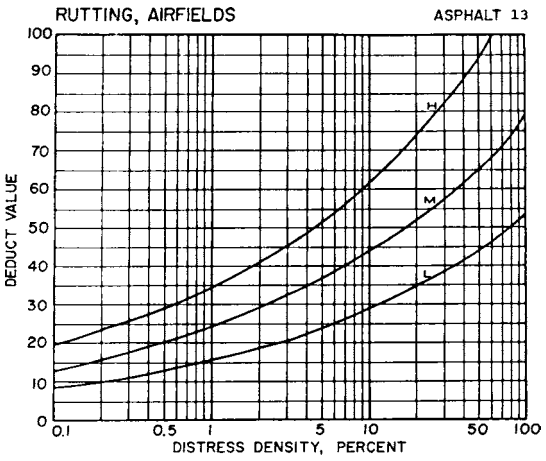


FIG. X3.15 Rutting

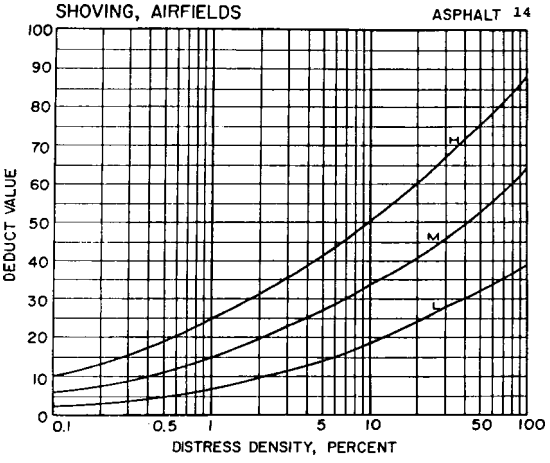


FIG. X3.16 Shoving

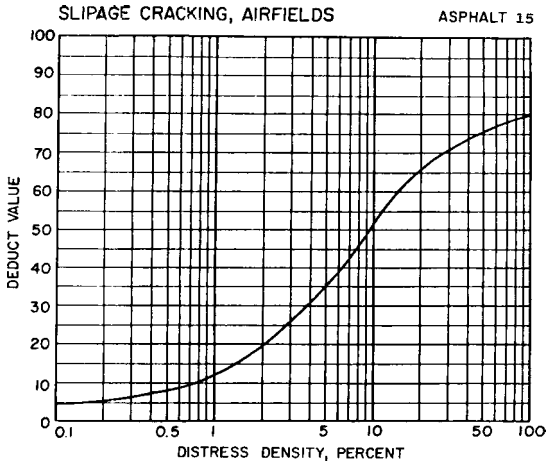


FIG. X3.17 Slippage Cracking

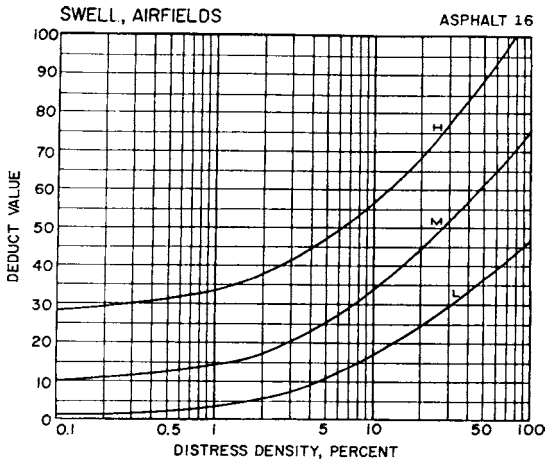


FIG. X3.18 Swelling

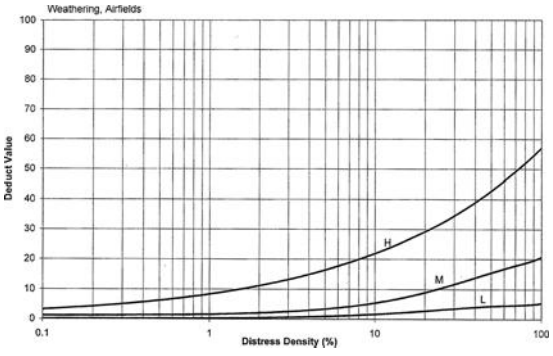


FIG. X3.19 Weathering

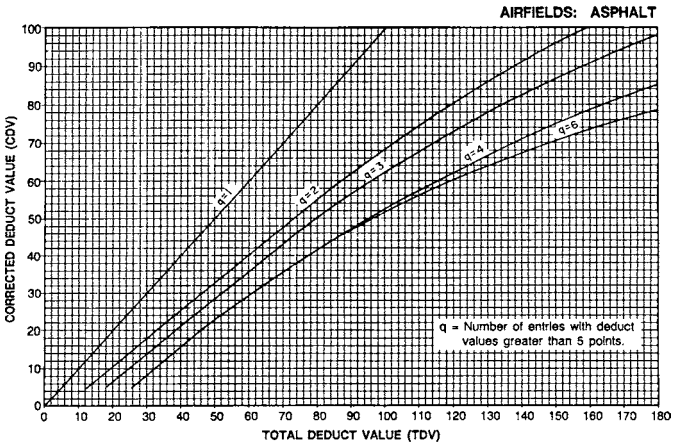


FIG. X3.20 Corrected DVs for Flexible Airfield Pavement

X4. PCC PAVEMENT DEDUCT CURVES

X4.1 See Figs. X4.1-X4.17.

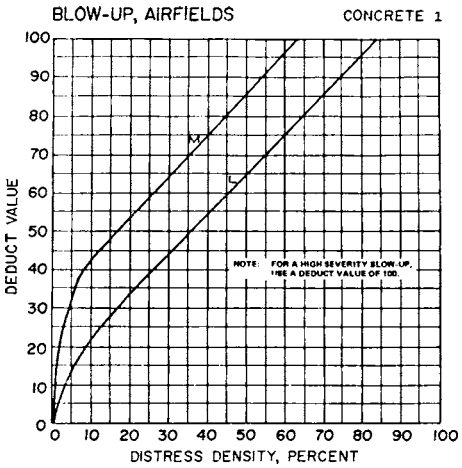


FIG. X4.1 Blowup

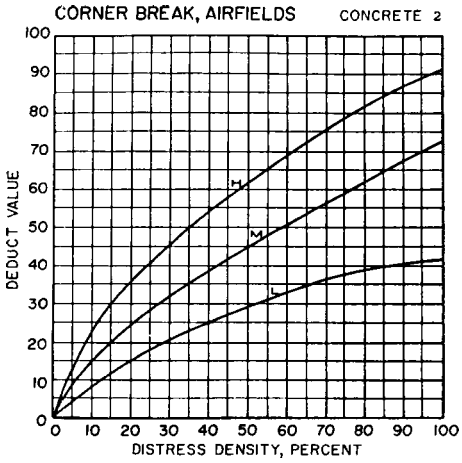


FIG. X4.2 Corner Break

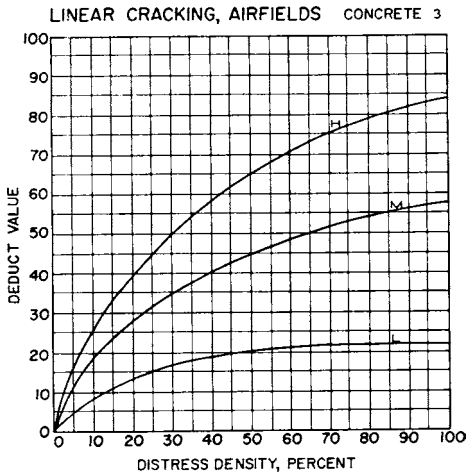


FIG. X4.3 Linear Cracking

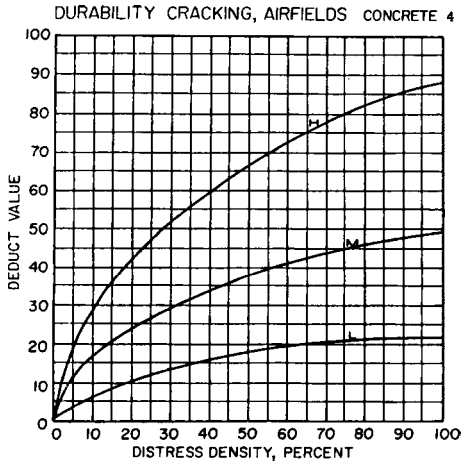


FIG. X4.4 Durability Cracking

JOINT SEAL DAMAGE **CONCRETE 5**

Joint seal damage is not rated by density. The severity of the distress is determined by the sealant's overall condition for a particular section.

The deduct values for the three levels of severity are as follows:

1. High Severity - 12 Points
2. Medium Severity - 7 Points
3. Low Severity - 2 Points

FIG. X4.5 Joint Seal Damage

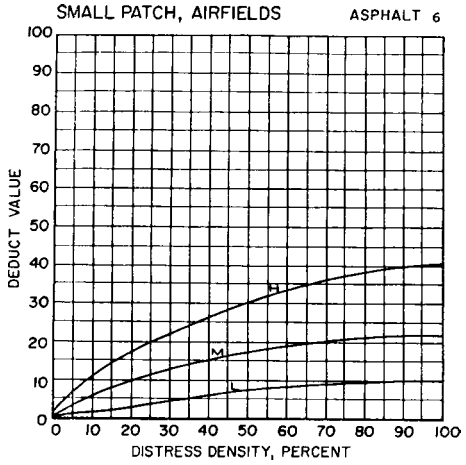


FIG. X4.6 Small Patch

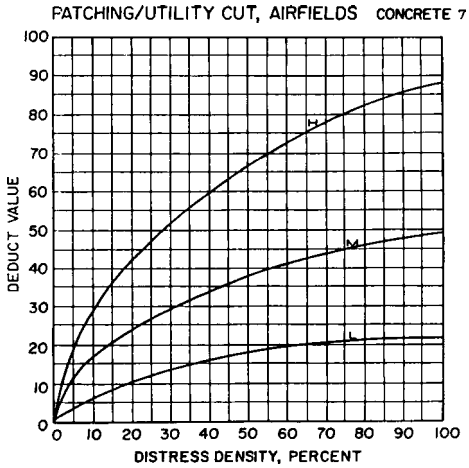


FIG. X4.7 Patching/Utility Cut

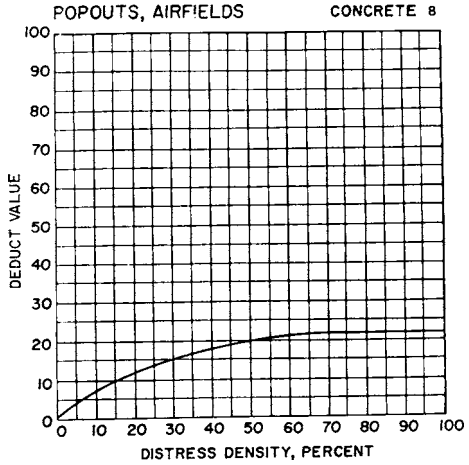


FIG. X4.8 Popouts

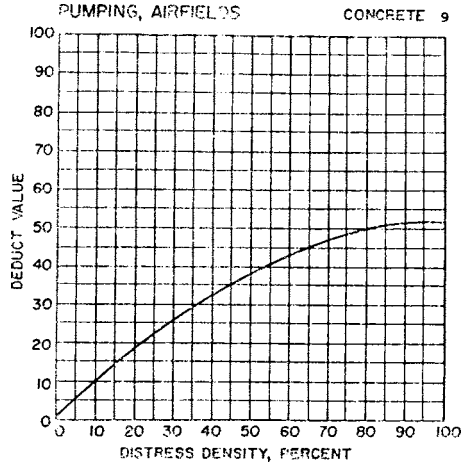


FIG. X4.9 Pumping

X5. BLANK FORMS

X5.1 See Figs. X5.1 and X5.2.

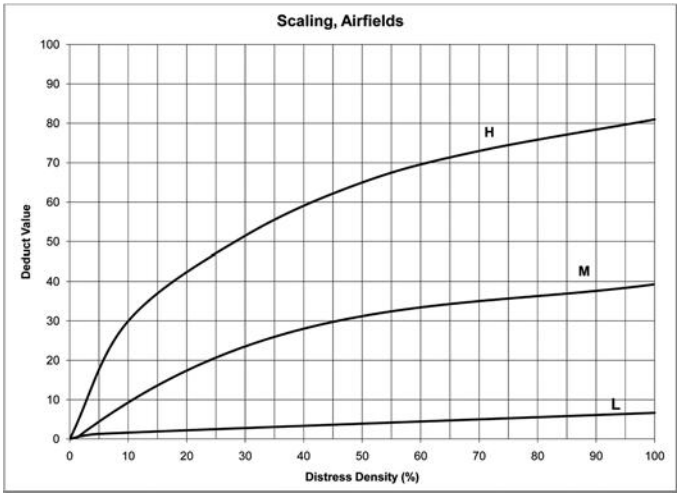


FIG. X4.10 Scaling/Crazing

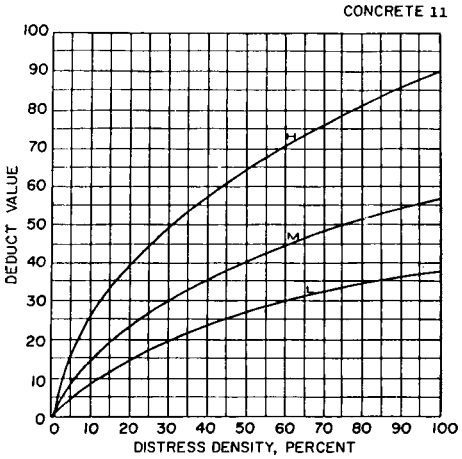


FIG. X4.11 Faulting

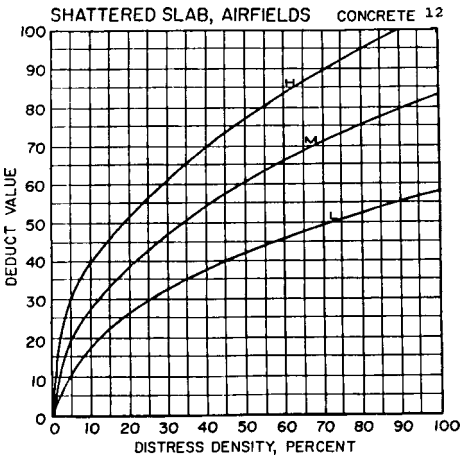


FIG. X4.12 Shattered Slab

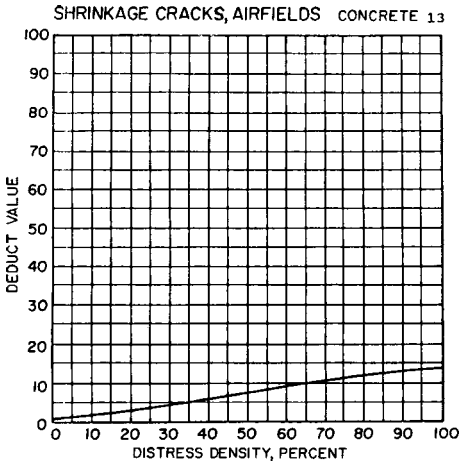


FIG. X4.13 Shrinkage Cracking

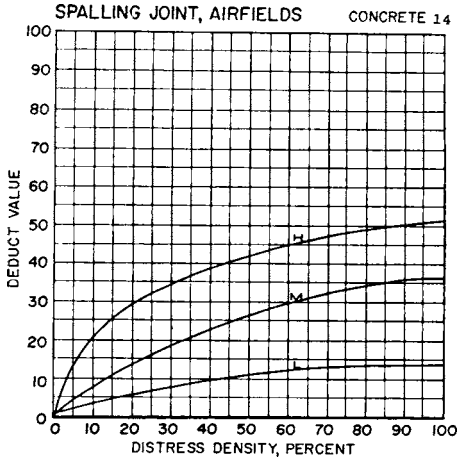


FIG. X4.14 Joint Spalling

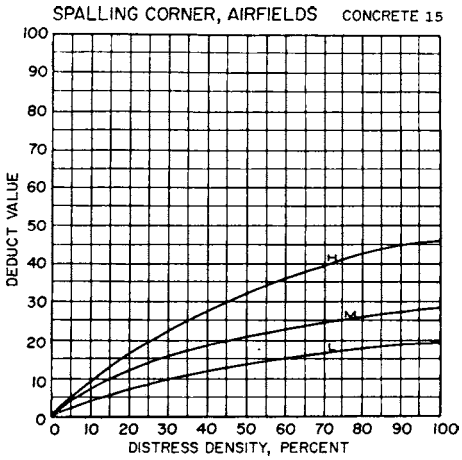


FIG. X4.15 Corner Spalling

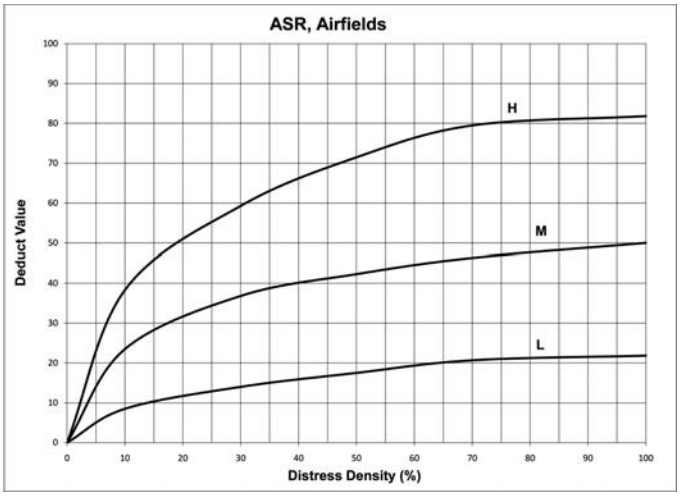


FIG. X4.16 Alkali Silica Reaction

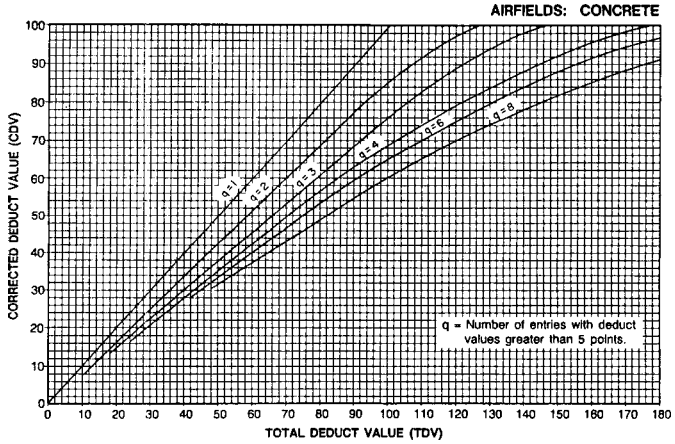


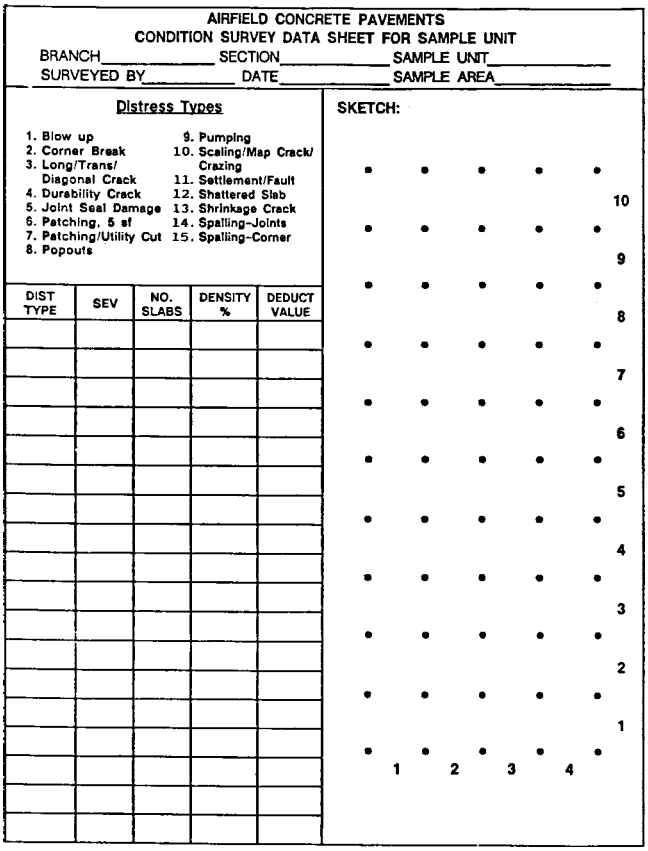
FIG. X4.17 Corrected DVs for Jointed Rigid Airfield Pavements

AIRFIELD ASPHALT PAVEMENT CONDITION SURVEY DATA SHEET FOR SAMPLE UNIT	SKETCH:
BRANCH_____ SECTION_____ SAMPLE UNIT_____ SURVEYED BY_____ DATE_____ SAMPLE AREA_____	

1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggregate	15. Slippage Cracking
4. Corrugation	8. Long. & Trans. Cracking	12. Raveling/Weathering	16. Swell

DISTRESS SEVERITY	QUANTITY									TOTAL	DENSITY %	DEDUCT VALUE

FIG. X5.1 Flexible Pavement Condition Survey Data Sheet for Sample Unit



AIRFIELD CONCRETE PAVEMENTS
CONDITION SURVEY DATA SHEET FOR SAMPLE UNIT
BRANCH_____ SECTION_____ SAMPLE UNIT_____
SURVEYED BY_____ DATE_____ SAMPLE AREA_____

Distress Types

1. Blow up
2. Corner Break
3. Long/Trans/ Diagonal Crack
4. Durability Crack
5. Joint Seal Damage
6. Patching, 5 sf
7. Patching/Utility Cut
8. Popouts
9. Pumping
10. Scaling/Map Crack/ Crazing
11. Settlement/Fault
12. Shattered Slab
13. Shrinkage Crack
14. Spalling-Joints
15. Spalling-Corner

DIST TYPE	SEV	NO. SLABS	DENSITY %	DEDUCT VALUE

SKETCH:

FIG. X5.2 Jointed Rigid Pavement Condition Survey Data Sheet for Sample Unit

REFERENCES

(1) Shahin, M. Y., Darter, M. I., and Kohn, S. D., "Development of a Pavement Maintenance Management System, Vol I, II, V," *Airfield Pavement Condition Rating*, US Air Force Civil Engineering Center, 1976.

(2) Kohn, S. D., and Shahin, M. Y., "Evolution of the Pavement Condition Index for Use on Porous Friction Surfaces," *Technical Report No. M-351*, US Army Construction Engineering Research Laboratory, Champaign, IL, 1984.

(3) Air Force Regulation 93-5, *Airfield Pavement Evaluation Program*, Department of the Air Force, Headquarters US Air Force, Washington, D.C.

(4) Advisory Circular No: 150/5380-6, *Guidelines and Procedures for Maintenance of Airport Pavements*, Federal Aviation Administration, US Department of Transportation.

(5) U.S. Naval Facilities Engineering Command Military Handbook 1021/2, "General Concepts for Airfield Pavement Design," 1988.

(6) *Pavement Condition Index (PCI) Field Manuals for Asphalt Surfaced Airfields*, American Public Works Association.

(7) *Pavement Condition Index (PCI) Field Manuals for Concrete Surfaced Airfields*, American Public Works Association.

(8) Green, W. H., and Eckrose, R. A., *Airport Pavement Inspection by PCI*, 2nd edition, Eckrose/Green Associates, Madison, WI, 1988.

APPENDIX C

- FAA ADVISORY CIRCULAR 150/5380-7B

U.S. Department of Transportation

Federal Aviation Administration

Advisory Circular

Subject: Airport Pavement Management Program (PMP)	**Date:** 10/10/2014	**AC No:** 150/5380-7B
	Initiated by: AAS-100	**Change:**

1. What is the purpose of this advisory circular (AC)?

This advisory circular (AC) discusses the Airport Pavement Management Program (PMP) concept, its basic essential components, and how it is used to make cost-effective decisions about pavement maintenance and rehabilitation (M&R). The terms "pavement management program (PMP)," "pavement maintenance-management program (PMMP)," and "pavement management system (PMS)" are interchangeable.

A PMP is a set of defined procedures for collecting, analyzing, maintaining, and reporting pavement data. A PMP assists airports in finding optimum strategies for maintaining pavements in a safe serviceable condition over a given period for the least cost. A PMP should take into account not only inspection procedures and condition assessment, maintenance protocols and procedures, management and oversight of completed works, but also staff competence needs.

This AC is for airport sponsors, state aviation organizations, engineers, and maintenance personnel responsible for implementing a PMP. Federally obligated airports must perform a detailed inspection of airfield pavements at least once a year for the PMP. If a pavement condition index (PCI) survey is performed, as set forth in ASTM D5340, Standard Test Method for Airport Pavement Condition Index Surveys, the frequency of the detailed inspections by PCI surveys may be extended to three years. The PMP inspections are in addition to routine maintenance inspections for operations.

2. Does this AC cancel any prior ACs?

This AC cancels AC 150/5380-7A, Airport Pavement Management Program, dated September 1, 2006.

3. To whom does this AC apply?

The Federal Aviation Administration (FAA) recommends the guidance in this AC. In general, use of this AC is not mandatory. However, use of this AC is mandatory for all projects funded with federal grant monies through the Airport Improvement Program (AIP) and with revenue from the Passenger Facility Charges (PFC) Program. See Grant Assurance No. 11, Pavement Preventive Maintenance, No. 34, Policies, Standards, and Specifications, and PFC Assurance No. 9, Standards and Specifications.

FAA Order 5100.38, Airport Improvement Program Handbook, provides guidance and sets forth policies and procedures for the administration of the AIP including eligibility and justification requirements.

4. What are the principal changes in this AC?

a. Included airfield inspection frequency requirement in paragraph 1, above, and Appendix A.

b. Added information on requirements to implement a PMP in paragraph 3, i.e., AIP Grant Assurance 11.

c. Added discussion on pavement preservation concept and new Figure 2 to paragraph 2.0.

d. Added new Appendix A, Pavement Management Program (PMP), which addresses minimum PMP requirements. This information was previously included in AC 150/5380-6, Guidelines and Procedures for Maintenance of Airport Pavements.

e. Added new Appendix B, Pavement Condition Index (PCI) Method.

f. Added new Appendix C, PAVER™ Distress Identification Manuals, with link to manuals.

g. Updated Appendix D, Related Reading Material.

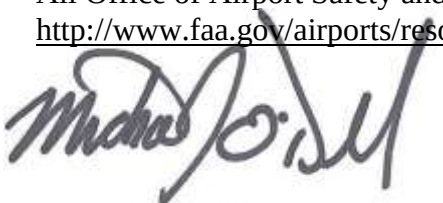
5. Where can I send comments or suggestions to the AC?

Send comments or suggestions for improving this AC to—

Federal Aviation Administration
Airport Engineering Division (AAS-100)
800 Independence Avenue SW
Washington DC 20591

6. Where can I get copies of this AC?

All Office of Airport Safety and Standards ACs are available online at: http://www.faa.gov/airports/resources/advisory_circulars/.



Michael J. O'Donnell
Director of Airport Safety and Standards

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1.0 Background.

Historically, some airport sponsors have made decisions about pavement maintenance and rehabilitation (M&R) based on immediate need or experience rather than long-term planning or documented data on effective M&R methods. This approach did not allow the airport sponsor to evaluate the cost effectiveness of alternative M&R strategies, and it led to the inefficient use of available M&R funds.

Every airport sponsor needs to decide the most cost effective way to allocate available funds. This has typically been done based on either experience or the evaluation of existing pavement conditions. Using the experience approach, the airport staff applies M&R procedures which their experience indicates is the best solution for the problem. This approach results in the repeated application of a few select alternatives which may not lead to a preferred rehabilitation strategy, considering pavement performance and life-cycle cost. Using the existing condition approach, the pavement network is evaluated by its condition indicators. M&R alternatives, based on these indicators, are chosen based solely on the condition of the pavement, which may not be the most efficient alternative, and does not take into account life-cycle cost comparisons between M&R alternatives.

Because these approaches have worked reasonably well in the past, some airports have adopted them as standard procedures, ignoring new methods, materials and technologies. These approaches fail to answer some basic questions for the use of limited M&R funds. For example, if you are planning a pavement rehabilitation project such as an overlay, how do you make the best decision if funds are only available to do a full 4-inch overlay over half the pavement in need of M&R in a given funding year? Will there be sufficient funds in the next funding cycle to complete the full 4-inch overlay on the remaining pavements? Should you do a 2-inch overlay over all pavement this year? What is the effect on the pavement since these decisions impact future pavement conditions? What course(s) of action do you take? What are the consequences?

The selection of the best course of action can be determined based on the predicted effects of each action. For example, by placing a thin overlay on all pavements, there will be an immediate improvement to all the pavements. However, due to rapid deterioration of the overlays, there will probably be a need for further rehabilitation in a short period of time. If, in addition to other pavements needing work, some of the overlaid pavements need rehabilitation action again next year, the overall condition of the pavement network will eventually deteriorate. Alternatively, if a few selected pavements receive the full thickness overlay, they will not need rehabilitation for many years. During subsequent years, remaining pavements can then receive full thickness overlays, so the number of pavements needing rehabilitation will ultimately decrease. With this strategy, however, overall pavement condition will be worse in the short term because pavements that were not overlaid will continue to deteriorate until they are rehabilitated.

To determine which of these actions is preferable, you must be able to predict the future consequences of the various scenarios. This requires an understanding of the life span of the M&R method selected, i.e., in our example, a thick (e.g., 4-inch) versus thin (2-inch) overlay. Airports must also have a good understanding of the rate of pavement deterioration, with and without maintenance, and the causes of current pavement deterioration such as environmental or

pavement loading conditions. Predicting consequences of M&R scenarios requires experience and the application of best practices and engineering judgment in the decision-making process.

The implementation of a pavement management program (PMP) improves the decision-making process, expands its scope, allows for feedback based on choices made, and ensures that consistent decisions are made throughout an organization. If the consequences are predicted using a predetermined methodology, such as a PMP, it becomes possible to analyze previous predictions and improve on the prediction procedure over a period of time, regardless of management or staff turnover.

2.0 Airport Pavement Management Program (PMP).

A PMP provides a consistent, objective, and systematic procedure for establishing facility policies, setting priorities and schedules, allocating resources, and budgeting for pavement maintenance and rehabilitation. It can also quantify information and provide specific recommendations for actions required to maintain a pavement network at an acceptable level of service while minimizing the cost of maintenance and rehabilitation. A PMP not only evaluates the present condition of a pavement, but also predicts its future condition through the use of pavement condition indicators. By projecting the rate of deterioration, a life-cycle cost analysis can be made for various alternatives to determine the optimal time to apply the best M&R alternative and avoid higher M&R costs in the future.

Figure 1 illustrates how pavement typically deteriorates and the relative cost of rehabilitation at various times throughout its life. A pavement generally performs well for the majority of its life, after which it reaches a "critical condition" and begins to deteriorate rapidly. Maintaining and preserving a pavement in good condition versus rehabilitating a pavement in fair to poor condition is four to five times less expensive and increases pavement useful life. The number of years a pavement stays in "good" condition before reaching the point of rapid deterioration depends on several factors, including construction type and quality, pavement use, climate, and maintenance.

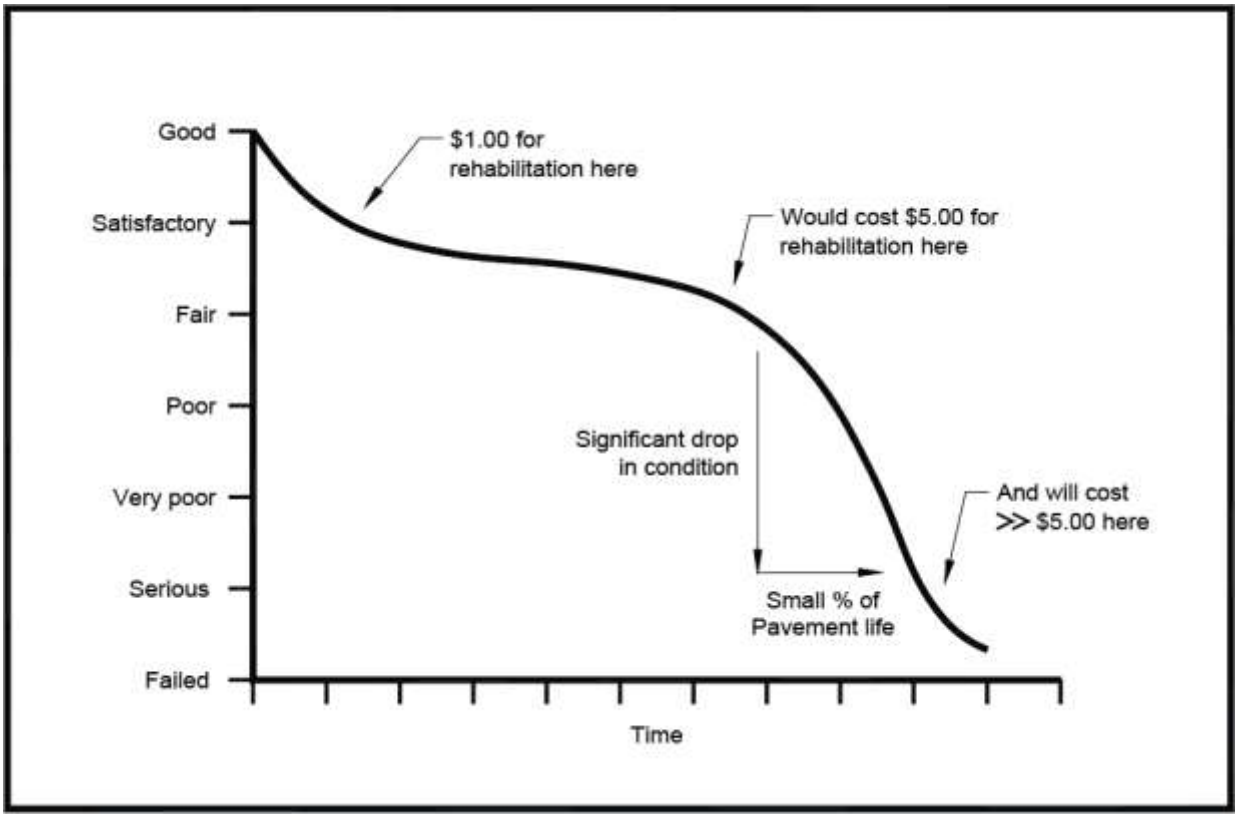

Figure 1. Typical Pavement Condition Life Cycle.

Figure 1 also shows that the ideal time for major rehabilitation is just as a pavement's rate of deterioration begins to increase. Maintenance and rehabilitation solutions would be easy to plan if pavements exhibited clear signs they had reached this point, but unfortunately, they do not. The shape of the deterioration curve, and the optimal maintenance and repair points, vary considerably within a pavement network. A pavement experiencing a sudden increase in operations or aircraft loading will have a tendency to deteriorate more rapidly than a pavement deteriorating solely from environmental causes. A pavement deteriorating from environmental damage may have a number of cracks that need filling, but still remain structurally sound. Conversely, this same pavement may be in the early stages of load damage deterioration, which can only be detected with testing. Because it is difficult to determine when a pavement has reached the critical condition, a PMP helps identify the optimal rehabilitation point and allows decision-makers to target available resources where they will be most effective. The PMP does this by making use of data from a pavement condition rating system that helps predict future conditions and indicate whether the distress is load or environmentally related.

Information on pavement deterioration, by itself, is not sufficient to answer questions involved in selecting cost-effective M&R strategies. For example, should a pavement be sealed, recycled, or resurfaced? This type of decision requires information on the cost of various M&R procedures and their effectiveness. Effectiveness in this case means the proposed solution targets the pavement deficiency, improves the pavement condition, recovers the M&R costs, and extends the useful life of the pavement.

A PMP enables a user to store pavement condition and maintenance information in a database using the program's resources to determine the most cost-effective solution for pavement maintenance issues.

Figure 2 illustrates the pavement preservation concept, which begins with an application of M&R techniques early in a pavement's life. An effective pavement preservation program addresses pavements while they are still in good condition and before any serious damage occurs. By applying a cost-effective treatment at the right time, the pavement condition is improved. The cumulative effect of systematic, successive preservation treatments is to minimize or eliminate costly repairs and postpone costly rehabilitation and reconstruction. During the life of a pavement, the cumulative cost of the series of pavement preservation treatments is substantially less than the cost of the more extensive, higher cost of reconstruction and generally more economical than the cost of major rehabilitation. Additionally, performing a series of successive pavement preservation treatments during the life of a pavement is less disruptive to users than the long closures normally associated with reconstruction projects.

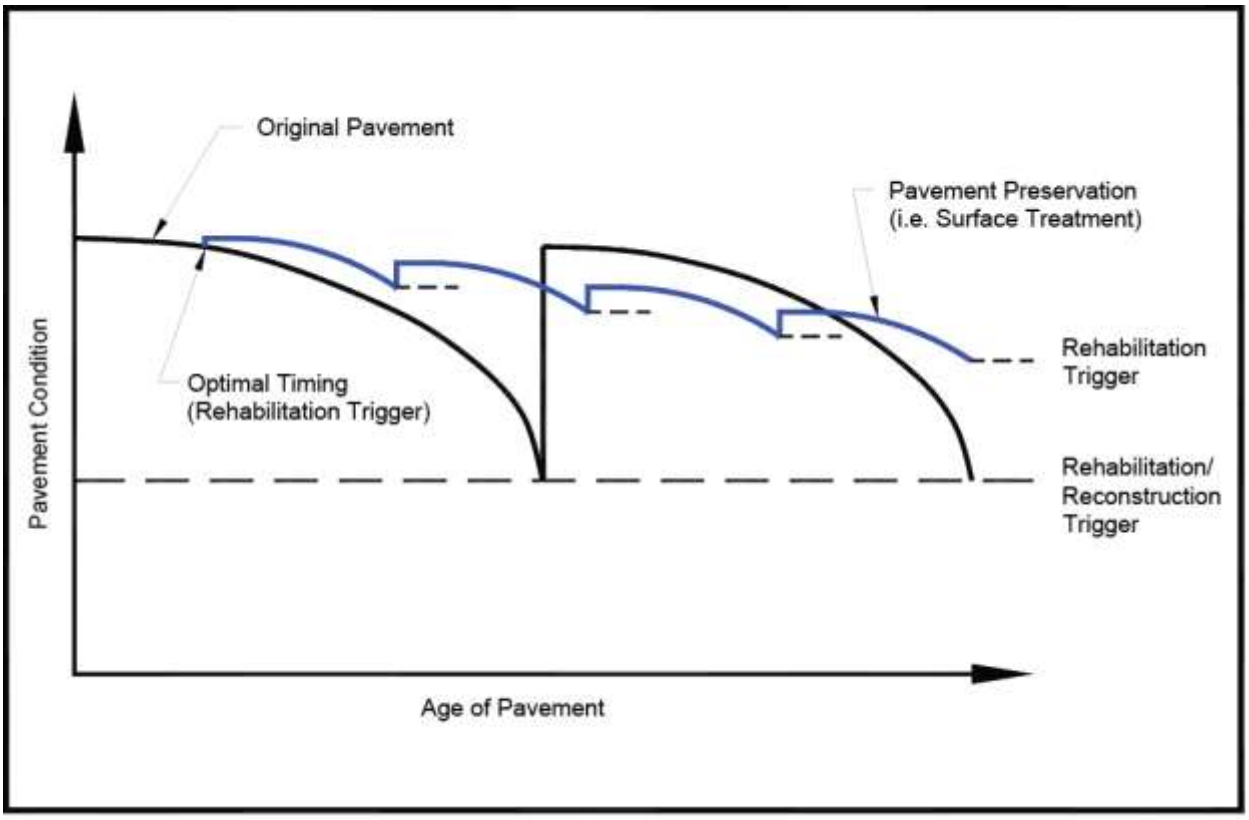

Figure 2. Pavement Preservation Concept.

When implementing a PMP, note the distinction between rehabilitation and routine maintenance activities. Routine maintenance is required to preserve the pavement to achieve the design life of the pavement. Routine maintenance consists of work planned and performed on a routine basis to maintain and preserve the condition of the airport pavements and is an integral part of the overall pavement preservation concept. This includes items such as yearly crack sealing and daily inspections of the airport pavement system.

2.1 Benefits of a PMP.

A PMP can provide several benefits, including:

- Increased pavement useful life.
- An objective and consistent evaluation of the condition of a network of pavements.
- A systematic and documentable engineering basis for determining M&R needs including consideration of future operational needs and/or planned airport expansion projects.
- Identifying budget requirements necessary to maintain pavement functionality.
- Documentation on the present and future condition of the pavements.
- Life Cycle Cost Analysis for various M&R alternatives.
- Identifying the impact on the pavement if no major repairs are performed.

2.2 Components of a PMP.

To take full advantage of a PMP, pavement condition information must be collected and continually updated to keep data current. Alternative rehabilitation strategies must be identified along with decision criteria and a maintenance policy that will determine which rehabilitation procedures are employed. Further, the PMP requires models for prediction of performance, cost of alternate strategies, and optimization procedures that consider the entire pavement life cycle.

A system for accomplishing these objectives includes:

- A systematic means for collecting and storing information regarding existing pavement structure and pavement condition.
- An objective and repeatable system for evaluating pavement condition.
- Procedures for predicting future pavement condition.
- Procedures for modeling both past and future pavement performance conditions.
- Procedures to determine the budget requirements to meet management objectives, such as the M&R budget required to keep a pavement at a specified pavement condition index (PCI) level or the M&R budget required to improve to a target PCI level.
- Procedures for formulating and prioritizing M&R projects.

The components of a PMP include:

2.2.1 Database. There are several elements critical to making good pavement M&R decisions: pavement inventory; pavement structure; M&R history, including costs; information on the condition of a pavement; and traffic data. This data can be stored in a PMP database.

2.2.1.1 Pavement Inventory. Location of all runways, taxiways, and aprons; dimensions; type of pavement; year of construction and/or most recent major rehabilitation; and whether AIP or PFC funds were used to construct, reconstruct, or repair the pavement.

2.2.1.2 Pavement structure. Knowing when the pavement was originally built, the structural composition (material and thickness), and subsequent overlays, rehabilitation, etc., is key to analyzing problems and designing solutions. "As built" records should provide this information. If they are not available or if records are suspect, it may be necessary to perform

nondestructive and/or destructive testing to determine the existing pavement's thickness and composition of the structural layers. Additional information regarding the pavements structural load bearing capacity, e.g., pavement classification number (PCN) may be beneficial. Additional information on PCN is available in AC 150/5335-5, Standardized Method of Reporting Airport Pavement Strength – PCN.

2.2.1.3 M&R history. A history of all M&R performed and its associated costs will provide valuable information on the effectiveness of various M&R procedures on pavements. An airport should also track and document routine maintenance activities including the types and severities of distresses repaired, type of work, quantities, and cost of work performed to help determine the effectiveness of different maintenance and rehabilitation strategies within a PMP.

2.2.1.4 Pavement condition data. A fundamental component of any PMP is the ability to track pavement condition. This requires an evaluation process that is objective, systematic, and repeatable. A pavement condition rating system, such as the PCI rating system described in ASTM International (ASTM) D5340, Standard Test Method for Airport Pavement Condition Index Surveys (see Appendix B for an overview of PCI), provides a rating of the surface condition of a pavement with implications of structural performance. Regular collection of pavement condition data is essential for tracking pavement performance, modeling pavement performance, and determining when to schedule M&R. Changes in pavement conditions, as documented in routine pavement inspections, may require a need for a more detailed PCI survey since the structural condition of a pavement cannot be determined solely from a visual inspection.

2.2.1.5 Traffic data. Data about the current and future operational needs including operations and type of aircraft using the pavement is beneficial when analyzing probable causes of deterioration and when evaluating alternate M&R procedures.

2.2.2 System capabilities.

2.2.2.1 Predicting current and future pavement condition. A PMP needs to be capable of predicting current and future pavement condition. Condition predictions are necessary to develop optimum, multi-year M&R plans. Pavement deterioration is affected by many factors including environment, surface condition, structural condition, change in traffic operations, etc. Overall pavement condition cannot be determined solely from the results of pavement inspections.

2.2.2.2 Determining optimum M&R plans for a given budget. A PMP should be capable of producing an optimum M&R plan that identifies where and when M&R is required and approximately how much it will cost. This data will assist in setting priorities that fit predetermined M&R budgets.

2.2.2.3 Determining budget requirements to meet management objectives. A PMP should be capable of determining the budget requirements to meet specified management objectives. Typical management objectives include maintaining pavements above a specified condition and/or eliminating major M&R requirements over a specified number of years.

2.2.2.4 Facilitating the formulation and prioritization of M&R projects. In addition to developing optimum M&R plans at the network level, a PMP should facilitate the formulation and prioritization of M&R projects. Engineering judgment, however, remains a key component in transforming the optimum M&R plans into practical executable projects.

2.3 PMP Management.

There are several terms that need to be defined to explain pavement management:

- Pavement Network – a logical unit for organizing pavements into a structure for the purpose of pavement management. A network will consist of one or more pavement branches, which in turn may consist of one or many pavement sections. The network is the point of origin for the hierarchy of pavement management structures. For example, a network can be all the pavements on an airport or all the pavements in the state airport system.

- Pavement Branch – a readily identifiable part of the pavement network with a distinct function. For example, an airfield pavement such as each individual runway, taxiway or apron is considered a separate branch. Each branch consists of at least one section.

- Pavement Section – a section is the smallest management unit when considering the application and selection of M&R treatments for a branch. Each branch consists of at least one section, but may consist of more if pavement characteristics vary throughout the branch. Factors to consider when dividing branches into sections includes, but is not limited to: pavement structure, type, age and condition; traffic composition and frequency (current and future); construction history; pavement function; and drainage facilities and shoulders. A pavement section is defined as a subordinate of a pavement branch, which in turn will be a subordinate of a parent pavement network.

Managing a pavement system effectively requires decision-making at two levels: network and project. PMP software (paragraph 3.0) can be used to assist in making pavement management decisions.

2.3.1 Network-level management. In network-level management, questions are answered about short-term and long-term budget needs, the overall condition of the network (current and future), and pavements to be considered at the project level. A network level evaluation can be utilized to optimize funding and prioritize M&R techniques so decisions are made for the management of an entire pavement network. For example, local consideration, might comprise all the pavements on an airport and, for state consideration, all the pavements in the state airport system.

2.3.1.1 Using PMP software at the network level. In addition to providing an automated tool for storing information about specific pavements, PMP software includes the ability to produce standard and customized user-defined reports. These reports can help the user make decisions about inspection scheduling, pavements needing rehabilitation, budget forecasting, routine maintenance projects, current pavement conditions, and future condition predictions.

2.3.1.2 Condition prediction. Condition prediction is used as the basis for developing inspection schedules and identifying pavements requiring maintenance or rehabilitation. Once pavements requiring future work are identified, a budget for the current year and for several years into the future can be developed. By using an agency's prioritization scheme, maintenance policy, and M&R costs and then comparing the budget to the actual funds available for the current year, the software produces a list of potential projects. This list becomes the link to project-level management.

2.3.2 Project-level management. In project-level management, decisions are made about the most cost-effective M&R alternative for the pavements identified in the network analysis. However, factors may change the optimum M&R strategy between the time of the last PMP and the actual development of a project. At this level, each specified pavement should have a new detailed condition survey. A project normally consists of multiple pavement sections and may include different M&R actions for different sections. Roughness and friction measurements may be useful for project development. Nondestructive and/or destructive tests may be necessary to determine the pavement's load-carrying capacity.

2.3.2.1 Using PMP software at the project level. PMP software can use a number of engineering measurements to quantify a pavement's condition. Nondestructive test data, friction measurements, roughness measurements, and drainage information may be entered into the PMP database. This information is used to identify feasible alternatives that can correct existing deficiencies. The various alternatives identified, including no action, are then compared on a life-cycle cost basis. The results, combined with budget and management constraints, produce the current year's maintenance and repair program.

2.3.2.2 Roughness. Roughness measurements can be helpful when there is evidence of roughness issues, usually in the form of frequent pilot complaints. Roughness measurement is of greater value when the pavement is in very good condition with little or no distress. It has less value if reconstruction is imminent. AC 150/5380-9, Guidelines and Procedures for Measuring Airfield Pavement Roughness, provides guidelines and procedures for measuring and evaluating runway roughness.

2.3.2.3 Friction. Friction measurements should be made on a periodic basis to measure the skid-resistance of runway pavement due to the accumulation of contaminants, chiefly rubber, on the pavement surface; and the mechanical wear and polishing action from aircraft tires rolling or braking on the pavement. AC 150/5320-12, Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces, provides recommendations for friction measurements.

2.4 Reports.

There are numerous reports that can be developed using the data from a PMP. PMP software can assist in the decision-making process by allowing the user to run standard and customized reports. PMP software allows the user to customize the reports to include only the pavements and/or conditions of interest and to generate various budget/condition scenarios. Reports typically include the following:

2.4.1 Inventory Report. This report lists all pavements in a network and contains information such as surface type, location, area, and pavement function, i.e., runway, taxiway, apron.

2.4.2 Inspection Scheduling Report. This report allows the user to schedule inspections based on minimum acceptable condition levels and rates of deterioration. The PMP should have annual detailed inspections and include provisions for less comprehensive daily, weekly, and monthly inspections. Federally obligated airports must perform a detailed inspection of airfield pavements at least once a year for the PMP. If a pavement condition index (PCI) survey is performed, as set forth in ASTM D5340, Standard Test Method for Airport Pavement Condition Index Surveys, the frequency of the detailed inspections by PCI surveys may be extended to three years. The PMP inspections are in addition to routine maintenance inspections for operations.

2.4.3 Pavement Condition Report. This report provides the user with a tabulation of pavement condition for the current and future years. The report provides the condition of individual pavement sections and the overall network condition. The projected condition is used to assist in planning future maintenance and repair needs and to inform management of present and future conditions.

2.4.4 Budget Planning Report. This report allows the user to project the budgets required to maintain the pavement network above a user-specified condition level. For each pavement selected, the report predicts the year in which the minimum condition or PCI will be reached and calculates the cost of repair. The budget planning report should include both routine maintenance activities, pavement preservation activities, and major rehabilitation activities for a given planning timeframe.

2.4.5 Network Maintenance Report. This report uses the agency's maintenance strategy, which is stored in the database, and applies it to the distresses identified in the latest PCI survey.

2.4.6 Economic Analysis Report. This report can assist the user in selecting the most cost-effective alternative for a pavement repair. For each feasible alternative, the user must input initial costs, periodic maintenance costs (i.e., annual crack sealing), future maintenance costs (i.e., surface treatments), interest rates, and discount rates. The program performs a life-cycle cost analysis and provides the user with a means of comparing the effectiveness of the various repair alternatives. The program allows the user to vary interest rates, repair costs, and timing so their effect on alternatives can be analyzed.

2.4.7 Other Reports. Based upon local needs and conditions, other reports may be beneficial.

3.0 PMP Software.

When developing a PMP, airports can use any of several existing software options. PMP software allows for storage of pavement condition history, nondestructive testing data, and construction and maintenance history, including cost data. It provides many capabilities, including evaluation of current conditions, prediction of future conditions, identification of M&R

needs, inspection scheduling, economic analysis, and budget planning. PMP software can be tailored to each airport based on past performance of the alternatives.

3.1 PAVER™.

PAVER™ is a PMP application developed by the U.S. Army Construction Engineering Research Laboratory sponsored by the FAA. PAVER™ development and updating is supported by the FAA, Federal Highway Administration, U.S. Army, U.S. Air Force, and U.S. Navy to meet current user needs. PAVER™ provides pavement management capabilities to (1) develop and organize the pavement inventory; (2) assess the current condition of pavements; (3) develop models to predict future conditions; (4) report on past and future pavement performance; (5) develop scenarios for M&R based on budget or condition requirements; and (6) plan projects. Additional information on the PMP software is available at the following website: http://paver.colostate.edu/.

3.2 FAA PAVEAIR.

FAA PAVEAIR is a web-based airport PMP using the concept originally developed in PAVER™ that provides users with historic and current information about airport pavement construction, maintenance and management. The program offers users a planning tool capable of modeling airport pavement surface degradation due to external effects such as traffic and the environment. FAA PAVEAIR is accessible at the following website: https://faapaveair.faa.gov.

3.3 Other PMP Software.

Various firms have developed similar software using the concept originally developed in PAVER™ that provides pavement evaluation and management services. Any software that meets the minimum requirements for a PMP as described in Appendix A is acceptable.

Appendix A. Pavement Management Program (PMP).

A-1.0 An effective PMP specifies the procedures to follow to assure that proper preventative and remedial pavement maintenance is performed. The program should identify funding or anticipated funding and other resources available to provide remedial and preventive maintenance activities. An airport sponsor may use any format deemed appropriate, but the program needs to, as a minimum, include the following:

A-1.1. Pavement inventory. The following must be depicted:

- Identification of all runways, taxiways, and aprons with pavement broken down into sections each having similar properties.
- Dimensions of pavement sections.
- Type of pavement surface.
- Year of construction and/or most recent major rehabilitation.
- Whether AIP or PFC funds were used to construct, reconstruct, or repair the pavement.

A-1.2. PMP Pavement Inspection Schedule.

Airports must perform a detailed inspection of airfield pavements at least once a year for the PMP. If a pavement condition index (PCI) survey is performed, as set forth in ASTM D5340, Standard Test Method for Airport Pavement Condition Index Surveys, the frequency of the detailed inspection by PCI surveys may be extended to three years. Less comprehensive routine daily, weekly, and monthly maintenance inspections required for operations should be addressed.

A-1.3. Record keeping.

The airport must record and keep on file complete information about all detailed inspections and maintenance performed until the pavement system is replaced. The types of distress, their locations, and remedial action, scheduled or performed, must be documented. The minimum information recorded includes:

- Inspection date
- Location
- Distress types
- Maintenance scheduled or performed

A-1.4. Information retrieval.

An airport sponsor may use any form of record keeping it deems appropriate so long as the information and records from the pavement survey can generate required reports, as necessary.

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Appendix B. Pavement Condition Index (PCI) Method.

B-1.0 Most PMP software use the PCI method. ASTM has adopted the PCI as a pavement condition rating standard for airfield pavements. ASTM D5340, Standard Test Method for Airport Pavement Condition Index Surveys, covers the determination of airport pavement condition through visual surveys of pavement using the PCI method to quantify pavement condition. ASTM D6433, Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys, covers the determination of road and parking lot pavement condition.

B-2.0 The PCI is a numerical indicator that reflects the structural integrity and surface operational condition of a pavement. It is based on an objective measurement of the type, severity, and quantity of distress. By projecting the rate of deterioration, a life-cycle cost analysis can be performed for various M&R alternatives. Not only can the best alternative be selected, but the optimal time of application can also be determined. The PCI values range from 0 to 100, as shown in Figure B-1 where 0 indicates a failed pavement and 100 is a new pavement.

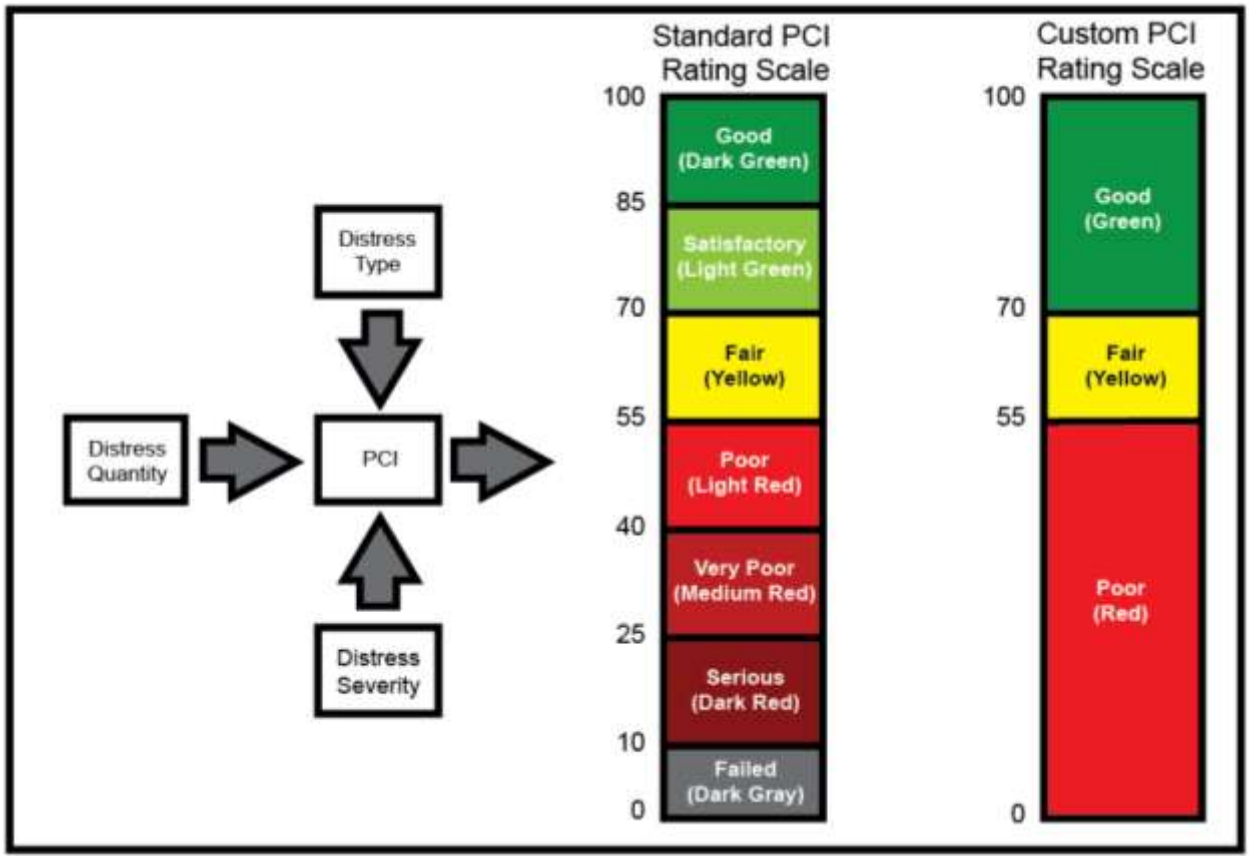

Figure B-1. Example PCI Rating Scales for Airfield Pavements.

B-3.0 The distress types for hot mix asphalt (HMA) and PCC pavements are identified in ASTM D5340; which describes each distress type, severity levels, and measurement of each distress. This information is also included in the PAVER™ Distress Identification Manuals referenced in Appendix C in this AC, as well as the PAVER™ and PAVEAIR programs.

Appendix C. PAVER™ Distress Identification Manuals.

C-1.0 This appendix includes a link to the PAVER™ Distress Identification Manuals developed by the U.S. Army Corps of Engineers Army Engineering Research and Development Center – Construction Engineering Research Laboratory (USACE ERDC-CERL). The manuals contain distress definitions, severity levels, and measuring methods for asphalt and concrete surfaced airfields, respectively. The information in these manuals can be used to determine the PCI of airfield pavements.

- The Asphalt Surfaced Airfields PAVER™ Distress Identification Manual contains distress definitions and measurement methods for asphalt surfaced airfields.

- The Concrete Surfaced Airfields PAVER™ Distress Identification Manual contains distress definitions and measuring methods for concrete surfaced airfields.

C-2.0 The manuals are available at the FAA Airports websites:

http://www.faa.gov/documentLibrary/media/Advisory_Circular/Asphalt-Surfaced-Airfields-Distress-Manual.pdf

http://www.faa.gov/documentLibrary/media/Advisory_Circular/Concrete-Surfaced-Airfields-Distress-Manual.pdf.

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Appendix D. Related Reading Material.

D-1.0 Electronic copies of the latest versions of the following FAA publications are available on the FAA website at http://www.faa.gov/airports_airtraffic/airports/resources/advisory_circulars/.

- AC 150/5320-5, Airport Drainage Design.
- AC 150/5320-6, Airport Pavement Design and Evaluation.
- AC 150/5320-12, Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces.
- AC 150/5335-5, Standardized Method of Reporting Airport Pavement Strength – PCN.
- AC 150/5370-11, Use of Nondestructive Testing Devices in the Evaluation of Airport Pavements.
- AC 150/5380-6, Guidelines and Procedures for Maintenance of Airport Pavements.
- AC 150/5380-9, Guidelines and Procedures for Measuring Airfield Pavement Roughness.
- FAA Order 5100.38, Airport Improvement Program Handbook.

D-2.0 Copies of ASTM Standards can be obtained from ASTM International at http://www.astm.org/.

- ASTM D5340, Standard Test Method for Airport Pavement Condition Index Surveys.
- ASTM D6433, Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys.

D-3.0 Pavement Management for Airports, Roads, and Parking Lots, M.Y. Shahin, Second Edition, Springer, 2005.

D-4.0 Transportation Research Circular No. E-C127, Implementation of an Airport Pavement Management System (2/2008). A copy of the publication is available at the following website: http://onlinepubs.trb.org/onlinepubs/circulars/ec127.pdf.

D-5.0 Airport Cooperative Research Program (ACRP) Synthesis 22, Common Airport Pavement Maintenance Practices. A copy of the publication is available at the following website: http://www.trb.org/Publications/Blurbs/Common_Airport_Pavement_Maintenance_Practices_165167.aspx.

D-6.0 Unified Facilities Criteria (UFC) 3-270-08, Pavement Maintenance Management. A copy of the publication is available at the following website: http://www.wbdg.org/ccb/DOD/UFC/ufc_3_270_08.pdf.

APPENDIX D

- FAA ADVISORY CIRCULAR 150/5380-6C

U.S. Department
of Transportation

**Federal Aviation
Administration**

Advisory Circular

Subject: Guidelines and Procedures for Maintenance of Airport Pavements	**Date:** 10/10/2014 **Initiated by:** AAS-100	**AC No:** 150/5380-6C **Change:**

1. Purpose. This advisory circular (AC) provides guidelines and procedures for maintaining airport pavements.

2. Cancellation. This AC cancels AC 150/5380-6B, Guidelines and Procedures for Maintenance of Airport Pavements, dated September 28, 2007.

3. Application. The guidelines and procedures contained in this AC are recommended by the Federal Aviation Administration (FAA) for the maintenance and minor repairs of airport pavements. This AC offers general guidance for maintenance and is neither binding nor regulatory.

Use of this AC is not mandatory. For major maintenance projects, the airport should utilize plans and specifications developed under the direction of a pavement design engineer.

For all maintenance and repair projects funded with federal grant monies through the Airport Improvement Program (AIP) and with revenue from the Passenger Facility Charge (PFC) Program, the airport must use the guidelines and specifications for materials and methods in AC 150/5370-10, Standards for Specifying Construction of Airports. Pavement maintenance discussed in this AC is specific to airfield pavements. Maintenance of airport access roads and other non-aeronautical pavements may typically use state highway standards.

4. Principal changes. The AC contains the following principal changes:

a. Revised and reformatted entire AC.

b. Added paragraph on operational safety on airports during construction in Chapter 1.

c. Simplified Chapter 2. Moved information on friction, drainage, etc., into Chapter 2.

d. Added paragraph on wildlife hazard attractants and mitigation with respect to drainage systems to Chapter 2.

e. Split Table 6-1 into two tables; updated and simplified tables for Quick Guide for Maintenance and Repair of Common Rigid Pavement Surface Problems and Quick Guide for Maintenance and Repair of Common Flexible Pavement Surface problems.

f. Deleted Tables 6-2 through 6-10 from previous release.

g. Deleted "Pavement Maintenance Management Program" from appendices. Information has been moved to AC 150/5380-7, Airport Pavement Management Program (PMP).

h. Deleted "Generic Specifications" and "Generic Typical Details" and replaced with typical repair procedures.

i. Updated Bibliography.

5. Related reading material. The publications in Appendix B, Bibliography, provide further guidance and technical information.

6. Metric units. Throughout this AC, U. S. customary units will be used followed with "soft" (rounded) conversion to metric units. The U. S. customary units govern.

7. Comments or suggestions for improvements to this AC should be sent to:

Federal Aviation Administration
Airport Engineering Division (AAS-100)
800 Independence Avenue, S.W.
Washington, DC 20591

8. Copies of this AC. This AC is available on the FAA Airport website: http://www.faa.gov/regulations_policies/advisory_circulars/.

Michael J. O'Donnell
Director of Airport Safety and Standards

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Chapter 1. Introduction to Airport Pavement Maintenance

1.1. General.

This advisory circular (AC) provides information on the types of pavement distress that occur to airport pavements and typical corrective action during preventive and remedial maintenance activities. Maintenance includes preventive and any regular or recurring work necessary to preserve existing airport pavements in good condition. Replacing individual parts and mending portions of a pavement are considered minor repair. Typical preventive and regular or recurring pavement maintenance includes: routine cleaning, filling, and/or sealing of cracks; patching pavement; seal coating; grading pavement edges; maintaining pavement drainage systems; and restoring pavement markings. Timely maintenance and repair of pavements is essential in maintaining adequate load-carrying capacity, good ride quality necessary for the safe operation of aircraft, good friction characteristics under all weather conditions, and minimizing the potential for foreign object debris (FOD).

Some older pavements were not designed for today's aircraft fleet and are exposed to much greater loads than those initially considered. FAA airport pavement design is based upon a minimum 20-year structural life, with the understanding that regular, routine maintenance is performed. Without regular maintenance, the pavement may not achieve the intended structural life.

Airport pavements require continual routine maintenance, rehabilitation and upgrading. Immediately after completion, airport pavements begin a gradual deterioration attributable to weather and loading. Normal distresses in the pavement structure due to weathering, fatigue effects, and differential movement in the underlying subbase occur over a period of years. This gradual deterioration is accelerated by, among other things, faulty construction techniques, substandard materials, or poor workmanship. Traffic loads in excess of those forecast during pavement design may also contribute to shortened pavement life.

The most effective means of preserving airport runways, taxiways, aprons, and other pavement areas is to implement a comprehensive maintenance program. An effective maintenance program takes a coordinated, budgeted, and systematic approach to both preventive and remedial maintenance. A systematic approach ensures continual vigilance and many airports using this approach have experienced tangible benefits. The comprehensive maintenance program should be updated annually and feature a schedule of inspections and a list of required equipment and products. The airport should systematically make repairs and take preventive measures when necessary.

Airport Improvement Program (AIP) grants require many airports to develop and maintain an effective airport pavement maintenance-management program. The FAA also encourages airports that are not specifically required to develop maintenance programs to do so as a means of preserving their facilities. Refer to AC 150/5380-7, Airport Pavement Management Program (PMP), for information on PMP.

Early detection and repair of pavement defects is the most important preventive maintenance procedure. Failure to perform routine maintenance during the early stages of deterioration will

eventually result in serious pavement distresses that require extensive repairs that will be costly in terms of dollars and closure time. The cause of pavement distresses must first be determined so an airport can select a repair method that not only corrects the present damage, but will also prevent or retard its progression.

Airports should prioritize long term solutions rather than focusing on immediate, short-term remedies. The selection of a rehabilitation method should consider both economic and engineering impacts of all practicable alternatives. The cost of rehabilitation alternatives should be compared over some finite period of time (life cycle), considering the future economic consequences of a repair method as well as the initial rehabilitation maintenance costs.

1.2. Operational safety on airports during construction.

Airports are complex environments, and procedures and conditions associated with construction and maintenance activities often affect aircraft operations and can jeopardize operational safety. Safety considerations are paramount and may make operational impacts unavoidable. However, careful planning, scheduling, and coordination of construction and maintenance activities can minimize disruption of normal aircraft operations and avoid situations that compromise the airport's operational safety. An airport operator has overall responsibility for all activities on an airport, including construction and maintenance. The airport operator must understand how construction and maintenance activities and aircraft operations affect one another to be able to develop an effective plan to complete the project.

An effective project construction safety and phasing plan (CSPP) should be developed for maintenance activities. The development of the CSPP includes identifying the areas of the airport affected by the project; the impact to normal airport operations, if any, and any temporary changes that are required with respect to air traffic operations, aircraft rescue and fire fighting (ARFF) or other operations; and how risk will be managed. AC 150/5370-2, Operational Safety on Airports During Construction, provides additional information and guidance about safety on airports during construction.

Chapter 2. Airport Pavements

2.1. General.

This chapter is a very general and brief overview of airport pavements. Airport pavements are designed, constructed, and maintained to support the critical loads imposed by aircraft. Airport pavements produce a firm, stable, smooth, skid-resistant, all-year, all-weather surface free of debris or other particles that may be blown or picked up by propeller wash or jet blast. The quality and thickness of the pavement must ensure the pavement will not fail under the imposed loads and the pavement must be durable enough to withstand the abrasive action of traffic, adverse weather conditions, and other deteriorating influences. To ensure the necessary strength of the pavement and to prevent unmanageable distresses from developing, the airport should consider various design, construction, and material-related parameters. For guidance and design standards for pavements, refer to AC 150/5320-6, Airport Pavement Design and Evaluation. For materials and methods for construction of airports, refer to AC 150/5370-10, Standards for Specifying Construction of Airports. The ACs are available at http://www.faa.gov/regulations_policies/advisory_circulars/.

2.2. Types of pavements.

Pavements generally fall into two types: flexible and rigid. Figure 2-1 shows a typical pavement structure and acceptable materials for each layer.

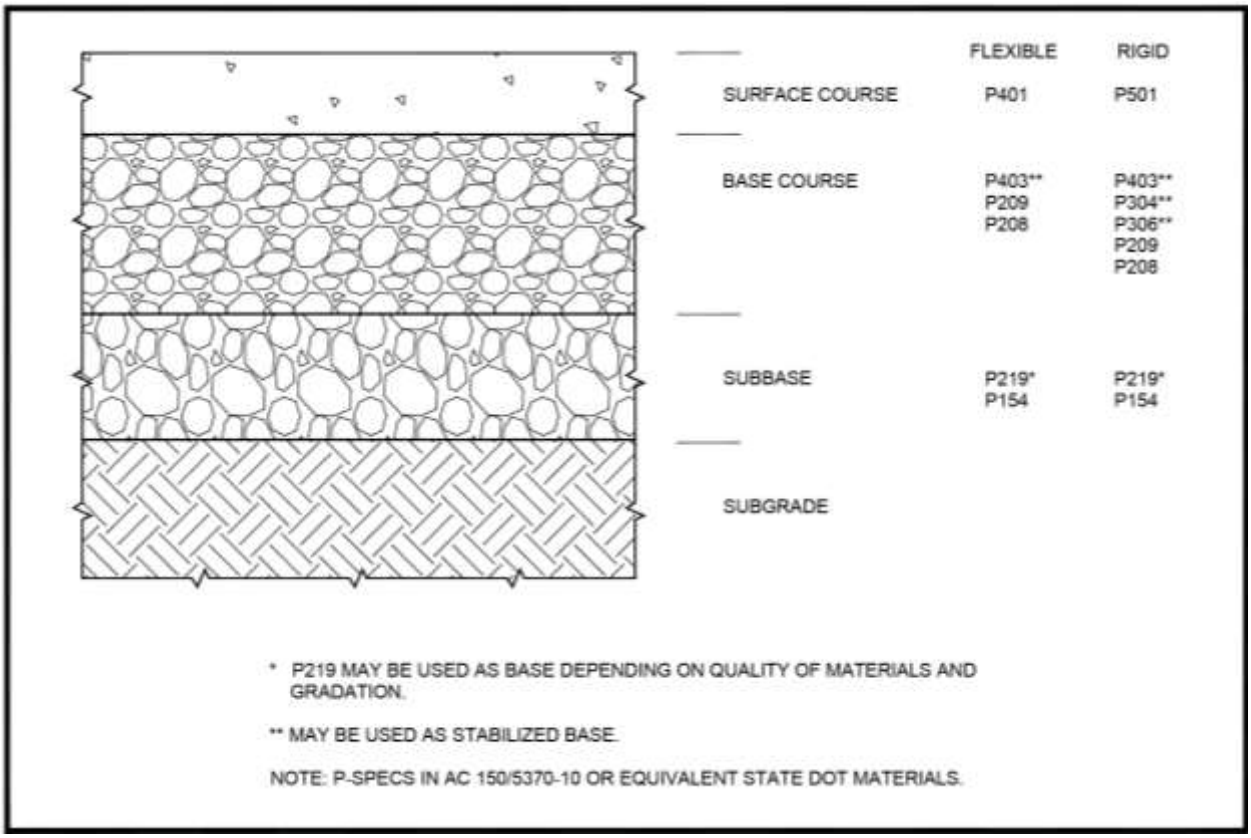

Figure 2-1. Typical pavement structure

2.2.1. Flexible pavement composition and structure. Flexible pavements support loads through bearing. They comprise several layers of carefully selected materials designed to gradually distribute loads from the pavement surface to the layers underneath. The design ensures the load transmitted to each successive layer does not exceed the layer's load-bearing capacity. The various layers composing a flexible pavement section and the functions the various layers perform are described below.

a. Bituminous surface (wearing course). The bituminous surface, or wearing course, is made up of a mixture of various selected aggregates bound together with asphalt cement or other bituminous binders. The material used in the surface course is commonly referred to as Hot-Mix Asphalt (HMA). The HMA prevents the penetration of surface water into the base course; provides a smooth, well-bonded surface free from loose particles, which might endanger aircraft or people; resists the stresses caused by aircraft loads; and supplies a skid-resistant surface without causing undue wear on tires.

b. Base course. The base course serves as the principal structural component of the flexible pavement. It distributes the imposed wheel load to the pavement foundation, the subbase, and/or the subgrade. The base course must have sufficient quality and thickness to prevent failure in the subgrade and/or subbase, withstand the stresses produced in the base itself, resist vertical pressures that tend to produce consolidation and distortion of the surface course, and resist volume changes caused by fluctuations in its moisture content. The quality of the base course is a function of its composition, physical properties, and compaction of the material. The materials composing the base course are select hard, durable aggregates, which generally fall into two main classes: stabilized and granular. The stabilized bases normally consist of crushed or uncrushed aggregate bound with a stabilizer, such as portland cement or asphalt cement. The granular bases normally consist of crushed or uncrushed aggregate constructed on a prepared subgrade.

c. Subbase. The subbase layer is used in areas where frost action is severe or the subgrade soil is weak. The subbase course functions like the base course, but the material requirements for the subbase are not as strict as those for the base course because the subbase is subjected to lower load stresses. The subbase consists of stabilized or properly compacted granular material.

d. Subgrade. The subgrade is the soil layer that forms the foundation of the pavement section. Subgrade soils are subjected to lower stresses than the surface, base, and subbase courses. Since load stresses decrease with depth, the controlling subgrade stress usually lies at the top of the subgrade. The combined thickness of subbase, base, and surface course must be great enough to reduce the stresses occurring in the subgrade to values that will not cause excessive distortion or displacement of the subgrade soil layer.

2.2.2. Rigid pavement composition and structure. Rigid pavements support loads through flexural action. Rigid pavements normally use portland cement concrete (PCC) as the prime structural element. Depending on conditions, engineers may design the PCC pavement slab with plain, lightly reinforced, continuously reinforced, or pre-stressed concrete. The PCC pavement slab is usually placed on a compacted granular or treated subbase supported by a compacted subgrade. The subbase provides uniform stable support and may provide subsurface drainage. The PCC pavement slab has considerable flexural strength and spreads the applied loads over a

large area. Rigid pavement strength is most economically built into the PCC pavement slab itself with optimum use of low-cost materials under the slab. The various layers composing a rigid pavement section and the functions the various layers perform are described below.

a. PCC pavement slab (surface course). The PCC pavement slab provides structural support to the aircraft, provides a skid-resistant surface, and prevents the infiltration of surface water into the subbase.

b. Base. The base provides uniform stable support for the pavement slab. The base also serves to control frost action, provide subsurface drainage, control swelling of subgrade soils, provide a stable construction platform for rigid pavement construction, and prevent pumping of fine-grained soils. Rigid pavements generally require a minimum base thickness of 4 inches (10 cm).

c. Stabilized base. All new rigid pavements designed to accommodate aircraft weighing 100,000 pounds (45,000 kg) or more must have a stabilized base. The structural benefit imparted to a pavement section by a stabilized base is reflected in the modulus of subgrade reaction assigned to the foundation.

d. Subbase. The subbase layer is used in areas where frost action is severe or the subgrade soil is weak. The subbase course functions like the base course, but the material requirements for the subbase are not as strict as those for the base course because the subbase is subjected to lower load stresses. The subbase consists of stabilized or properly compacted granular material.

e. Subgrade. The subgrade is the soil layer that forms the foundation of the pavement section. Subgrade soils are subjected to lower stresses than the surface and subbase courses. These stresses decrease with depth, and the controlling subgrade stress is usually at the top of the subgrade unless unusual conditions exist. Unusual conditions, such as a layered subgrade or sharply varying water content or densities, may change the locations of the controlling stress. The soils investigation should check for these conditions. The pavement structure above the subgrade must be capable of reducing stresses imposed on the subgrade to values that are low enough to prevent excessive distortion or displacement of the subgrade soil layer.

2.3. Drainage of airport pavements.

Maintenance of the airport drainage system is essential in airport pavement preventive maintenance. No other factor plays a more important role in the ability of a pavement to withstand the effects of weather and traffic. The drainage system collects and removes surface water runoff, removes excess ground water, lowers the water table, and protects slopes from erosion. An inadequate drainage system can cause saturation of the subgrade and subbase, slope erosion, and loss of the load-bearing capacity of the paved surfaces.

Water has a detrimental effect on pavement performance, primarily by either weakening subsurface materials or eroding material by free water movement. For flexible pavements, the weakening of the base, subbase, or subgrade when saturated with water is one of the main causes of pavement failures. In rigid pavement, free water, trapped between the concrete surface and an impermeable layer directly beneath the concrete, will move due to pressure caused by loadings. This movement of water (referred to as pumping) erodes the subsurface material, creating voids

under the concrete surface. In frost areas, subsurface water will contribute to frost damage by heaving during freezing and loss of subgrade support during thawing. Poor subsurface drainage can also contribute to secondary damage such as durability cracking (D cracking) or swelling of subsurface materials.

The type, speed, and volume of traffic will influence the criteria used in the design of pavement drainage systems. For rigid pavements, pumping is greatly increased as the volume and speed of the traffic increases. For flexible pavements, the buildup of pore pressures as a result of high-volume, high-speed traffic is a primary cause of the weakening of the pavement structure. For these reasons, the criteria for a subsurface drainage system under airfield runways and taxiways will be more stringent than for airfield parking aprons or other pavements that have low-volume and low-speed traffic.

The two types of water to be considered are surface water and subsurface water. Surface water is the most important source of water and the source of most concern. Subsurface water is important in frost areas and areas of very high water table or areas of artesian water because the free water collects under the surface by freeze/thaw action. In many areas, perched water may develop under pavements due to a reduced rate of evaporation of the water from the surface. Where drainage is required for surface and subsurface water, it is generally good practice for each system to function independently.

a. Surface drainage. Surface drainage controls, collects, and disposes of water from rainstorms and melting snow and ice that accumulate on the surface of the pavement and nearby ground. Surface drainage of pavements is achieved by constructing the pavement surface and adjacent ground in a way that allows for adequate runoff. The water may be collected at the edges of the paved surface. Although some water will enter the pavement structure through cracks, open joints, and other surface openings, this penetration may be kept to a minimum by proper surface maintenance procedures. Surface water should not be allowed to enter a subdrainage system because it often contains soil particles that may cause the subdrains to silt up.

b. Subsurface drainage. Subsurface drainage is provided for the pavement by a permeable layer of aggregate or permeable stabilized layers with longitudinal pipes for collecting the water and outlet pipes for rapid removal of the water from the subsurface drainage system. Subsurface drains may also consist of perforated collection pipes or conduits in a permeable sand or gravel trench encased in geotextiles with outlet pipes. These systems remove excess water from pavement foundations to prevent weakening of the base and subgrade and to reduce damage from frost action. Subsurface drainage placed at the pavement edge also minimizes surface runoff from entering the perimeter of the pavement structure.

AC 150/5320-5, Airport Drainage Design, contains additional guidance and technical information on airport drainage.

2.3.1. Maintenance of subsurface drainage systems. Commitment to maintenance is as important as providing subsurface drainage systems. In fact, an improperly maintained drainage system can cause more damage to the pavement structure than if no drainage were provided at all. Poor maintenance leads to clogged or silted outlets and edge-drain pipes, missing rodent

screens, excessive growth of vegetation blocking outlet pipes and openings on daylighted bases, and growth of vegetation in side ditches. These problems can potentially cause the back up of water within the pavement system, thereby defeating the purpose of providing the drainage system. Inspections and maintenance of subsurface drainage systems should be made an integral part of the policy of any agency installing these systems.

2.3.2. Drainage inspection. The pavement maintenance program should take into account the importance of adequate drainage of surface and ground water because water is directly or partly responsible for many pavement failures and deterioration. Sufficient drainage for collection and disposal of surface runoff and excess ground water is vital to the stability and serviceability of pavement foundations. Trained personnel should conduct periodic and complete inspections of drainage systems and record and correct defective conditions of surface and subsurface drainage systems. Runway and taxiway edge drains and catch basins should be inspected at intervals (e.g., spring, summer, fall, and winter) and monitored following unusually heavy rainfall. The personnel making the inspection should look for distress signals that may indicate impending problems including: ponding of water; soil buildup at pavement edges preventing runoff; eroded ditches and spill basins; broken or displaced inlet grates or manhole covers; clogged or silted inlet grates and manhole covers; blocked subsurface drainage outlets; broken or deformed pipes; backfill settlement over pipes; erosion around inlets; generally poor shoulder shaping and random erosion; and discoloration of pavement at joints or cracks.

2.3.3. Wildlife hazard attractants and mitigation. Throughout the planning, design, construction, and maintenance of airport surface storm drainage and subsurface drainage systems the airport must emphasize and address the elimination and/or mitigation of drainage features in the project(s) that could attract hazardous wildlife on and/or around an airport. Refer to the following documents and sites for guidance on wildlife hazards at airports:

a. AC 150/5200-33, Hazardous Wildlife Attractants On or Near Airports, contains guidance on certain land uses that have the potential to attract hazardous wildlife on or near airports. The AC is available at: http://www.faa.gov/airports/resources/advisory_circulars/.

b. Wildlife Hazard Management at Airports, A Manual for Airport Personnel and additional information on wildlife issues can be found on the FAA Wildlife Hazard Mitigation website at: http://www.faa.gov/airports/airport_safety/wildlife/.

2.4. Pavement Management Program (PMP).

A PMP provides one method of establishing an effective maintenance and repair system. A PMP is a systematic and consistent procedure for scheduling maintenance and rehabilitation based on maximizing benefits and minimizing costs. A PMP not only evaluates the present condition of a pavement, but also can be used to forecast its future condition. By projecting the rate of deterioration, a PMP can facilitate a life-cycle cost analysis for pavement maintenance/repair procedures and help determine the best alternative.

The primary component of any PMP is the ability to track a pavement's deterioration and determine the cause of the deterioration. This requires an evaluation procedure that is objective, systematic, and repeatable. One such procedure is the Pavement Condition Index (PCI). The

PCI is a rating of the surface condition of a pavement and indicates functional performance. A PCI evaluation may also provide an indication of the pavement's structural performance. Periodic PCI determinations on the same pavement will show the change in performance level over time. Airports can use the pavement condition survey to develop pavement performance data. Distress intensity recorded over time helps determine how the pavement is performing. The rate at which the distress intensity increases is a good indicator of the pavement performance. The PCI is determined in accordance with procedures contained in ASTM D5340, Standard Test Method for Airport Pavement Condition Index Surveys. Refer to AC 150/5380-7 for additional information on PMP.

2.5. Friction.

Airports should maintain runway pavements that provide surfaces with good friction characteristics under all weather conditions. Over time, the skid-resistance of runway pavement deteriorates due to a number of factors, the primary ones being mechanical wear and polishing action from aircraft tires rolling or braking on the pavement and the accumulation of contaminants, chiefly rubber, on the pavement surface. The effect of these two factors is directly dependent upon the volume and type of aircraft traffic. Other influences on the rate of deterioration includes, but is not limited to, local weather conditions, the type of pavement (HMA or PCC), the materials used in original construction, any subsequent surface treatment, drainage, and airport maintenance practices.

AC 150/5320-12, Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces, provides guidance on frequency and procedures for conducting friction surveys. Visual observations made during a pavement inspection are an inadequate predictor of skid resistance.

Contaminants, such as rubber deposits, dust particles, jet fuel, oil spillage, water, snow, ice, and slush, all cause friction loss on runway pavement surfaces. Removal and runway treatment for snow, ice, and slush are covered in AC 150/5200-30, Airport Winter Safety and Operations. The most persistent contaminant problem is deposit of rubber from tires of landing jet aircraft. Rubber deposits occur at the touchdown areas on runways and can be quite extensive. Heavy rubber deposits can completely cover the pavement surface texture causing loss of aircraft braking capability and directional control, particularly when runways are wet.

2.6. Nondestructive Testing (NDT).

In addition to collecting information from visual inspections of the pavement areas and historical construction records, airports should consider collecting data from nondestructive testing. Such data may be used to evaluate the pavement load-carrying capacity. Refer to AC 150/5370-11, Use of Nondestructive Testing Devices in the Evaluation of Airport Pavements, for information on NDT.

Chapter 3. Pavement Distress

3.1. General.

This chapter provides a discussion and description of the types of pavement distress and relates them to likely causal factors. Various external signs or indicators make the deterioration of a pavement apparent, and often reveal the probable causes of the failure. AC 150/5380-7, ASTM D5340, and ASTM D6433, Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys, provide additional information on distresses.

3.2. Types of pavement distress.

The discussions of problems related to pavement distress are generally based on whether the pavement has a flexible or rigid surface type.

3.2.1. Flexible pavement distresses.

a. Cracking. Cracks in flexible pavements are caused by deflection of the surface over an unstable foundation, shrinkage of the surface, thermal expansion and contraction of the surface, poorly constructed lane joints, or reflection cracking. The following types of cracks commonly occur in flexible pavements.

(1) Longitudinal and transverse cracks. Longitudinal and transverse cracks may result from shrinkage or contraction of the HMA surface. Shrinkage of the surface material is caused by oxidation and age hardening of the asphalt material. Contraction is caused by thermal fluctuations. Poorly constructed paving lane joints may accelerate the development of longitudinal joint cracks. This type of cracking is not load associated.

(2) Block cracking. Block cracks are interconnected cracks that divide the pavement into approximately rectangular pieces. The blocks may range in size from approximately 1 foot by 1 foot (0.3 m by 0.3 m) to 10 feet by 10 feet (3 m by 3 m). Block cracking is caused mainly by contraction of the asphalt and daily temperature cycling that results in daily stress/strain cycling. It is not load associated. The occurrence of block cracking usually indicates that the asphalt has hardened significantly. Block cracking normally occurs over a large portion of pavement area, but sometimes will occur only in non-traffic areas. Block cracking differs from alligator cracking which is discussed in (4) below.

(3) Reflection cracking. Vertical or horizontal movement in the pavement beneath an overlay cause this type of distress. This movement may be due to expansion and contraction caused by temperature and moisture changes or traffic loads. The cracks in HMA overlays reflect the crack pattern or joint pattern in the underlying pavement. They occur most frequently in HMA overlays on PCC pavements. However, they may also occur on overlays of HMA pavements when cracks or joints in the old pavement have not been properly repaired.

(4) Alligator or fatigue cracking. Alligator or fatigue cracking is a series of interconnecting cracks caused by fatigue failure of the HMA surface under repeated traffic loading. The cracking begins at the bottom of the HMA surface (or stabilized base) where tensile stress and strain are highest under a wheel load. The cracks propagate to the surface

initially as a series of parallel cracks. After repeated traffic loading or excessive deflection of the HMA surface over a weakened or under-designed foundation or interlayer, the cracks connect, forming many sided sharp angled pieces that develop a pattern resembling chicken wire or alligator skin. The pieces are less than 2 feet (0.6 m) on the longest side.

(5) Slippage cracks. Slippage cracks appear when braking or turning wheels cause the pavement surface to slide and deform. This usually occurs when there is a low-strength surface mix or poor bond between the surface and the next layer of the pavement structure. These cracks are crescent or half-moon-shaped with the two ends pointing away from the direction of traffic.

b. Disintegration. Disintegration in a flexible pavement is typically caused by climate, insufficient compaction of the surface, insufficient asphalt binder in the mix, loss of adhesion between the asphalt coating and aggregate particles, or severe overheating of the mix. The following types of disintegration commonly occur.

(1) Raveling. Raveling is the wearing away of the pavement surface caused by the dislodging of aggregate particles. This distress may indicate that the asphalt binder has aged and hardened significantly. As the raveling continues, larger pieces break free, and the pavement takes on a rough and jagged appearance which can produce a significant source for FOD.

(2) Weathering. Weathering is the wearing away of the asphalt binder and fine aggregate matrix from the pavement surface. The asphalt surface begins to show signs of aging which may be accelerated by climatic conditions. Loss of fine aggregate matrix is noticeable and may be accompanied by fading of the asphalt pavement color.

(3) Potholes. A pothole is defined as a disruption in the pavement surface where a portion of the pavement material has broken away, leaving a hole. Most potholes are caused by fatigue of the pavement surface. As fatigue cracks develop, they interlock forming alligator cracking. When the sections of cracked pavement work loose, they may eventually be picked out of the surface by continued wheel loads, and form a pothole. In northern climates, where freeze-thaw cycles are severe, pothole development is exacerbated due to the continuous freeze-thaw action and may not be related solely to traffic patterns. Although possible, potholes are not a common distress to airfields.

(4) Asphalt stripping. Asphalt stripping is caused by moisture infiltration into the HMA pavement structure leading to "stripping" of the bituminous binder from the aggregate particles. Asphalt stripping of HMA pavements may also be caused by cyclic water-vapor pressures within the mixture scrubbing the binder from the aggregates.

(5) Jet blast erosion. Jet blast erosion is defined as a darkened area of pavement surface where the bituminous binder has been burned or carbonized. Localized burned areas may vary in depth up to approximately 1/2-inch (13 mm).

(6) Patching and utility cut patch. A patch is defined as an area where the original pavement has been removed and replaced by a filler material. Deterioration of a patch typically progresses at a higher rate than the original pavement. Deterioration of patch areas affects the ride quality and creates FOD potential.

c. Distortion. Distortion in flexible pavements is caused by foundation settlement, insufficient compaction of the pavement courses, a lack of stability in the bituminous mix, poor bond between the surface and the underlying layer of the pavement structure, and swelling soils or frost action in the subgrade. The following types of distortion commonly occur in flexible pavement.

(1) Rutting. A rut is characterized by a surface depression in the wheel path. In many instances, ruts become noticeable only after a rainfall when the wheel paths fill with water. This type of distress is caused by a permanent deformation in any one of the pavement layers or subgrade, resulting from the consolidation or displacement of the materials due to traffic loads.

(2) Corrugation. Corrugation results from a form of plastic surface movement typified by ripples across the surface. Corrugation can be caused by a lack of stability in the mix or a poor bond between material layers.

(3) Shoving. Shoving is the localized bulging of a pavement surface. It can be caused by lack of stability in the mix, shear movement at an interlayer, or lateral stresses produced by adjacent PCC pavement during expansion.

(4) Depressions. Depressions are localized low areas of limited size. Light depressions are typically only noticeable after a rain, when ponding creates "birdbath" areas. Depressions may result from heavier traffic than the pavement was designed for; localized settlement of the underlying pavement layers; or poor construction methods.

(5) Swelling. An upward bulge in the pavement's surface characterizes swelling. It may occur sharply over a small area or as a longer gradual wave. Both types of swelling may be accompanied by surface cracking. A swell is usually caused by frost action surrounding dissimilar material types in the subgrade or by swelling soil.

d. Loss of skid resistance. Factors that decrease the skid resistance of a pavement surface and can lead to hydroplaning include too much asphalt in the bituminous mix; too heavy a tack coat; poor aggregate which is subject to wear; paint; and buildup of contaminants. In flexible pavements, a loss of skid resistance may result from the following distresses.

(1) Polished aggregate. Aggregate polishing is caused by repeated traffic applications. Polished aggregate is present when the portion of aggregate extending above the asphalt is either very small, of poor quality, or there are no rough or angular particles to provide good skid resistance.

(2) Contaminants. Accumulation of rubber particles, oils, or other external materials on the pavement surface will reduce the skid resistance of a pavement. In addition, buildup of rubber deposits in pavement grooves will reduce the effectiveness of the grooves and increase the likelihood of hydroplaning.

(3) Bleeding. Bleeding is characterized by a film of bituminous material on the pavement surface that resembles a shiny, glass-like, reflecting surface that usually becomes quite sticky. It is caused by excessive amounts of asphalt binder in the mix and/or low air-void content. Bleeding occurs when asphalt binder fills the voids in the mix during hot weather and

then expands out onto the surface of the pavement. Bleeding may also result when an excessive tack coat is applied prior to placement of the HMA surface. Since the bleeding process is not reversible during cold weather, asphalt binder will accumulate on the surface. Extensive bleeding may cause a severe reduction in skid resistance.

(4) Fuel/oil spillage. Continuous fuel/oil spillage on a HMA surface will soften the asphalt. Areas subject to only minor fuel/oil spillage will usually heal without repair, and only minor damage will result.

3.2.2. Rigid pavement distresses.

a. Cracking. Cracks in rigid pavements often result from stresses caused by expansion and contraction or warping of the pavement. Overloading, loss of subgrade support, and insufficient and/or improperly cut joints acting singly or in combination are also possible causes. The following types of cracking typically occur in rigid pavements.

(1) Longitudinal, transverse, and diagonal cracks. A combination of repeated loads and shrinkage stresses usually causes this type of distress. It is characterized by cracks that divide the slab into two or three pieces that may indicate poor construction techniques, underlying pavement layers that are structurally inadequate for the applied load, or pavement overloads.

(2) Corner breaks. Load repetition, combined with loss of support and curling stresses, usually causes cracks at the slab corner. The lack of support may be caused by pumping or loss of load transfer at the joint. Corner breaks are characterized by a crack that intersects the joints at a distance less than or equal to one-half of the slab length on both sides, measured from the corner of the slab. A corner break differs from a corner spall in that the break extends vertically through the entire slab thickness; a corner spall intersects the joint at an angle.

(3) Durability "D" cracking. D cracking usually appears as a pattern of cracks running in the vicinity of and parallel to a joint or linear crack. It is caused by the concrete's inability to withstand environmental factors such as freeze-thaw cycles because of variable expansive aggregates. This type of cracking may eventually lead to disintegration of the concrete within 1 to 2 feet (0.3 m to 0.6 m) of the joint or crack.

(4) Shrinkage cracking. Shrinkage cracks are hairline cracks that are usually only a few feet long and do not extend across the entire slab. They are formed during the setting and curing of the concrete and usually do not extend through the depth of the slab. Typically, shrinkage cracks do not extend greater than 1/4-inch (6 mm) from the slab surface and may be primarily in the finished surface paste only.

(5) Shattered slab/intersecting cracks. A shattered slab is defined as a slab where intersecting cracks break up the slab into four or more pieces. This is primarily caused by overloading due to traffic and/or inadequate foundation support.

b. Joint seal damage. Joint seal damage is any condition that enables incompressible foreign material such as soil or rocks to accumulate in the joints or that allows infiltration of water. Accumulation of foreign materials prevents the slabs from expanding and may result in

buckling, shattering, or spalling. Water infiltration through joint seal damage can cause pumping or deterioration of the base. Typical types of joint seal damage include stripping of joint sealant, extrusion of joint sealant, hardening of the filler (oxidation), loss of bond to the slab edges, and absence of sealant in the joint. Joint seal damage is caused by improper joint width, use of the wrong type of sealant, incorrect application, not properly cleaning the joint before sealing, and/or climate (aging).

c. Disintegration. Disintegration is the breaking up of a pavement into small, loose pieces including the dislodging of aggregate particles. Improper curing and finishing of the concrete, unsuitable aggregates, and improper mixing of the concrete can cause this distress. Disintegration typically falls into the following categories.

(1) Scaling, map cracking, and crazing. Scaling is the disintegration and loss of the wearing surface. A surface weakened by improper curing or finishing and freeze-thaw cycles can lead to scaling. Map cracking or crazing refers to a network of shallow hairline cracks that extend only through the upper surface of the concrete. Crazing usually results from improper curing and/or finishing of the concrete and may lead to scaling of the surface.

(2) Alkali-Silica Reactivity (ASR). ASR is another source of distress associated with map cracking. ASR is caused by an expansive reaction between alkalis and certain reactive silica minerals, which forms a gel. The gel absorbs water, causing expansion, which may damage the concrete and adjacent structures. Alkalis are most often introduced by the portland cement within the pavement. ASR may be indicated by cracking of the concrete pavement (often in a map pattern); white, brown, gray or other colored gel or staining that may be present at the crack surface; and/or an increase in concrete volume (expansion) that may result in distortion of adjacent or integral structures or physical elements.

(3) Joint spalling. Joint spalling is the breakdown of the slab edges within 2 feet (0.6 m) of the side of the joint. A joint spall usually does not extend vertically through the slab but intersects the joint at an angle. Joint spalling often results from excessive stresses at the joint or crack caused by infiltration of incompressible materials or weak concrete at the joint (caused by overworking) combined with traffic loads. Joint spalling also results when dowels, which prevent slab movement, become misaligned either through improper placement or improper slippage preparation.

(4) Corner spalling. Corner spalling is the raveling or breakdown of the slab within approximately 2 feet (0.6 m) of the corner. It differs from a corner break in that the spall usually angles downward to intersect the joint, while a break extends vertically through the slab. The same mechanisms that cause joint spalling often cause corner spalling, but this type of distress may appear sooner because of increased exposure.

(5) Blowups. Blowups, although not common, usually occur at a transverse crack or joint that is not wide enough to permit expansion of the concrete slabs. Insufficient width may result from infiltration of incompressible materials into the joint space or by gradual closure of the joint caused by expansion of the concrete due to ASR. When expansive pressure cannot be relieved, a localized upward movement of the slab edges (buckling) or shattering will occur in the vicinity of the joint. Blowups normally occur only in thin pavement sections, although

blowups can also appear at drainage structures (manholes, inlets, etc.). The frequency and severity of blowups may increase with an asphalt overlay due to the additional heat absorbed by the dark asphalt surface. They generally occur during hot weather because of the additional thermal expansion of the concrete.

(6) Popouts. A popout is defined as a small piece of pavement that breaks loose from the concrete surface. This is caused by freeze-thaw action in combination with expansive aggregates and can be caused by ASR. Popouts usually range from approximately 1 to 4 inches (2.5 to 10 cm) in diameter and from 1/2 to 2 inches (1.3 to 5 cm) deep. A popout may also be caused by a singular piece of large aggregate that breaks loose from the concrete surface or caused by clay balls in the concrete mix.

(7) Patching. A patch is defined as an area where the original pavement has been removed and replaced by a filler material. Deterioration of a patch typically progresses at a higher rate than the original pavement. Patching is usually divided into two types:

(a) Small. A small patch is defined as an area less than 5 ft^2 (0.5 m^2).

(b) Large and utility cuts. A large patch is defined as an area greater than 5 ft^2 (0.5 m^2). A utility cut is defined as a patch that has replaced the original pavement due to placement of underground utilities.

d. Distortion. Distortion refers to a change in the pavement surface's original position, and it results from foundation settlement, expansive soils, frost-susceptible soils, or loss of fines through improperly designed subdrains or drainage systems. The following types of distortion generally occur.

(1) Pumping. The deflection of the slab when loaded may cause pumping, which is characterized by the ejection of water and underlying material through the joints or cracks in a pavement. As the water is ejected, it carries particles of gravel, sand, clay, or silt with it, resulting in a progressive loss of pavement support that can lead to cracking. Evidence of pumping includes surface staining and base or subgrade material on the pavement close to joints or cracks. Pumping near joints indicates poor joint-load transfer, a poor joint seal, and/or the presence of ground water.

(2) Settlement or faulting. Settlement or faulting is a difference in elevation at a joint or crack caused by upheaval or non-uniform consolidation of the underlying pavement layer(s) material. This condition may result from loss of fines, frost heave, or swelling soils.

e. Loss of skid resistance. Skid resistance refers to the ability of a pavement to provide a surface with the desired friction characteristics under all weather conditions. It is a function of the surface texture. Loss of skid resistance is caused by the wearing down of the textured surface through normal wear and tear or the buildup of contaminants.

(1) Polished aggregates. Some aggregates become polished quickly under traffic. Naturally polished aggregates create skid hazards if used in the pavement without crushing. Crushing the naturally polished aggregates creates rough angular faces that provide good skid resistance.

(2) Contaminants. Rubber deposits building up over a period of time will reduce the surface friction characteristics of a pavement. Oil spills and other contaminants will also reduce the surface friction characteristics. In addition, buildup of rubber deposits in pavement grooves will reduce the effectiveness of the grooves and increase the likelihood of hydroplaning.

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Chapter 4. Guidelines for Inspection of Pavements.

4.1. Introduction to pavement inspection.

Airports should prioritize the upkeep and repair of all pavement surfaces in the aircraft operating areas of the airport to help ensure safe aircraft operations. While deterioration of the pavements from usage and exposure to the environment cannot be completely prevented, a timely and effective maintenance program can minimize this deterioration. Adequate and timely maintenance is the greatest single means of controlling pavement deterioration. The failure of airport pavements and drainage features can be directly attributed to inadequate maintenance characterized by the absence of a vigorously followed inspection program. Maintenance, no matter how effectively carried out, cannot overcome or compensate for a major design or construction inadequacy, but it can prevent the total and possibly disastrous failure that can result from such deficiencies. Maintenance inspections reveal at an early stage where a problem exists and provide warning and sufficient time to perform corrective action. Postponement of minor maintenance may evolve into major pavement repairs. Visible evidence of excessive stress and/or environmental distress in pavement systems may include cracks, holes, depressions, and other types of pavement distresses. The formation of distresses in airport pavements may severely affect the structural integrity, ride quality, and safety of airport pavements. To alleviate the effects of distresses and to improve the airport pavement serviceability, airports should adopt an effective and timely inspection and maintenance program and adequate repair procedures.

Although there are numerous distress types associated with airfield pavements, a particular concern on airfield pavements is the possibility that pavement distress will generate loose material that may strike aircraft propellers or be ingested into jet engines. This loose material and the resulting damage are commonly labeled as FOD. FOD can cause considerable damage to an aircraft and increase the cost of maintaining the aircraft in a safe operating condition. More important, FOD can cause undetected damage to an aircraft, making it unsafe to operate. All pavement inspections should address the issue of FOD to minimize its potential hazard. AC 150/5210-24, Airport Foreign Object Debris (FOD) Management, provides guidance on reducing FOD hazards.

AC 150/5200-18, Airport Safety Self-Inspection, provides information on airport self-inspection operational items such as pavement areas, safety areas, markings, signs, lighting, aircraft rescue and fire fighting, fueling operations, navigational aids, ground vehicles, obstructions, public protection, hazard management, construction, and snow and ice control.

4.2. Inspection procedures.

Maintenance is an ongoing process and a critical responsibility of airport personnel. Effective maintenance programs require a series of scheduled, periodic inspections, conducted by experienced engineers, technicians, or maintenance personnel. These inspections must be controlled to ensure that each element or feature is thoroughly inspected, potential problem areas are identified, and proper corrective measures are recommended and implemented. The maintenance program must provide for adequate follow-up to ensure corrective work is expeditiously accomplished and recorded. The organization and scope of maintenance activities

will vary in complexity and degree from airport to airport, however, the general types of maintenance required will be similar.

4.2.1. Inspection schedules. The airport is responsible for establishing a schedule for regular and routine pavement inspections to ensure all areas are thoroughly inspected. Conditions that may adversely affect the pavement, such as severe weather, may necessitate additional inspections. Airport personnel should also solicit reports from airport users and conduct daily drive-by-type inspections.

4.2.2. Recordkeeping. The airport should prepare and maintain records of all inspections and maintenance performed. These records should document the existing distresses, locations, probable causes, remedial actions required, and any follow up inspections and maintenance required. Records of materials and equipment used for maintenance and repair work should also be kept on file for future reference. Periodic review of these references may help reduce maintenance costs and improve pavement performance. AC 150/5380-7, Airport Pavement Management Program (PMP), provides additional guidance.

Chapter 5. Materials and Equipment

5.1. General.

Maintenance includes any regular or recurring work necessary to preserve existing airport pavements in good condition. Work typically involves the care or cleaning of existing airport pavement and incidental or minor pavement repair. Maintenance activities typically require a work crew of two to six people who are trained in the various repair techniques and who are familiar with the materials and equipment necessary to perform the routine pavement maintenance. Work requiring more staff is typically beyond the scope of normal maintenance activities. The following sections identify commonly used materials and equipment for normal maintenance activities. Additional information on materials and methods is also available in AC 150/5370-10. Equivalent state pavement specifications may also be used.

5.2. Common materials for maintenance and repair.

The materials listed below are commonly used for maintenance and repair of pavements.

5.2.1. Hot-mix asphalt (HMA). HMA is a blend of asphalt binder and well-graded, high-quality aggregates. The materials are mixed in a plant and placed and compacted while hot. HMA is used for construction of new airfield pavement and patching and overlay of airfield pavements. HMA for maintenance and repair should be equivalent or better than the existing pavement. P-401, Hot Mix Asphalt (HMA) Pavements or P-403, Hot Mix Asphalt (HMA) Pavements (Base, Leveling or Surface Course) in AC 150/5370-10; or equivalent state pavement specifications should be used.

5.2.2. Tack coat. A tack coat is a light application of emulsified asphalt applied to an existing pavement to provide a bond with an overlying course, such as a HMA overlay. A tack coat is also used on the sides of an existing pavement that has been cut vertically before patching. Asphalt emulsions are manufactured in several grades and are selected by the desired setting time. P-603, Bituminous Tack Coat in AC 150/5370-10 or equivalent state specifications may be used.

5.2.3. Crack and joint sealing material. Material for sealing cracks should meet ASTM standards for the type of pavement and service for which the sealant is intended.

a. ASTM D5893, Standard Specification for Cold Applied, Single Component, Chemically Curing Silicone Joint Sealant for Portland Cement Concrete Pavements.

b. ASTM D6690, Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements.

c. ASTM D5249, Standard Specification for Backer Material for Use with Cold- and Hot-Applied Joint Sealants in Portland-Cement Concrete and Asphalt Joints.

5.2.4. Crack filler material. Material for filling cracks should meet ASTM D5078, Standard Specification for Crack Filler, Hot-Applied, for Asphalt Concrete and Portland Cement Concrete Pavements.

5.2.5. Concrete. Concrete is a blend of portland cement, fine and coarse aggregate, and water, with or without additives. Concrete is used to repair a distressed portland cement concrete pavement so it may be used at its original designed capacity. P-501, Portland Cement Concrete Pavement in AC 150/5370-10 or equivalent state pavement specifications with non-reactive materials may be used.

5.2.6. Other materials and products. There are many other products available, such as epoxy resins and special concrete mixtures, that may be used for repair of pavements. The selection and use of these products must be in accordance with the manufacturers' requirements for the intended application. Local experience and conditions dictate acceptable products. State Departments of Transportation (DOTs) may also maintain list of materials that have performed well in a geographic area.

AC 150/5370-10 is another good source of information on materials and methods used for construction on airports.

5.3. Equipment for pavement maintenance.

There are many different types and models of equipment airports can use for pavement maintenance. Some commonly used pavement maintenance equipment include the following.

5.3.1. Power Saws. A pavement power saw is usually a one-person-operated, dolly-mounted unit with an abrasive circular blade. This type of saw can cut a straight line through flexible or rigid pavements and leave vertical sides. A random crack saw has a small diameter saw blade capable of tracking the crack.

5.3.2. Jackhammers. Jackhammers with chisel heads are commonly used for removal of existing pavement surfaces. Jackhammers must be used with caution to avoid damage to remaining pavement. Light, 30 pound (14 kg) or less, chipping hammers should be used to prepare partial depth repair patches.

5.3.3. Pavement grinders. A pavement grinder may be a one-person-operated, dolly-mounted unit with an abrasive cylindrical head 4 inches (10 cm) or more wide, or it may be variable-width diamond grinding equipment. Diamond grinding is a common rehabilitation technique used for tasks as varied as paint removal and pavement texturing.

5.3.4. Hand tools. Hand tools such as chisels, sledgehammers, shovels, pry bars, and picks can be used to remove deteriorated pavement. Rakes, lutes, and other such hand tools are used to move and level material placed in a patch area.

5.3.5. Front-end loaders and skid-steer loaders. Front-end loaders are useful when loading trucks with removed pavement. Skid-steer loaders are small versatile loaders that can be equipped with numerous attachments such as brooms or milling heads. Their small size and maneuverability make them ideal for maintenance activities.

5.3.6. Asphalt kettle. Asphalt kettles are usually small-tractor-mounted units that have the capacity to heat and store 40 to 500 gallons (150 to 2000 liters) of bituminous material. A pump forces the liquid material through spray nozzles located on a hand-held hose. These

units are used for priming and tacking on small jobs and for crack or surface sealing of HMA surfaces.

5.3.7. Vibratory plate compactors. Vibratory plate compactors are hand-operated units used to compact granular base or HMA plant-mix materials.

5.3.8. Vibratory and non-vibratory steel-wheel rollers. Steel-wheel rollers are used to compact material, including HMA in patchwork areas. Smaller rollers can be hand operated, while large rollers are self-powered.

5.3.9. Joint plow. A joint plow is used to remove old sealer from joints. This is usually a specially made tool attached to a small loader or tractor.

5.3.10. Joint router. A joint router is used to clear existing cracks or joints to be resealed. A router is usually a self-powered machine operating a rotary cutting tool. A rotary routing tool with a V-shaped end can be used for cleaning out random cracks. The use of a random crack saw is preferred for PCC pavements.

5.3.11. Random crack saw. A random crack saw is designed to follow irregular crack patterns in concrete and asphalt surfaces. The crack saw utilizes small diameter, dry-cut diamond blades in standard widths to create smooth sided cuts to prepare surfaces for proper crack filling. A center mounted blade configuration allows a crack saw to pivot about its own axis to more exactly follow random crack patterns easily.

5.3.12. Air compressor and sand blasting. Sand blasting may be used for final removal of old joint sealant, and is recommended for the final cleaning method for PCC surfaces prior to application of new sealant. Joints and cracks should be blown out with clean, dry compressed air immediately before applying new sealant. Air compressors must be equipped with oil and moisture traps to prevent contaminating the cleaned surface.

5.3.13. Pavement sweeper. A pavement sweeper can be used for cleaning the pavement surface and removing excess aggregate before and after repairs.

5.3.14. Heating kettle. A heating kettle is a mobile, indirect-fired double boiler used to melt hot-applied joint sealing material. It is equipped with a means to agitate and circulate the sealer to ensure uniform heating and melting of the entire charge in the kettle. Sealants may be applied to joints with an applicator attached directly to a pump unit on the kettle.

5.3.15. Pouring pot. A pouring pot, hand carried or mounted on a hand-pushed pot dolly, is used to pour hot sealing materials into a prepared crack or joint.

5.3.16. High-pressure water. High-pressure water, with the proper selection of spray nozzle and pressure, can be used to clean out joints prior to resealing and to clean vertical faces of pavement to be patched. Pressure should be monitored and controlled to the minimum necessary to minimize any damage to the remaining pavement.

5.3.17. Hot air lance. A hot air lance can be used to dry and heat cracks in existing bituminous material.

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Chapter 6. Pavement Repair Methods.

6.1. General.

This chapter describes various repair methods airports can use to correct airfield pavement distress. While these repair methods apply to specific types of distress and pavements, methods used should take into account the possibility of foreign object debris (FOD) damage to aircraft. FOD is defined as any object, live or not, located in an inappropriate location in the airport environment that has the capacity to injure airport or air carrier personnel and damage aircraft. FOD damage is any damage attributed to a foreign object that can be expressed in physical or economic terms, which may or may not downgrade the product's safety or performance characteristics. Repair activities may leave potential FOD at or near the repair sites. All maintenance activities must include quality control to assure that repairs are conducted properly and clean-up activities undertaken to remove FOD potential. AC 150/5210-24 provides additional guidance to help manage debris hazards associated with maintenance activities

The first step in rehabilitating or preparing a pavement for repair is to identify the causes of distress. Then, the proper procedures for repairing - which will not only correct the damage, but also prevent or retard its further occurrence - may be applied. Pavement repairs should be made as quickly as possible after the need for them arises to help ensure continued and safe aircraft operations. Airports should perform repairs at early stages of distress, even when the distresses are considered minor. A delay in repairing pavements may allow minor distresses to progress into major failures. While deterioration of pavements due to traffic and adverse weather conditions cannot be completely prevented, maintenance and repair programs can significantly reduce the rate of deterioration and minimize the damage.

Weather conditions may limit repair measures undertaken to prevent further pavement damage. For example, rehabilitation by crack filling is more effective in cool and dry weather conditions, whereas pothole patches, seal coats, and other surface treatments require warm, dry weather for best results. This does not mean that resurfacing work cannot be performed under cold and damp conditions or that crack filling cannot be done in warm weather. Rather, these repairs just require much greater care when made during such periods. The procedures in Appendix A list the weather and temperature limitations for each repair procedure. When emergency pavement repairs are required and weather conditions exceed the procedure recommendations, the initial repair will be temporary and replaced as soon as weather conditions permit.

6.2. Repair methods for flexible pavements.

6.2.1. General. The selection of a repair method for flexible pavements will depend on the type of damage; climate; experience; and availability of materials among others. Table 6-1 summarizes some common problems and potential repair methods.

6.2.2. Crack repair. Cracks take many forms, such as longitudinal, transverse, block, alligator, slippage, and reflection cracks. For some, such as longitudinal and transverse cracks, simple crack filling may be the proper corrective action. Refer to Appendix A1 and Figure A-1 for crack repair in flexible pavement.

6.2.3. Partial and full depth repair. Some cracks may require partial or full depth repair of the damaged pavement. Partial depth repairs may be an alternative for pavements greater than 5 inches (13 cm) thick. Full depth repairs are typically required for pavement less than 5 inches (13 cm) thick. Refer to Appendix A2 and Figure A-2 for partial depth crack repair in flexible pavement. Refer to Appendix A3 and Figure A-3 for full depth crack repair in flexible pavement.

6.3. Repair methods for rigid pavements.

6.3.1. General. The selection of a repair method for rigid pavements will depend on the type of damage, climate, experience, and availability of materials among others. Table 6-2 summarizes some common problems and potential repair methods. Refer to Appendix A4 and Figure A-4 for a plan view of typical rigid pavement full depth repairs including a corner break; partial slab replacement; and full depth slab replacement.

6.3.1.1. Crack repair and joint sealing. Sealing cracks prevents surface moisture from entering the pavement structure. This type of repair may require establishing a sealant reservoir. A concrete saw is preferable to router equipment because a router can cause micro-cracks in the adjacent concrete pavement. Shrinkage cracks are non-structural and non-propagating cracks that are cosmetic and typically do not require repairs.

Refer to AC 150/5370-10, Items P-604 Compression Joint Seals for Concrete Pavements and P-605, Joint Sealants for Concrete Pavements for information and guidance on joint and crack sealants. A silicone sealant per ASTM D5893 can be used for edge joints between flexible and rigid pavements. Silicone should not be used to seal flexible pavement to flexible pavement joints.

6.3.1.2. Full depth repair. Full depth rigid pavement repair requires the complete removal of the damaged concrete pavement. The base and sub base material may also require repair if they are damaged during removal of the pavement or by water infiltration and subsequent pumping action.

a. Corner break. A corner break is a crack that intersects the joints of a slab at a distance less than or equal to one-half the slab length on both sides of the slab, measured from the corner of the slab. The crack extends vertically through the entire slab thickness. Load repetition combined with loss of support and curling stresses cause corner breaks. Refer to Appendix A5 and Figure A-5 for full depth repair of a corner break.

b. Partial slab replacement. Refer to Appendix A6 and Figure A-6 for partial slab replacement procedures.

c. Full slab replacement. Refer to Appendix A7 and Figure A-7 for full slab replacement procedures.

6.3.1.3. Partial depth repair

a. Joint spall repair. Joint spalling is the breakdown of the slab edges within 2 feet (0.6 m) of the side of the joint. A joint spall usually does not extend vertically through the slab,

intersecting the joint at an angle. Refer to Appendix A8 and Figure A-8 for joint spall repair procedures.

6.4. Temporary patching of rigid pavements.

Broken rigid pavement areas can be patched with flexible pavement as an interim measure. Full-depth HMA repairs will interrupt the structural integrity of the rigid pavement and may lead to additional failures. Such full-depth repairs are considered temporary, and corrective long-term repairs must be scheduled.

The minimum depth of repair for portland cement concrete should be 2 inches (5 cm). Repairs made thinner than 2 inches (5 cm) usually deteriorate quickly on an airfield pavement. (Most distresses needing repair will extend at least 2 inches (5 cm) into the pavement.) Rigid pavement repairs that are thinner than 2 inches (5 cm) may benefit from the use of epoxy materials.

Table 6-1. Quick guide for maintenance and repair of common flexible pavement surface problems

Problem	Repair	Probable Cause
Weathering/ Oxidation	- Apply surface treatment - Overlay	- Environment - Lack of timely surface treatments
Cracks	- Remove old sealer material if present - Clean and prepare cracks - Seal/reseal cracks - Joint heating may be an option for longitudinal cracks when under the direction of an engineer. (Operate heaters to avoid excessive heat on the pavement.)	- Age - Environmental conditions - Bitumen too hard or overheated in mix - Sealant defects (e.g., incorrect application temperature, improper sealant selection, improper crack preparation)
Alligator or fatigue cracking	- Remove and replace damaged pavement, including the base and/or subbase course if required.	- Base and/or Subgrade failure - Overload - Under-designed surface course (too thin)
Patches	- Remove/replace. - Repair and Resurface	- Inadequate/Improper repair detail/material - Age
Surface irregularities (e.g., rutting, wash-boarding, birdbaths)	- Remove and replace damaged areas - Surface grinding/milling	- Traffic - Age
Loss of Skid Resistance	- Remove rubber/surface contamination - Apply surface treatment	- Rubber deposits/surface contamination - Polished aggregate - Improper surface treatment
Bleeding	- Blot with sand and remove sand prior to resuming aircraft operations. Excessive bleeding may require removal and replacement of pavement.	- Overly rich mix/low air void content. Bleeding may be a precursor to other surface deformities forming, e.g., rutting, wash-boarding, etc.
Drainage	- Grade pavement shoulders, clear drainage path - Clean out drainage structures, e.g., edge drains, outfalls, etc.	- Poor maintenance of drainage facilities - Poor maintenance of grade

Table 6-2. Quick guide for maintenance and repair of common rigid pavement surface problems

Problem	Repair	Probable Cause
Joint sealant damage	- Remove old sealant, clean joints, reseal	- Age - Environmental conditions - Sealant defects (e.g., incorrect application temperature, improper sealant selection, improper joint preparation)
Cracks	- Clean and seal cracks - Repair/replace slab - Evaluate adequacy of pavement structure; may require strengthening	- Loss of slab support - Load repetition; curling stresses; and shrinkage stresses
Corner Breaks	- Seal and maintain until full depth patch	- Loss of slab support - Load repetition and curling stresses
Joint spalling	- Remove lose material; refill with approved product; reseal - Partial depth repair	- Latent defects, i.e., excessive finishing - Incompressible matter in joint spaces - Snow plow damage
Slab blowup	- Replace slab in blowup area; clean and reseal joints.	- Incompressible material in joints preventing slab from expanding
Loss of Skid Resistance	- Remove rubber/surface contamination. - Grinding.	- Rubber deposits/surface contamination - Age, i.e., surface wear
Drainage	- Grade pavement shoulders, clear drainage path - Clean out drainage structures, e.g., edge drains, outfalls, etc.	- Poor maintenance of drainage facilities - Poor maintenance of grade
Popouts	- Remove FOD	- Material
Patches	- Remove/replace	- Inadequate/Improper repair detail/material - Age

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Appendix A. Repair Procedures

The following typical details and repair procedures are intended for use for minor maintenance repair of airport pavements. For major maintenance projects, the airport should utilize plans and specifications developed under the direction of a pavement design engineer.

For all maintenance and repair projects funded with federal grant monies through the Airport Improvement Program (AIP) and with revenue from the Passenger Facility Charge (PFC) Program, the airport must use the guidelines and specifications for materials and methods in AC 150/5370-10, Standards for Specifying Construction of Airports.

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A1. PROCEDURE FOR CRACK REPAIR OF FLEXIBLE PAVEMENT

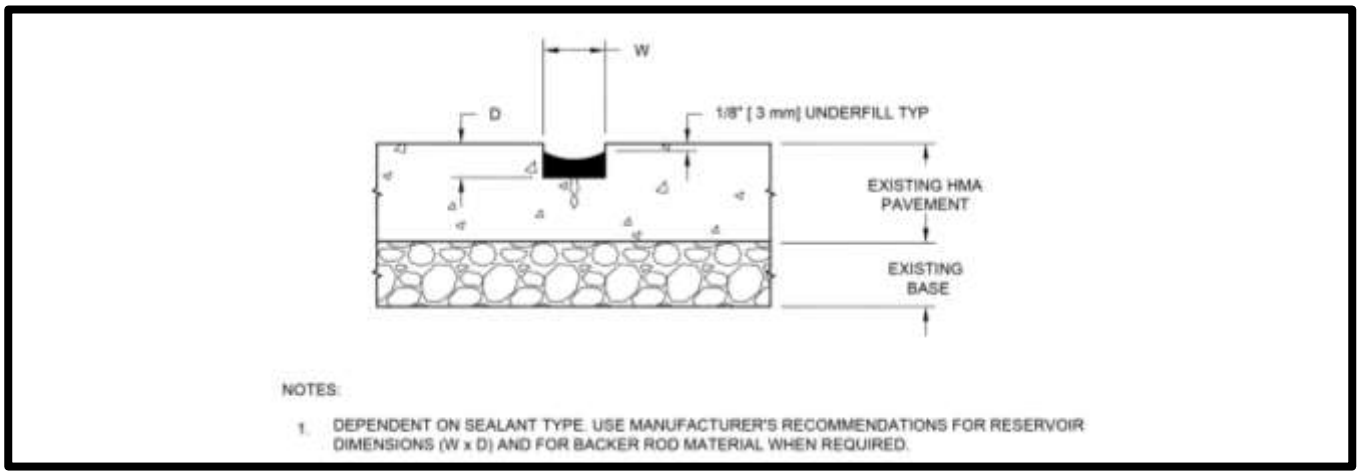

Figure A-1. Crack repair of flexible pavement

WEATHER AND TEMPERATURE REQUIREMENTS

- Do not begin crack repair during inclement weather.
- The pavement temperature should be 50°F (10°C) and rising or meet the manufacturer's recommendations at the time of application of the crack sealing material.
- Do not apply sealant if moisture is observed in the crack.

PREPARATION

To choose sealant:

- Consider your geographic area, climate, and past performance of the sealant
- Hot-applied sealants must meet the requirements of ASTM D6690
- Cold-applied sealants must meet the requirements of ASTM D977

REPAIR PROCEDURE

Use this procedure to repair cracks less than 1 inch (2.5 cm) in width in flexible pavements.

1. Review the construction safety and phasing plan (CSPP). Ensure all pavement closures have all required items in place, such as lighted Xs, barricades, signs, etc.; and all NOTAMS have been issued for affected areas of the airfield.
2. Mark the limits of the area of crack repair.
3. Use an air compressor with an operable oil and water trap to clean all cracks with compressed hot air.
4. If necessary, saw or rout the cracks to the required width and depth. Use the sealant manufacturer's specifications to determine the sealant reservoir dimensions (W × D).
5. Inspect the cracks for proper width, depth, alignment, and preparation. Make sure the crack surface faces are dry.
6. To obtain the width and depth ratio required by the sealant manufacturer's specifications may require installation of backer rod. Make sure the backer rod:
   - Meets the requirements of ASTM D5249
   - Is compatible with the sealant
   - Is 25% larger in diameter than the width of the sealant reservoir
7. Apply the sealant uniformly from the bottom to the top of the crack avoiding voids or entrapping air.
8. Make sure the surface of the sealant remains ¼ inch to ⅜ inch (6 mm to 9 mm) below the existing pavement surface.
9. Do not allow traffic until the sealants have cured.
10. Completely clean the work area before opening to aircraft traffic.

MATERIAL REQUIREMENTS

ASTM D977	Standard Specification for Emulsified Asphalt
ASTM D5249	Standard Specification for Backer Material for Use with Cold- and Hot-Applied Joint Sealants in Portland-Cement Concrete and Asphalt Joints
ASTM D6690	Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements

State Department of Transportation specifications for pavements

A2. PARTIAL DEPTH CRACK REPAIR IN FLEXIBLE PAVEMENT

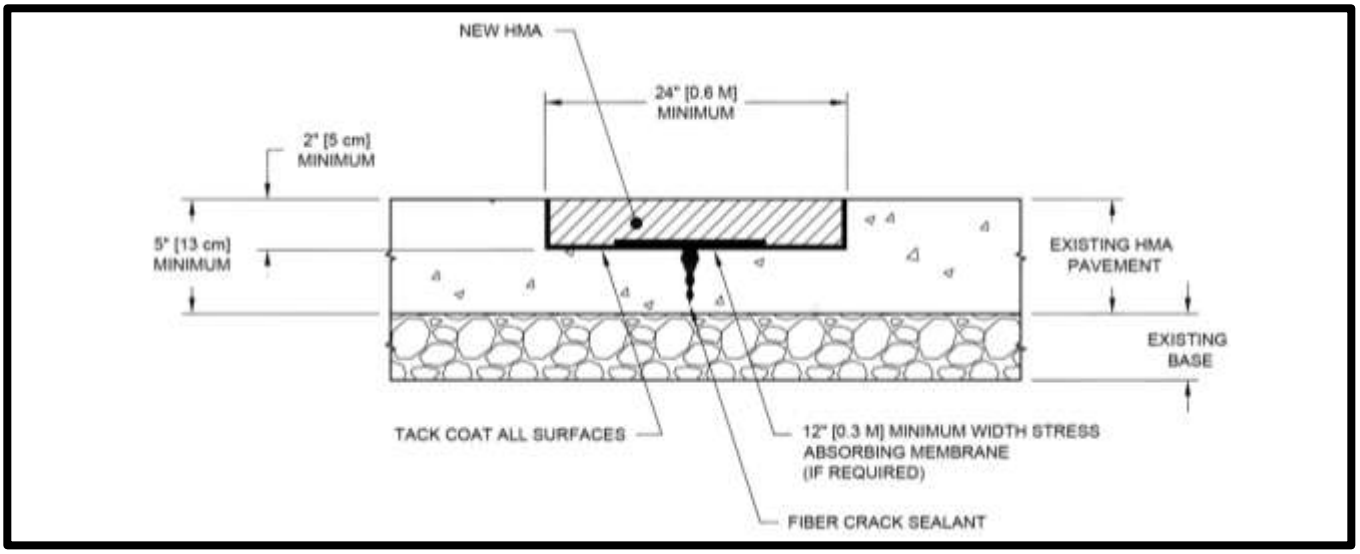

Figure A-2. Partial depth crack repair in flexible pavement

WEATHER AND TEMPERATURE REQUIREMENTS

- Do not begin crack repair during inclement weather.
- HMA should not be placed upon a wet surface or when the surface temperature of the underlying course is less than 45°F (7°C).
- The pavement temperature should be 50°F (10°C) and rising or meet the manufacturer's recommendations at the time of application of the crack sealing material.
- Do not apply sealant if moisture is observed in the crack.

REPAIR PROCEDURE

Use this procedure to repair HMA Pavements that are 5 inches (13 cm) or greater in thickness with cracks greater than 1 inch (2.5 cm).

1. Review the construction safety and phasing plan (CSPP). Ensure all pavement closures have all required items in place, such as lighted Xs, barricades, signs, etc.; and all NOTAMS have been issued for affected areas of the airfield.
2. Mark the limits of the area of crack repair.
3. Saw cut or mill out an area 24 inches (0.6 m) wide by 2 to 3 inches (5 to 8 cm) deep centered on the crack. Extend the saw cut or mill out the area a minimum of 12 inches (30 cm) beyond the limits of the distressed pavement area.
4. Use an air compressor with an operable oil and water trap to clean all cracks with compressed hot air.
5. Fill the crack flush with fiber crack filler per the sealant manufacturer's specifications. Apply the sealant uniformly from the bottom to the top of the crack avoiding voids or entrapping air.
6. Apply a 12 inch (30 cm) repair membrane centered over the crack. (Installation of the membrane is optional.)
7. Apply a tack coat to the bottom and sides of the repair area. Make sure the tack meets the requirements of P-603 and ASTM D3628.
8. Fill the patch area with HMA equivalent or better than the existing pavement. Use P-401, P-403 or equivalent State DOT dense mix and compact to the minimum density specified.
9. Use a straight-edge to verify the patch is flush with adjacent pavement.
10. Do not allow traffic until the HMA has cured.
11. Completely clean the work area before opening to aircraft traffic.

MATERIAL REQUIREMENTS

ASTM D977	Standard Specification for Emulsified Asphalt
ASTM D3628	Standard Practice for Selection and Use of Emulsified Asphalts
ASTM D6690	Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements
P-401	Hot Mix Asphalt (HMA) Pavements, AC 150/5370-10, Standards for Specifying Construction of Airports
P-403	Hot Mix Asphalt (HMA) Pavements (Base, Leveling, or Surface Course), AC 150/5370-10, Standards for Specifying Construction of Airports

State Department of Transportation specifications for pavements

A3. FULL DEPTH CRACK REPAIR IN FLEXIBLE PAVEMENT

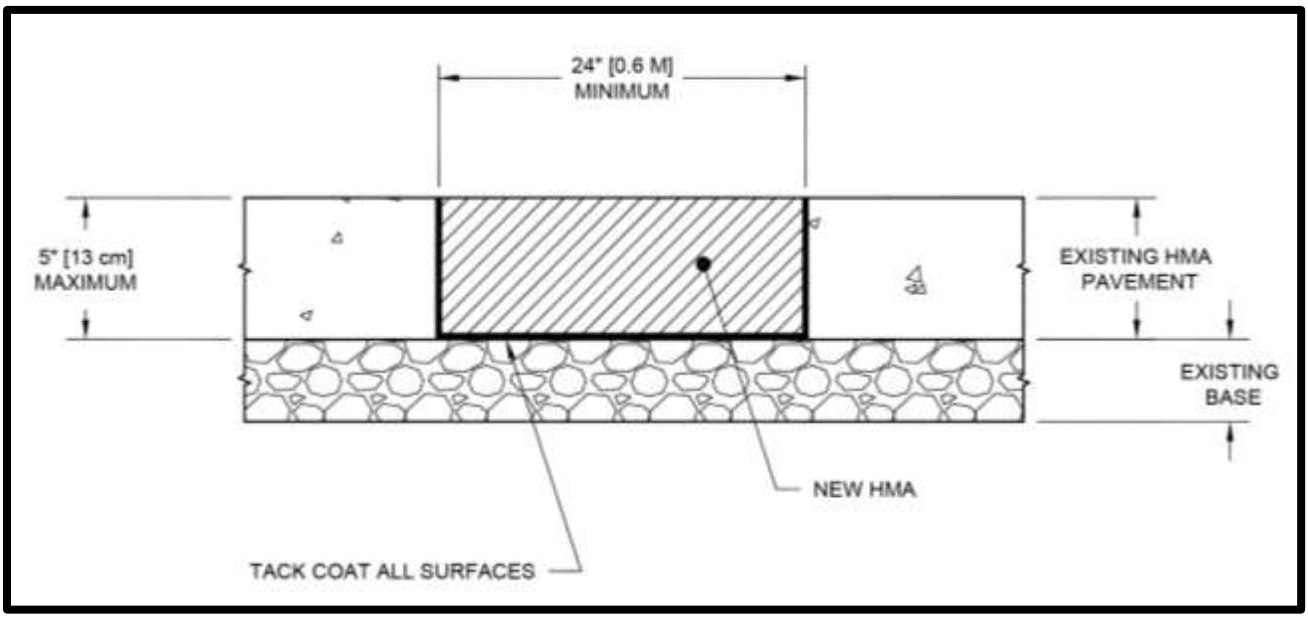

Figure A-3. Full depth crack repair in flexible pavement

WEATHER AND TEMPERATURE REQUIREMENTS

- Do not begin crack repair during inclement weather.
- HMA should not be placed upon a wet surface or when the surface temperature of the underlying course is less than 45°F (7°C).

REPAIR PROCEDURE

Use this procedure to conduct full depth repairs of flexible pavements and to repair cracks greater than 1 inch (2.5 cm) in flexible pavements 5 inches (13 cm) or less in thickness.

1. Review the construction safety and phasing plan (CSPP). Ensure all pavement closures have all required items in place, such as lighted Xs, barricades, etc.; and all NOTAMS have been issued for affected areas of the airfield.
2. Mark the limits of the area of crack repair.
3. Saw cut or mill out an area 24 inches (0.6 m) wide to the full depth of the HMA centered on the crack. Extend the saw cut or mill out an area a minimum of 12 inches (30 cm) beyond the limits of the distressed pavement area.
4. Repair and re-compact the base as necessary.
5. Apply a tack coat to the bottom and sides of the repair area. Make sure the tack meets the requirements of P-603 and ASTM D3628.
6. Fill the patch area with HMA equivalent to or better than the existing pavement. Use P-401, P-403 or equivalent State DOT dense mix and compact to the minimum density specified.
7. Use a straight-edge to verify that the patch is flush with adjacent pavement.
8. Do not allow traffic until HMA has cured.
9. Completely clean the work area before opening to aircraft traffic.

MATERIAL REQUIREMENTS

ASTM D977	Standard Specification for Emulsified Asphalt
ASTM D3628	Standard Practice for Selection and Use of Emulsified Asphalts
ASTM D6690	Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements
P-401	Hot Mix Asphalt (HMA) Pavements, AC 150/5370-10, Standards for Specifying Construction of Airports
P-403	Hot Mix Asphalt (HMA) Pavements (Base, Leveling, or Surface Course), AC 150/5370-10, Standards for Specifying Construction of Airports
P-603	Bituminous Tack Coat, AC 150/5370-10, Standards for Specifying Construction of Airports

State Department of Transportation specifications for pavements

A4. RIGID PAVEMENT REPAIR – PLAN VIEW

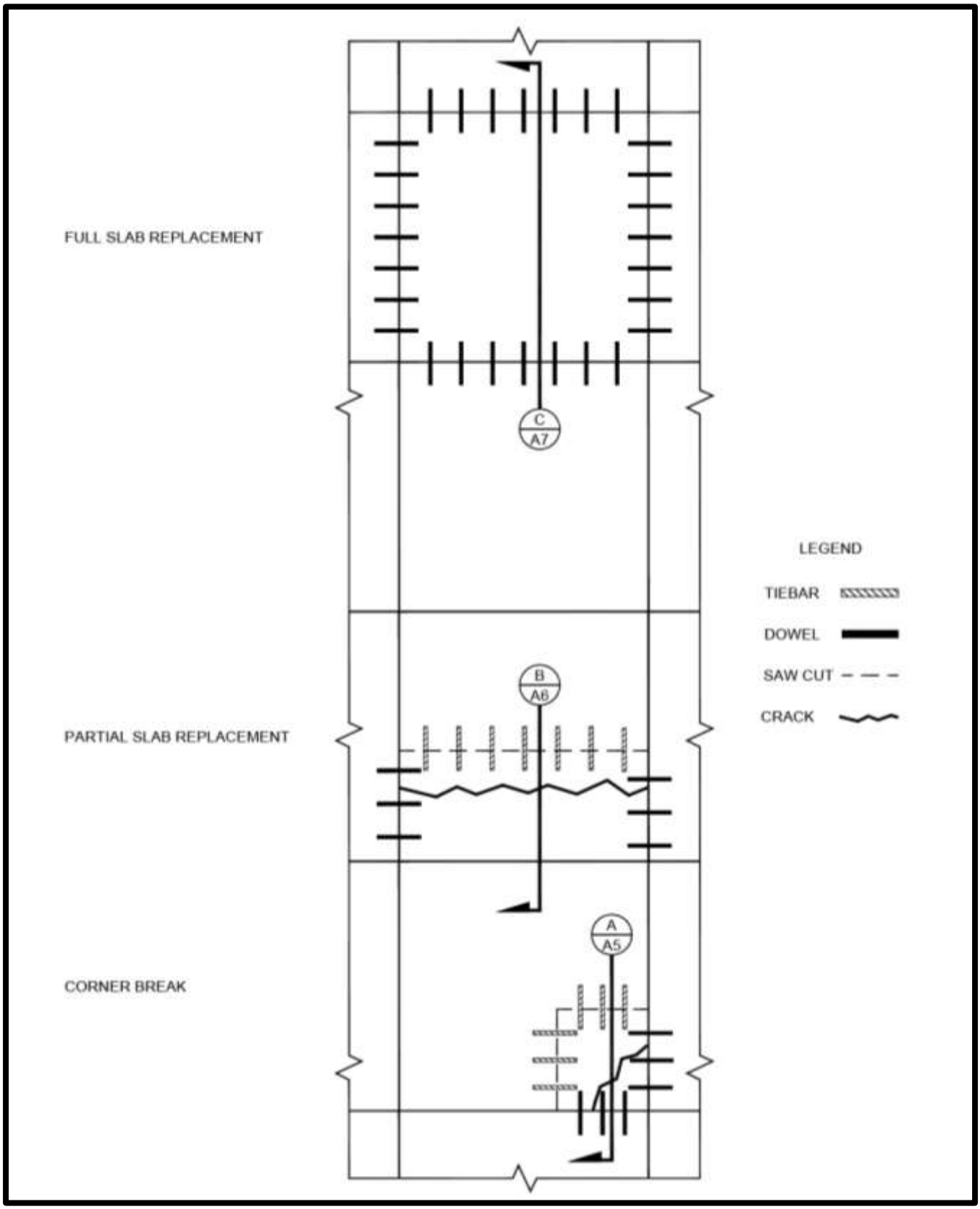

Figure A-4. Rigid pavement repair – plan view

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A5. FULL DEPTH REPAIR IN RIGID PAVEMENT – CORNER BREAK

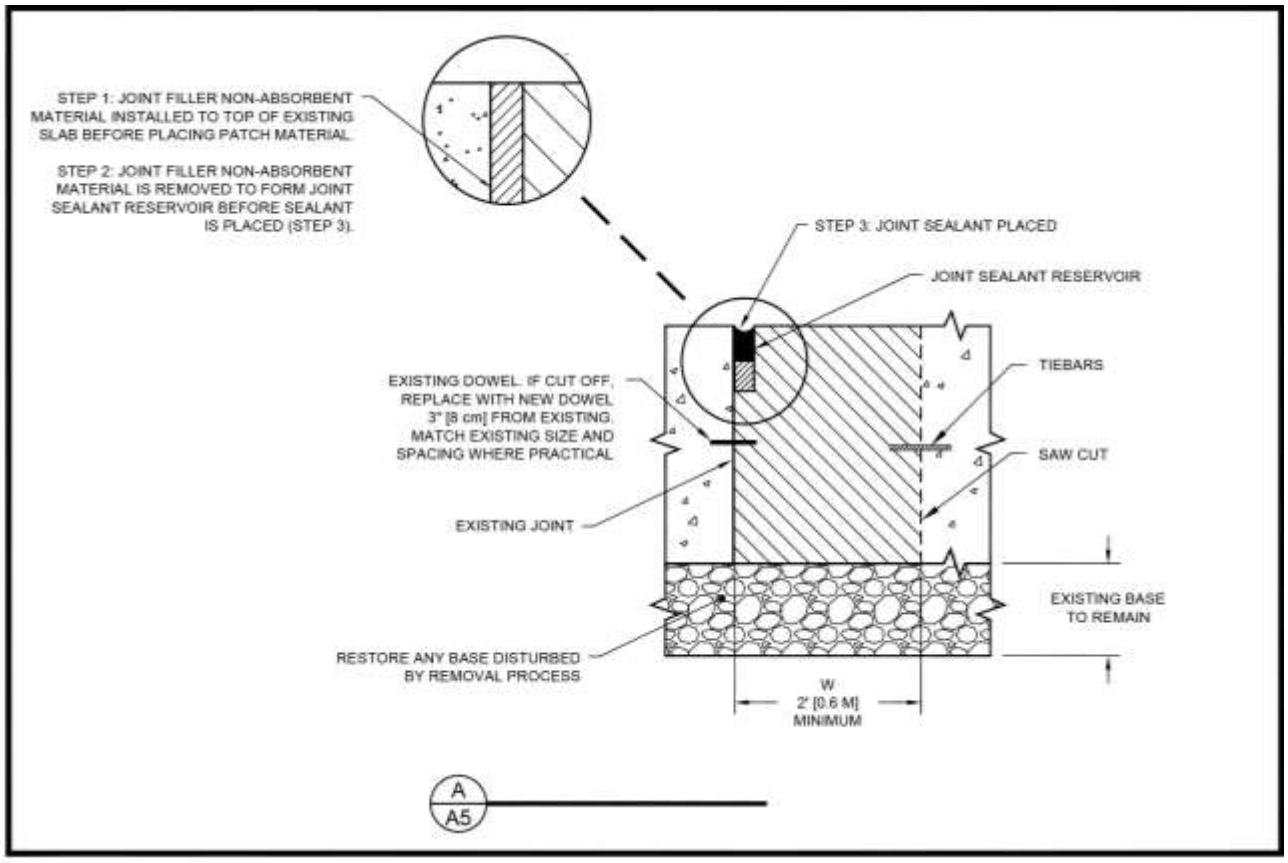

Figure A-5. Full depth repair in rigid pavement – corner break

Repair Procedure and Weather and Temperature Requirements are on the back of this page.

MATERIAL REQUIREMENTS

ASTM A1078	Standard Specification for Epoxy-Coated Steel Dowels for Concrete Pavement
ASTM A615	Standard Specifications for Deformed and Plain Carbon-Steel Bars for Concrete Reinforcement
ASTM C309	Standard Specification for Liquid Membrane-Forming Compounds for Curing Concrete
ASTM D6690	Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements
P-501	Portland Cement Concrete (PCC) Pavement, AC 150/5370-10, Standards for Specifying Construction of Airports

State Department of Transportation specifications for pavements

WEATHER AND TEMPERATURE REQUIREMENTS

- Do not begin repairs during inclement weather.
- Do not place concrete unless the ambient temperature is at least 40°F (4°C) and rising and the concrete temperature is greater than or equal to 50°F (10°C).
- Do not place concrete on frozen base, ice, or snow.
- When the ambient temperature exceeds 85°F (29°C), sprinkle the adjacent concrete and base with water immediately before placing concrete.
- Place concrete at the coolest temperature practicable, and never allow the placed concrete temperature to exceed 90°F (32°C).

REPAIR PROCEDURE

1. Review the construction safety and phasing plan (CSPP). Ensure all pavement closures have all required items in place, such as lighted Xs, barricades, etc.; and all NOTAMS have been issued for affected areas of the airfield.
2. Mark the limits of the area to be repaired. For corner breaks the repair area should be square.
3. Make a full-depth saw cut along the constructed joints at least 2 feet (0.6 m) beyond the limits of the break and make saw cuts perpendicular to the constructed joints from these points until they intersect. See Figure A-4.
4. If dowels or tie bars are present along any edges, either of the following options is acceptable:
   - If dowels or tie bars will be exposed and saved, saw edges full depth just beyond the end of the dowels or tie bars. Carefully saw joints on the joint line to within 1 inch (2.5 cm) of the depth of the dowel or tie bar. Use light 30 pound (14 kg) or less jackhammers or other approved equipment to carefully break up and remove the narrow strips of concrete along the doweled edges.
   - If dowel or tie bars are cut and replaced, make a full depth saw cut along the constructed joint cutting the dowels and tie bars.
5. Take care to prevent damage to remaining dowels, tie bars, or concrete.
6. Use light weight equipment, i.e., jackhammers less than 30 pounds (14 kg), hand tools, etc., to remove the remaining damaged PCC pavement. Work from inside the saw cut toward the edge of the slab of the area being removed to prevent damage to the pavement remaining.
7. Remove by hand all loose material and vacuum to minimize any disturbance to the subgrade or base materials.
8. Restore subgrade or base material if required.
9. Install deformed tie-bars in each face of the parent panel by drilling horizontal holes into the face and using an epoxy bonding agent.
10. If existing dowel bars have been cut and removed, install new dowel bars of the type and size of the existing dowel bars in the joint that parallels the direction of traffic. On aprons and areas where traffic may be oblique to joints, install dowels in both joint faces.
11. Install dowels by drilling and epoxying into the PCC pavement at least 3 inches (8 cm) from the location of the existing dowels which were cut off. Space dowel bars at least 3 inches (8 cm) from the edge of the repair area and at least one bar spacing apart at corners of intersecting joints.
12. Oil the exposed ends of dowel bars prior to backfilling the repair area with concrete.
13. Install nonabsorbent board or other approved material within the limits of the joint seal reservoir (Step 1). The nonabsorbent board will be a standard ½ inch (13 mm) asphalt impregnated fiber-board or other approved material. For joints wider than ½ inch (13 mm), adjust the width of the nonabsorbent board to fit the joint width.
14. Fill the repair area with concrete and consolidate with a vibrator. Concrete should meet the requirements of P-501 or State DOT specifications for pavements.
15. Finish the surface to match existing pavement.
16. Spray with curing compound per ASTM C309.
17. Remove the nonabsorbent board (Step 2) and place joint sealant per ASTM D6690 and manufacturer's requirements (Step 3).
18. Do not allow traffic until the patch has cured.
19. Completely clean the work area before opening the pavement to aircraft traffic.

A6. FULL DEPTH REPAIR IN RIGID PAVEMENT – PARTIAL SLAB REPLACEMENT

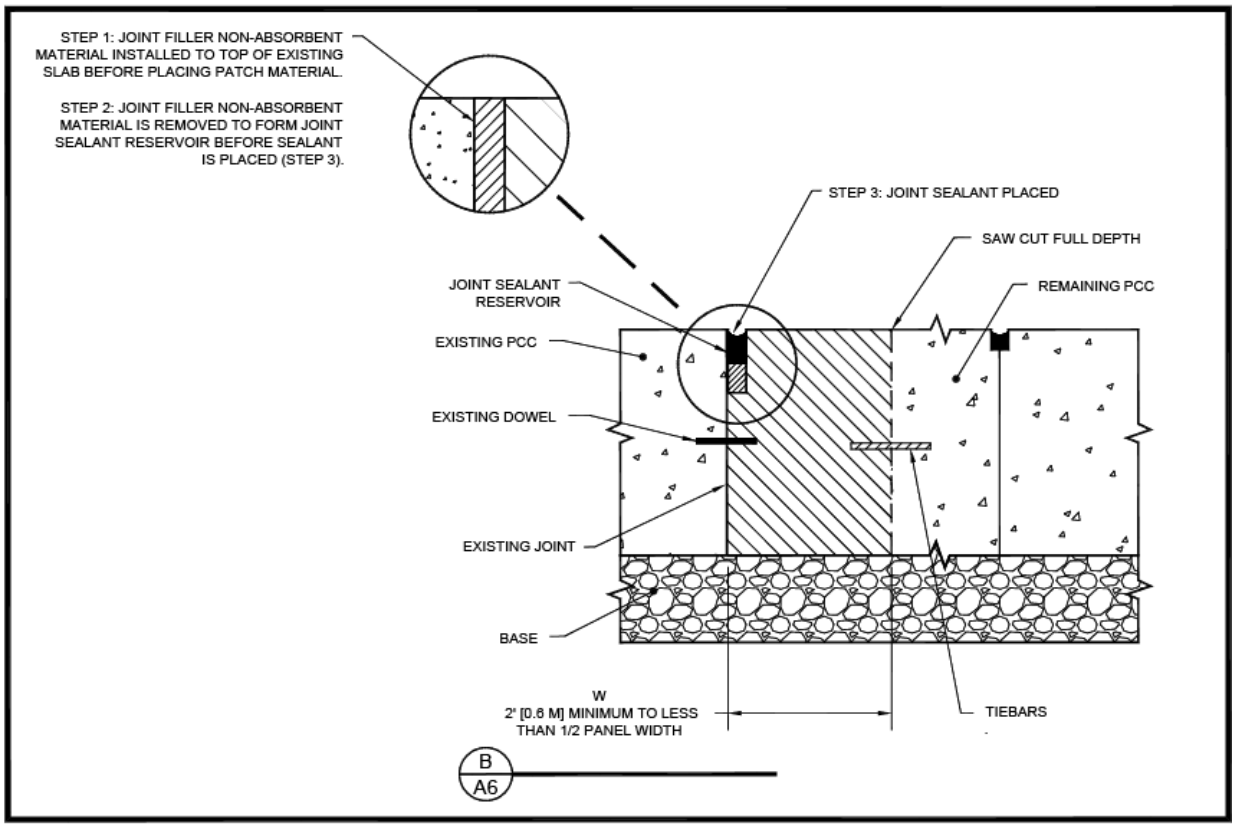

Figure A-6. Full depth repair in rigid pavement – partial slab replacement

Repair Procedure and Weather and Temperature Requirements are on the back of this page.

MATERIAL REQUIREMENTS

ASTM A1078	Standard Specification for Epoxy-Coated Steel Dowels for Concrete Pavement
ASTM A615	Standard Specifications for Deformed and Plain Carbon-Steel Bars for Concrete Reinforcement
ASTM C309	Standard Specification for Liquid Membrane-Forming Compounds for Curing Concrete
ASTM D6690	Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements
P-501	Portland Cement Concrete (PCC) Pavement, AC 150/5370-10, Standards for Specifying Construction of Airports

State Department of Transportation specifications for pavements

WEATHER AND TEMPERATURE REQUIREMENTS

- Do not begin repairs during inclement weather.
- Do not place concrete unless the ambient temperature is at least 40°F (4°C) and rising and the concrete temperature is greater than or equal to 50°F (10°C).
- Do not place concrete on frozen base, ice, or snow.
- When the ambient temperature exceeds 85°F (29°C), sprinkle the adjacent concrete and base with water immediately before placing concrete.
- Place concrete at the coolest temperature practicable, and never allow the placed concrete temperature to exceed 90°F (32°C).

REPAIR PROCEDURE

1. Review the construction safety and phasing plan (CSPP). Ensure all pavement closures have all required items in place, such as lighted Xs, barricades, etc.; and all NOTAMS have been issued for affected areas of the airfield.
2. Mark the limits of the area to be repaired.
3. Make a full-depth saw cut along the constructed joints at least 2 feet (0.6 m) beyond the limits of the damaged pavement and make a saw cut perpendicular to the constructed joints from these points across the width of the pavement panel. See Figure A-4.
4. If dowels or tie bars are present along any edges, either of the following options is acceptable:
   - If dowels or tie bars will be exposed and saved, saw edges full depth just beyond the end of the dowels or tie bars. Carefully saw joints on the joint line to within 1 inch (2.5 cm) of the depth of the dowel or tie bar. Carefully break up and remove the narrow strips of concrete along doweled edges using light 30 pound (14 kg) or less jackhammers, or other approved equipment.
   - If dowels or tie bars are to be cut and replaced, make a full depth saw cut along the constructed joint cutting the dowels and tie bars.
5. Take care to prevent damage to the dowels, tie bars, or to concrete that remains in place.
6. Make additional saw cuts within the limits of the repair area, dividing the repair area into quarters.
7. Use light weight equipment, i.e., jackhammers less than 30 pounds (14 kg), hand tools, etc., to remove the damaged PCC pavement. Work from inside the saw cut toward the interior of the area being removed to prevent damage to the pavement remaining.
8. Remove by hand all loose material and vacuum to minimize any disturbance to the subgrade or base materials.
9. Restore subgrade or base material if required.
10. Install deformed tie-bars in the face of the parent panel by drilling horizontal holes in to the face and using an epoxy bonding agent.
11. If existing dowel bars have been cut and removed, install dowel bars of the type and size of the existing dowel bars in the joints that are parallel to the direction of traffic. On aprons and areas where traffic may be oblique to joints, install dowels in both joint faces.
12. Install dowels by drilling and epoxying into the PCC pavement at least 3 inches (8 cm) from the location of the existing cut dowels. Space dowel bars at least 3 inches (8 cm) from the edge of the repair area and at least one bar spacing apart at corners of intersecting joints.
13. Oil the exposed ends of dowel bars prior to backfilling repair area with concrete.
14. Install nonabsorbent board or other approved material within the limits of the joint seal reservoir (Step 1). The nonabsorbent board will be a standard ½ inch (13 mm) asphalt impregnated fiber-board. For joints wider than ½ inch (13 mm), adjust the width of the nonabsorbent board to fit the joint width.
15. Fill the repair area with concrete and consolidate with a vibrator. Use concrete meeting the requirements of P-501 or State DOT specifications for pavements.
16. Finish the surface to match the existing surface.
17. Spray with curing compound per ASTM C309.
18. Remove the nonabsorbent board or other approved material (Step 2) and place joint sealant per ASTM D6690 (Step 3).
19. Thoroughly clean the work area before opening the pavement to aircraft traffic.
20. Do not allow traffic until the concrete has cured.

A7. FULL DEPTH REPAIR IN RIGID PAVEMENT – FULL SLAB REPLACEMENT

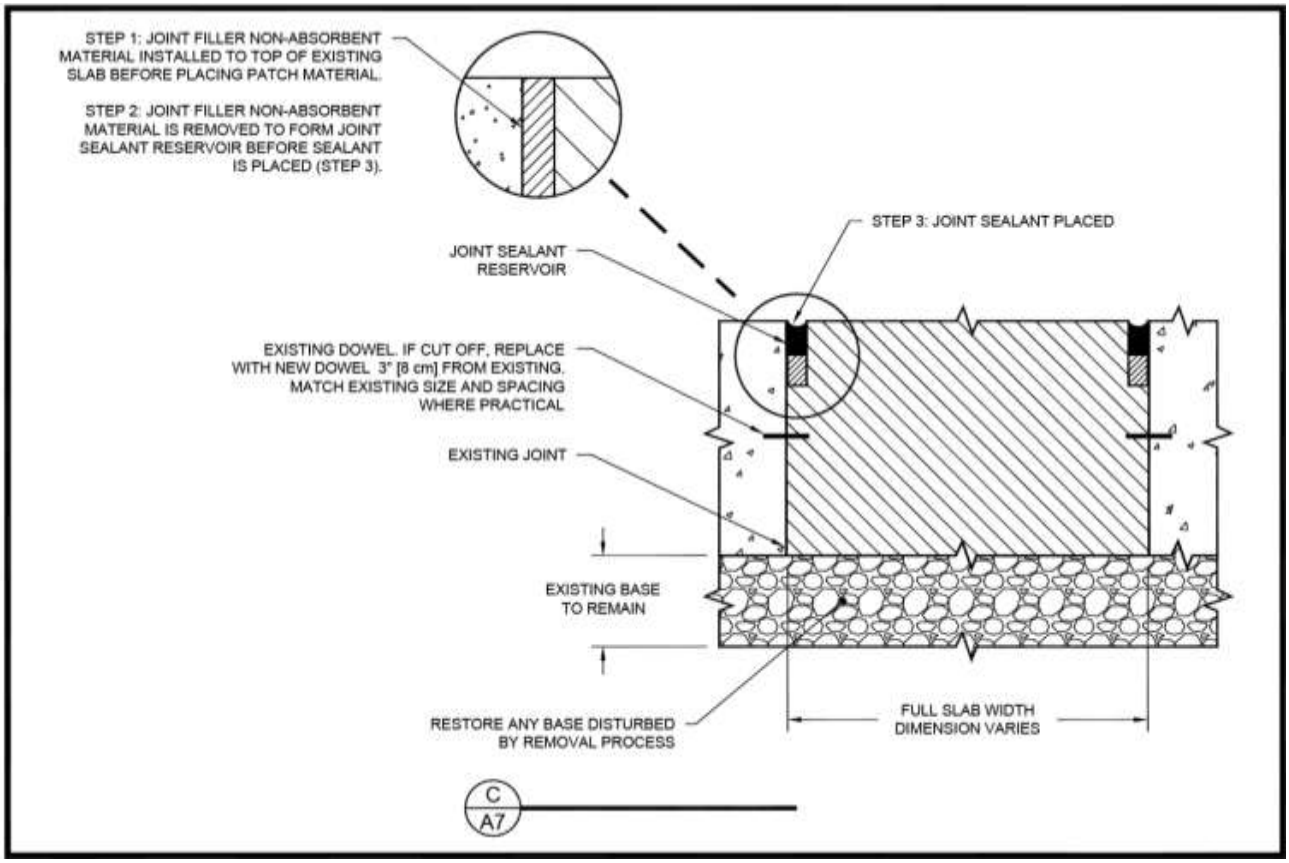

Figure A-7. Full depth repair in rigid pavement – full slab replacement

Repair Procedure and Weather and Temperature Requirements are on the back of this page.

MATERIAL REQUIREMENTS

ASTM A1078	Standard Specification for Epoxy-Coated Steel Dowels for Concrete Pavement
ASTM A615	Standard Specifications for Deformed and Plain Carbon-Steel Bars for Concrete Reinforcement
ASTM C309	Standard Specification for Liquid Membrane-Forming Compounds for Curing Concrete
ASTM D6690	Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements
P-501	Portland Cement Concrete (PCC) Pavement, AC 150/5370-10, Standards for Specifying Construction of Airports

State Department of Transportation specifications for pavements

WEATHER AND TEMPERATURE REQUIREMENTS

- Do not begin repairs during inclement weather.
- Do not place concrete unless the ambient temperature is at least 40°F (4°C) and rising and the concrete temperature is greater than or equal to 50°F (10°C).
- Do not place concrete on frozen base, ice, or snow.
- When the ambient temperature exceeds 85°F (29°C), sprinkle the adjacent concrete and base with water immediately before placing concrete.
- Place concrete at the coolest temperature practicable, and never allow the placed concrete temperature to exceed 90°F (32°C).

REPAIR PROCEDURE

1. Review the construction safety and phasing plan (CSPP). Ensure all pavement closures have all required items in place, such as lighted Xs, barricades, etc.; and all NOTAMS have been issued for affected areas of the airfield.
2. Mark the limits of the area to be repaired.
3. Make a full-depth saw cut along the constructed joints at least 2 feet (0.6 m) beyond the limits of the damaged pavement and make a saw cut perpendicular to the constructed joints from these points across the width of the pavement panel.
4. If dowels or tie bars are present along any edges, either of the following options is acceptable:
   - If dowels or tie bars will be exposed and saved, edges will be sawed full depth just beyond the end of the dowels or tie bars. Carefully saw joints on the joint line to within 1 inch (2.5 cm) of the depth of the dowel or tie bar. Carefully break up the narrow strips of concrete along doweled edges using light 30 pound (14 kg) or less jackhammers, or other approved equipment.
   - If dowels or tie bars are to be cut and replaced, make a full depth saw cut along the constructed joint cutting the dowels and tie bars.
5. Take care to prevent damage to the dowels, tie bars, or to concrete that remains in place.
6. Make additional saw cuts within the limits of the repair area dividing the repair area into quarters.
7. Use light weight equipment, i.e., jackhammers less than 30 pounds (14 kg), hand tools, etc., to remove the damaged PCC pavement. Work from inside the saw cut toward the interior of the area being removed to prevent damage to the pavement remaining.
8. Remove by hand all loose material and vacuum to minimize any disturbance to the subgrade or base materials.
9. Restore subgrade or base material if required.
10. If existing dowel bars have been cut and removed, install dowel bars of the type and size of the existing dowel bars in the joints that are parallel to the direction of traffic. On aprons and areas where traffic may be oblique to joints, install dowels in both joint faces.
11. Install dowels by drilling and epoxying into the PCC pavement at least 3 inches (8 cm) from the location of the existing dowels which were cut off. Space dowel bars at least 3 inches (8 cm) from the edge of the repair area and at least one bar spacing apart at corners of intersecting joints.
12. Oil the exposed ends of dowel bars prior to backfilling repair area with concrete.
13. Install nonabsorbent board or other approved material within the limits of the joint seal reservoir (Step 1). The nonabsorbent board will be a standard ½ inch (13 mm) asphalt impregnated fiber-board. For joints wider than ½ inch (13 mm), adjust the width of the nonabsorbent board to fit the joint width.
14. Fill the repair area with concrete and consolidate with a vibrator. Use concrete meeting the requirements of P-501 or State DOT specifications for pavements.
15. Finish the surface to match the existing surface.
16. Spray with curing compound per ASTM C309.
17. Remove the nonabsorbent board or other approved material (Step 2) and place joint sealant per ASTM D6690 (Step 3).
18. Thoroughly clean the work area before opening the pavement to aircraft traffic.
19. Do not allow traffic until the concrete has cured.

A8. JOINT SPALL REPAIR IN RIGID PAVEMENT

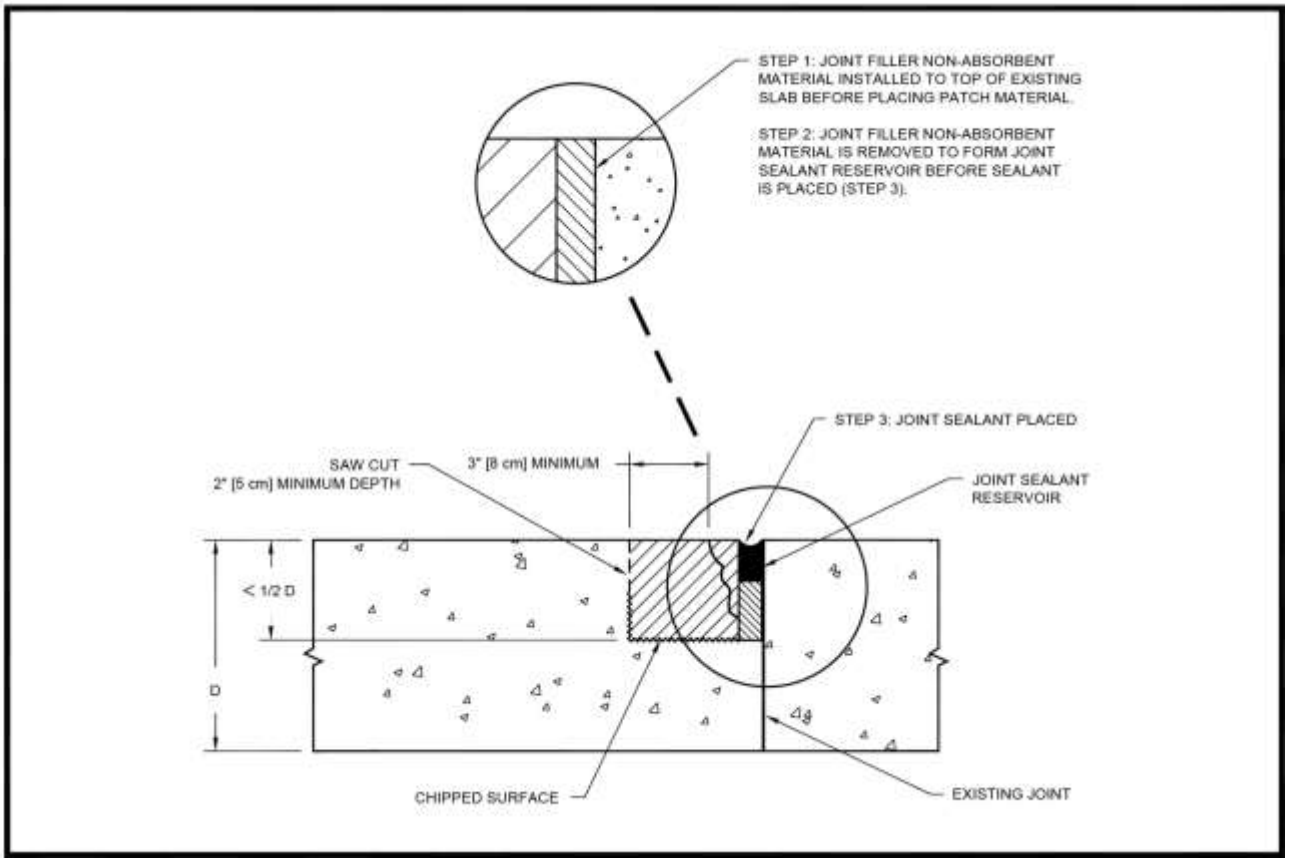

Figure A-8. Joint spall repair in rigid pavement

Repair Procedure and Weather and Temperature Requirements are on the back of this page.

MATERIAL REQUIREMENTS

ASTM C309	Standard Specification for Liquid Membrane-Forming Compounds for Curing Concrete
ASTM C881	Standard Specifications for Epoxy-Resin-Base Bonding Systems for Concrete
ASTM D6690	Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements
P-501	Portland Cement Concrete (PCC) Pavement, AC 150/5370-10, Standards for Specifying Construction of Airports

State Department of Transportation specifications for pavements

WEATHER AND TEMPERATURE REQUIREMENTS

- Do not begin repairs during inclement weather.
- Do not place concrete unless the ambient temperature is at least 40°F (4°C) and rising and the concrete temperature is greater than or equal to 50°F (10°C).
- Do not place concrete on frozen base, ice, or snow.
- When the ambient temperature exceeds 85°F (29°C), sprinkle the adjacent concrete and base with water immediately before placing concrete.
- Place concrete at the coolest temperature practicable, and never allow the placed concrete temperature to exceed 90°F (32°C).

REPAIR PROCEDURE

1. Review the construction safety and phasing plan (CSPP). Ensure all pavement closures have all required items in place, such as lighted Xs, barricades, etc.; and all NOTAMS have been issued for affected areas of the airfield.
2. Mark the limits of the area of spall repair.
3. Make vertical saw cuts a minimum of 2 inches (5 cm) in depth and approximately 3 inches (8 cm) beyond the limit of the spall area. Saw cuts should be straight lines defining the perimeter of the spall repair area. The spall repair area should be a rectangular area.
4. When there are adjacent spall repair areas within a slab, the minimum distance between spall repair areas is 1-1/2 feet (45 cm). When spall repair areas are less than 1-1/2 feet (45 cm) apart, combine the spall repair areas into one repair. When the spall repair areas are greater than 1-1/2 feet (45 cm) apart, maintain separate spall repair areas.
5. Chip out and remove all unsound concrete and at least ½ inch (13 mm) of visually sound concrete between the saw cut and the joint, or crack.
6. Use light weight equipment, i.e., jackhammers less than 30 pounds (14 kg), hand tools, etc., to remove the damaged PCC pavement. Work from inside the saw cut toward the joint to prevent damage to the remaining pavement.
7. Remove all loose material by hand and vacuum to minimize any damage to the remaining pavement.
8. Clean the spall repair area with high-pressure water.
9. Place nonabsorbent board or other approved material (Step 1) in the existing joint and form a new joint sealant reservoir adjacent to the repair area. Maintain the joint through the full depth of the spall repair and prevent a bond between the patch and the adjacent slab.
10. Prepare the surface of the joint repair area in accordance with the manufacturer's recommendations for the material used for the repair. This may require treating the surface of the spall repair with a neat cement grout or a liquid bonding agent.
11. Place the patch.
12. Finish the patch to match the texture of the adjacent pavement.
13. Cure the patch in accordance with the material manufacturer's recommendations.
14. Remove the nonabsorbent board or other approved material from the joint (Step 2) and place joint sealant per ASTM D6690 (Step 3).
15. Protect the patch from traffic until the material has set.
16. Thoroughly clean the work area before opening the pavement to aircraft traffic.

Appendix B. Bibliography

1. American Concrete Pavement Association (ACPA), http://www.acpa.org/:

- Guidelines for Full-Depth Repair (TB002P), 1995.
- Guidelines for Partial-Depth Repair (TB003P), 1998.
- Joint and Crack Sealing and Repair for Concrete Pavements (TB012P), 1993.
- Diamond Grinding and Concrete Pavement Restoration (TB008P), 2000.
- Concrete Pavement Restoration Guide: Procedures for Preserving Concrete Pavements (TB020P), 1998.
- Concrete Repair Manual for Airfields (JP002P), 2003.
- Concrete Crack and Partial-Depth Spall Repair Manual (JP003P), 2004.

2. The Asphalt Institute (AI), http://www.asphaltinstitute.org/:

- Asphalt in Pavement Preservation and Maintenance, MS-16, 4th Edition.
- The Basic Asphalt Emulsion Manual, MS-19, 4th Edition.
- Asphalt Overlays for Highway and Street Rehabilitation, MS-17, 3rd Edition.

3. Advisory Circulars, http://www.faa.gov/airports/resources/advisory_circulars/:

- AC 150/5200-18, Airport Safety Self-Inspection.
- AC 150/5200-30, Airport Winter Safety and Operations.
- AC 150/5200-33, Hazardous Wildlife Attractants On or Near Airports.
- AC 150/5210-24, Airport Foreign Object Debris (FOD) Management.
- AC 150/5320-5, Airport Drainage Design.
- AC 150/5320-6, Airport Pavement Design and Evaluation.
- AC 150/5320-12, Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces.
- AC 150/5220-22, Engineered Materials Arresting Systems (EMAS) for Aircraft Overruns.
- AC 150/5370-2, Operational Safety on Airports During Construction.

- AC 150/5370-10, Standards for Specifying Construction of Airports.
- AC 150/5370-11, Use of Nondestructive Testing Devices in the Evaluation of Airport Pavements.
- AC 150/5380-7, Airport Pavement Management Program.

4. Unified Facilities Criteria (UFC), http://www.wbdg.org/ccb/browse_cat.php?o=29&c=4:

- UFC 3-270-01, Asphalt Maintenance and Repair, 15 March 2001.
- UFC 3-270-02, Asphalt Crack Repair, 15 March 2001.
- UFC 3-270-03, Concrete Crack and Partial-Depth Spall Repair, 15 March 2001.
- UFC 3-270-04, Concrete Repair, 15 March 2001.

APPENDIX E

- AIRFIELD PAVEMENT CONDITION INDEX INVENTORY

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
2IS	GA	AIRGLADES AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	2/1/2011	6110	105,000	AAC	100	Good	0%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	2/1/2011	6105	225,000	AC	100	Good	0%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	2/1/2011	6103	112,500	AAC	100	Good	0%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	EAST APRON	AP E	APRON	12/25/1999	4505	102,944	AC	39	Very Poor	93%	0%	7%
2IS	GA	AIRGLADES AIRPORT	1	NORTHWEST APRON	AP NW	APRON	12/25/1999	4405	56,020	AC	37	Very Poor	68%	0%	32%
2IS	GA	AIRGLADES AIRPORT	1	SOUTH RAMP	AP S	APRON	1/1/1984	4305	49,605	AAC	32	Very Poor	82%	0%	18%
2IS	GA	AIRGLADES AIRPORT	1	CONC APRON AT HANGAR	AP HANG	APRON	12/25/1999	4215	4,750	PCC	93	Good	100%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	CONC APRON AT HANGAR	AP HANG	APRON	12/25/1999	4210	14,280	AC	89	Good	100%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	CONC APRON AT HANGAR	AP HANG	APRON	1/1/1982	4205	8,136	PCC	22	Serious	1%	82%	17%
2IS	GA	AIRGLADES AIRPORT	1	WEST APRON AT T-HANGARS	AP W	APRON	7/31/2008	4115	23,590	APC	49	Poor	100%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	WEST APRON AT T-HANGARS	AP W	APRON	12/25/1999	4110	14,620	PCC	68	Fair	17%	0%	83%
2IS	GA	AIRGLADES AIRPORT	1	WEST APRON AT T-HANGARS	AP W	APRON	1/1/1996	4105	90,580	AAC	36	Very Poor	86%	0%	14%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY TO EAST APRON	TW E AP	TAXIWAY	12/25/1999	710	15,760	AC	63	Fair	68%	0%	32%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY S	TW S	TAXIWAY	1/1/1996	605	45,015	AC	67	Fair	74%	0%	26%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY CONNECT TO SOUTH APRON	TW S AP	TAXIWAY	1/1/1984	505	8,350	AAC	33	Very Poor	100%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/1996	410	40,598	AC	78	Satisfactory	100%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY TO HANGAR	TW HANG	TAXIWAY	1/1/1996	407	5,075	AC	58	Fair	100%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY TO HANGAR	TW HANG	TAXIWAY	1/1/1984	405	31,570	AAC	19	Serious	72%	17%	11%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY CONNECT TO W APRON	TW W AP	TAXIWAY	1/1/1984	305	4,275	AAC	29	Very Poor	84%	0%	16%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY ALPHA 2	TW A2	TAXIWAY	1/1/1984	215	50,561	AC	42	Poor	100%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY ALPHA 2	TW A2	TAXIWAY	1/1/1996	210	35,380	AAC	61	Fair	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY ALPHA 2	TW A2	TAXIWAY	1/1/1996	205	8,075	AAC	81	Satisfactory	70%	0%	30%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1996	125	105,610	AC	64	Fair	100%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/2011	120	26,638	AC	100	Good	0%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1996	105	36,379	AAC	87	Good	77%	0%	23%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY ALPHA 1	TW A1	TAXIWAY	1/1/1996	104	28,523	AAC	84	Satisfactory	100%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1996	103	75,820	AAC	74	Satisfactory	48%	0%	52%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	12/1/2014	6230	70,000	AAC	100	Good	0%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	12/1/2014	6225	160,000	AAC	100	Good	0%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2011	6220	26,907	AAC	100	Good	0%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2011	6215	26,714	AAC	100	Good	0%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	12/1/2014	6212	10,000	AAC	100	Good	0%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	12/1/2014	6210	165,000	AAC	100	Good	0%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	12/1/2014	6205	30,000	AAC	100	Good	0%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2009	6120	22,500	AAC	84	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2011	6117	40,000	AC	89	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2009	6115	45,000	AAC	83	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2011	6110	242,000	AAC	88	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2011	6107	80,000	AC	91	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2011	6105	484,000	AAC	85	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2011	6104	25,500	AC	93	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6102	51,000	AC	92	Good	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
APF	PR	NAPLES MUNICIPAL AIRPORT	1	HOLD APRON RW 14-32	AP RW14-32	APRON	1/1/1991	5205	30,398	AC	72	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUN-UP ARPON AT RW 23	AP RW 5-23	APRON	1/1/2014	5120	22,440	AC	100	Good	0%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2009	4430	6,820	AAC	91	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON SOUTH	AP S	APRON	1/1/2009	4305	126,087	AC	93	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	1/1/2008	4292	91,666	AC	76	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	12/25/1999	4290	346,038	AC	49	Poor	89%	6%	5%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	1/1/2009	4287	9,600	PCC	77	Satisfactory	26%	0%	74%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	1/1/2009	4285	14,900	PCC	80	Satisfactory	55%	0%	45%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	1/1/1984	4280	59,765	AC	55	Poor	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	1/1/1977	4270	119,805	AC	66	Fair	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	1/1/1981	4265	48,846	AC	73	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	1/1/1976	4260	40,671	AC	67	Fair	78%	0%	22%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	1/1/2009	4257	20,196	AC	72	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	1/1/1991	4255	147,755	AAC	66	Fair	70%	0%	30%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	1/1/1983	4245	67,564	AC	44	Poor	99%	0%	1%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	1/1/1983	4244	10,953	AC	60	Fair	64%	0%	36%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	1/1/1991	4230	97,406	AC	56	Fair	88%	0%	12%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	1/1/1983	4225	47,646	AC	52	Poor	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	1/1/2009	4223	44,869	AAC	86	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	1/1/1975	4220	46,700	AC	62	Fair	96%	0%	4%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	1/1/1983	4217	46,700	AC	59	Fair	87%	0%	13%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	1/1/2009	4215	11,844	AAC	77	Satisfactory	47%	0%	53%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	1/1/2009	4212	56,590	AC	85	Satisfactory	83%	0%	17%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	1/1/2009	4210	288,743	AAC	87	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	1/1/2009	4209	128,100	PCC	99	Good	0%	0%	100%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	1/1/2009	4208	70,525	AC	89	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON GA TERMINAL	AP GA	APRON	1/1/2009	4207	68,250	AC	88	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON COMMERCIAL TERMINAL	AP COMMERC	APRON	1/1/1981	4113	16,079	AC	72	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON COMMERCIAL TERMINAL	AP COMMERC	APRON	1/1/1996	4112	68,137	AC	69	Fair	82%	0%	18%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON COMMERCIAL TERMINAL	AP COMMERC	APRON	1/1/1996	4111	101,012	AC	78	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON COMMERCIAL TERMINAL	AP COMMERC	APRON	1/1/1977	4110	117,284	AC	40	Very Poor	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON COMMERCIAL TERMINAL	AP COMMERC	APRON	1/1/1981	4106	24,709	AC	64	Fair	78%	0%	22%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	APRON COMMERCIAL TERMINAL	AP COMMERC	APRON	1/1/1981	4105	144,660	AC	65	Fair	97%	0%	3%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY T	TW T	TAXIWAY	1/1/2009	2005	27,959	AAC	78	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY D-1	TW D-1	TAXIWAY	12/25/1999	1110	20,233	AC	56	Fair	94%	0%	6%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY D-2	TW D-2	TAXIWAY	12/25/1999	1105	17,145	AC	80	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/2011	725	16,669	AAC	88	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/2009	720	9,526	AAC	87	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/2009	715	6,318	AAC	87	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/2009	710	10,337	AAC	86	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY ECHO	TW E	TAXIWAY	1/1/2008	505	46,109	AC	80	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2009	450	19,092	AAC	80	Satisfactory	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2009	420	27,048	AC	94	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2009	415	44,550	AC	80	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2009	410	55,344	AAC	89	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2009	405	18,086	AAC	80	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY C-1	TW C-1	TAXIWAY	1/1/2009	350	13,746	AAC	58	Fair	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY C-3	TW C-3	TAXIWAY	1/1/2009	340	11,471	AAC	69	Fair	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY C-2	TW C-2	TAXIWAY	1/1/2009	335	11,471	AAC	69	Fair	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2009	330	102,302	AAC	91	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2011	327	9,597	AAC	94	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2011	322	10,793	AAC	92	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2009	320	4,853	AAC	94	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/1977	315	21,588	AC	69	Fair	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2009	310	97,780	AAC	90	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2009	307	11,462	AC	94	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2009	305	14,180	AAC	51	Poor	81%	0%	19%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2009	275	46,343	AC	79	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2009	270	37,216	AC	78	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2009	260	12,145	AAC	82	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B-1	TW B-1	TAXIWAY	1/1/2009	250	21,182	AAC	69	Fair	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B-3	TW B-3	TAXIWAY	1/1/2009	245	11,571	AAC	69	Fair	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B-2	TW B-2	TAXIWAY	1/1/2009	240	12,554	AAC	68	Fair	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2011	237	8,953	AAC	91	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2009	235	83,840	AAC	94	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2011	230	10,018	AAC	94	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1990	205	16,949	AC	47	Poor	75%	0%	25%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2014	180	61,337	AC	100	Good	0%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2009	175	3,697	AAC	89	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2009	165	9,099	AAC	74	Satisfactory	53%	0%	47%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A-4	TW A-4	TAXIWAY	1/1/2011	162	24,294	AAC	94	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A-4	TW A-4	TAXIWAY	1/1/2009	160	10,781	AAC	94	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A-3	TW A-3	TAXIWAY	1/1/2011	152	11,823	AAC	94	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A-3	TW A-3	TAXIWAY	1/1/2009	150	5,323	AAC	94	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A-6	TW A-6	TAXIWAY	1/1/2009	130	37,506	AAC	87	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A-5	TW A-5	TAXIWAY	1/1/2009	120	38,527	AAC	92	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2009	115	112,581	AAC	92	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2009	110	144,281	AAC	94	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A-2	TW A-2	TAXIWAY	1/1/2011	108	23,437	AAC	94	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A-2	TW A-2	TAXIWAY	1/1/2009	106	11,802	AAC	89	Good	51%	0%	49%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A-1	TW A-1	TAXIWAY	1/1/2009	105	17,469	AAC	81	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A-1	TW A-1	TAXIWAY	1/1/2011	103	18,051	AAC	85	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2011	102	37,600	AC	94	Good	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	RUNWAY 10-28	RW 10-28	RUNWAY	12/1/2006	6220	2,625	AAC	72	Satisfactory	100%	0%	0%

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AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	RUNWAY 10-28	RW 10-28	RUNWAY	12/1/2006	6215	37,125	AAC	83	Satisfactory	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	RUNWAY 10-28	RW 10-28	RUNWAY	12/1/2006	6210	21,650	AAC	82	Satisfactory	92%	0%	8%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	RUNWAY 10-28	RW 10-28	RUNWAY	12/1/2006	6205	217,500	AAC	84	Satisfactory	94%	0%	6%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2001	6110	78,675	AC	87	Good	93%	0%	7%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2001	6105	215,625	AC	84	Satisfactory	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2001	6104	134,350	AC	85	Satisfactory	73%	0%	27%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2001	6102	108,750	AC	56	Fair	63%	0%	37%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	APRON T-HANG	AP T-HANG	TAXIWAY	1/1/2003	4605	33,850	AC	66	Fair	38%	0%	62%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	EAST APRON	AP E	APRON	1/1/2003	4505	8,514	AC	61	Fair	12%	0%	88%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	SE APRON	AP SE	APRON	1/1/2000	4405	71,243	AC	51	Poor	80%	0%	20%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	SOUTH APRON	AP S	APRON	1/1/2000	4305	57,173	AC	32	Very Poor	92%	0%	8%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	NE APRON	AP NE	APRON	1/1/2007	4215	60,357	AC	92	Good	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	NE APRON	AP NE	APRON	1/1/1969	4210	11,566	AC	54	Poor	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	NE APRON	AP NE	APRON	1/1/1992	4205	3,000	AC	37	Very Poor	72%	0%	28%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	NORTHWEST APRON	AP NW	APRON	1/1/1990	4105	40,108	AC	50	Poor	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY H	TW H	TAXIWAY	1/1/2003	605	28,704	AC	70	Fair	64%	0%	36%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/1985	505	120,156	AC	71	Satisfactory	93%	0%	7%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/1997	502	61,155	AC	70	Fair	77%	0%	23%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1985	415	9,159	AC	65	Fair	70%	0%	30%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/1980	405	22,335	AAC	50	Poor	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/1997	305	10,629	AC	70	Fair	69%	0%	31%

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AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1969	205	6,979	AAC	55	Poor	90%	0%	10%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1985	202	3,483	AC	80	Satisfactory	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1990	135	32,265	AC	75	Satisfactory	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2000	130	15,032	AC	94	Good	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2007	120	22,435	AAC	63	Fair	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1960	115	7,000	AC	59	Fair	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1985	110	15,090	AC	71	Satisfactory	90%	0%	10%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	12/1/2006	105	32,506	AAC	60	Fair	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2001	6320	40,640	AAC	87	Good	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2001	6315	353,620	AAC	57	Fair	90%	0%	10%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2001	6310	55,000	AAC	51	Poor	74%	0%	26%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2001	6305	30,000	AAC	59	Fair	85%	0%	15%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2001	6230	22,390	AAC	69	Fair	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2001	6225	44,518	AAC	71	Satisfactory	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1942	6220	15,000	PCC	79	Satisfactory	59%	0%	41%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1942	6215	30,000	PCC	78	Satisfactory	50%	0%	50%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1942	6210	175,118	AC	28	Very Poor	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1942	6205	350,236	AC	24	Serious	96%	4%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2007	6130	20,000	AAC	95	Good	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2007	6125	30,000	APC	86	Good	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2007	6124	30,000	AAC	87	Good	78%	0%	22%

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BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2007	6120	170,750	AAC	90	Good	91%	0%	9%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2007	6118	9,250	AAC	76	Satisfactory	42%	0%	58%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2007	6115	440,000	AAC	83	Satisfactory	95%	0%	5%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2007	6110	20,000	AAC	89	Good	87%	0%	13%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2007	6105	30,000	AAC	90	Good	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	HOLD APRON ON TW A	AP H TW A	APRON	1/1/1942	5105	26,073	AC	28	Very Poor	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	APRON FBO	AP FBO	APRON	1/1/2007	4405	83,163	AC	91	Good	81%	0%	19%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	T-HANGAR APRON	AP T-HANG	APRON	9/1/2012	4310	10,686	AC	100	Good	0%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	T-HANGAR APRON	AP T-HANG	APRON	1/1/2004	4305	28,752	AC	67	Fair	95%	0%	5%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	T-HANGAR APRON	AP T-HANG	APRON	1/1/2004	4210	30,250	PCC	73	Satisfactory	35%	31%	34%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	T-HANGAR APRON	AP T-HANG	APRON	1/1/2004	4205	120,980	AC	51	Poor	89%	11%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1942	4132	20,148	PCC	19	Serious	6%	74%	20%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1942	4130	146,118	PCC	67	Fair	26%	13%	61%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1998	4127	6,397	AC	51	Poor	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1942	4125	23,419	AC	49	Poor	85%	0%	15%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1987	4120	4,597	AAC	52	Poor	88%	0%	12%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1990	4115	30,089	AAC	45	Poor	76%	0%	24%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1942	4110	289,313	PCC	20	Serious	1%	62%	37%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	2/1/2012	4107	39,128	AAC	100	Good	0%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1990	4105	24,758	AAC	37	Very Poor	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY D1	TW D1	TAXIWAY	1/1/2003	1010	32,996	AC	81	Satisfactory	100%	0%	0%

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BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY D1	TW D1	TAXIWAY	1/1/2003	1005	81,983	AC	69	Fair	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY H	TW H	TAXIWAY	2/1/2012	805	24,823	AAC	100	Good	0%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY H	TW H	TAXIWAY	2/1/2012	802	3,573	AAC	100	Good	0%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/1971	710	34,447	AAC	28	Very Poor	93%	0%	7%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/1971	705	32,612	AAC	45	Poor	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	2/1/2012	620	37,090	AAC	100	Good	0%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/1990	615	5,898	AAC	67	Fair	84%	0%	16%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/1971	610	30,778	AAC	49	Poor	98%	0%	2%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/1971	605	10,259	AAC	82	Satisfactory	64%	0%	36%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	7/1/2009	407	15,000	AAC	89	Good	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	7/1/2009	405	95,846	AAC	89	Good	92%	0%	8%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY C3	TW C3	TAXIWAY	1/1/1990	320	4,911	AAC	47	Poor	79%	0%	21%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY C3	TW C3	TAXIWAY	1/1/1987	315	41,491	AAC	60	Fair	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY C2	TW C2	TAXIWAY	1/1/1987	310	30,619	AAC	59	Fair	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY C1	TW C1	TAXIWAY	7/1/2009	305	18,036	AAC	91	Good	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/1987	115	54,638	AAC	52	Poor	95%	0%	5%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/2007	114	6,638	AAC	90	Good	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/2003	112	43,953	AC	78	Satisfactory	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	2/1/2012	110	33,575	AAC	100	Good	0%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY A1	TW A1	TAXIWAY	2/1/2012	105	93,385	AAC	100	Good	0%	0%	0%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1991	6105	300,300	AC	63	Fair	100%	0%	0%

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CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/2009	4205	44,603	AC	94	Good	100%	0%	0%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/1991	4105	53,330	AC	69	Fair	100%	0%	0%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	TAXIWAY TO HANGARS NORTH	T-HANG N	TAXIWAY	8/1/2013	245	28,742	AC	100	Good	0%	0%	0%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	TAXIWAY TO HANGARS NORTH	T-HANG N	TAXIWAY	7/31/2008	240	34,675	AC	94	Good	100%	0%	0%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	TAXIWAY TO HANGARS	TW T-HANG	TAXIWAY	1/1/1996	235	20,235	AC	64	Fair	100%	0%	0%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	TAXIWAY TO HANGARS	TW T-HANG	TAXIWAY	1/1/1991	210	21,540	AC	62	Fair	89%	0%	11%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	TAXIWAY TO HANGARS	TW T-HANG	TAXIWAY	1/1/1991	205	24,330	AC	61	Fair	80%	0%	20%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	PARALLEL TAXIWAY	TW PARALL	TAXIWAY	1/1/1993	160	9,278	AC	64	Fair	100%	0%	0%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	PARALLEL TAXIWAY	TW PARALL	TAXIWAY	1/1/1993	125	31,010	AC	64	Fair	100%	0%	0%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	PARALLEL TAXIWAY	TW PARALL	TAXIWAY	1/1/1996	120	59,150	AC	64	Fair	100%	0%	0%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	PARALLEL TAXIWAY	TW PARALL	TAXIWAY	1/1/1996	115	41,470	AC	64	Fair	100%	0%	0%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	PARALLEL TAXIWAY	TW PARALL	TAXIWAY	1/1/1993	110	11,150	AC	64	Fair	100%	0%	0%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	PARALLEL TAXIWAY	TW PARALL	TAXIWAY	1/1/1993	105	11,020	AC	36	Very Poor	39%	0%	61%
FMY	RL	PAGE FIELD AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/1977	6210	238,758	AAC	55	Poor	89%	0%	11%
FMY	RL	PAGE FIELD AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/1977	6205	476,075	AC	65	Fair	81%	10%	9%
FMY	RL	PAGE FIELD AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1997	6160	17,800	AAC	64	Fair	73%	0%	27%
FMY	RL	PAGE FIELD AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1997	6155	35,600	AAC	59	Fair	89%	0%	11%
FMY	RL	PAGE FIELD AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1997	6150	77,500	AAC	58	Fair	83%	0%	17%
FMY	RL	PAGE FIELD AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1997	6145	155,000	AAC	51	Poor	82%	0%	18%
FMY	RL	PAGE FIELD AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1997	6140	25,000	AAC	66	Fair	92%	0%	8%
FMY	RL	PAGE FIELD AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1997	6135	50,000	AAC	53	Poor	57%	0%	43%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
FMY	RL	PAGE FIELD AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1997	6130	10,000	AAC	57	Fair	73%	0%	27%
FMY	RL	PAGE FIELD AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1997	6125	20,000	AAC	58	Fair	60%	0%	40%
FMY	RL	PAGE FIELD AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1997	6120	140,000	AAC	62	Fair	80%	0%	20%
FMY	RL	PAGE FIELD AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1997	6115	280,000	AAC	50	Poor	65%	0%	35%
FMY	RL	PAGE FIELD AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1997	6110	50,000	AAC	57	Fair	81%	0%	19%
FMY	RL	PAGE FIELD AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1997	6105	100,000	AAC	50	Poor	78%	0%	22%
FMY	RL	PAGE FIELD AIRPORT	1	NORTHWEST RUN-UP APRON FOR RW 13	AP NW	APRON	12/25/1999	5105	11,434	AC	73	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	APRON WEST	AP W	APRON	1/1/2009	4818	15,664	PCC	96	Good	0%	0%	100%
FMY	RL	PAGE FIELD AIRPORT	1	APRON WEST	AP W	APRON	1/1/2009	4805	545,765	AC	94	Good	82%	0%	18%
FMY	RL	PAGE FIELD AIRPORT	1	APRON HELIPAD	AP HELI	APRON	1/1/2007	4705	94,194	AC	93	Good	87%	0%	13%
FMY	RL	PAGE FIELD AIRPORT	1	APRON T-HANG	AP T-HANG	APRON	1/1/2006	4605	168,997	AC	87	Good	97%	0%	3%
FMY	RL	PAGE FIELD AIRPORT	1	EAST APRON - T-HANGARS	AP E	APRON	1/1/2002	4525	71,383	AC	80	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	EAST APRON - T-HANGARS	AP E	APRON	1/1/2002	4520	72,634	AC	76	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	EAST APRON - T-HANGARS	AP E	APRON	1/1/2002	4515	13,907	AC	72	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	EAST APRON - T-HANGARS	AP E	APRON	1/1/2002	4505	58,569	AAC	73	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	SOUTH & SE APRONS	AP S & SE	APRON	1/1/2003	4425	19,152	AC	76	Satisfactory	96%	0%	4%
FMY	RL	PAGE FIELD AIRPORT	1	SOUTH & SE APRONS	AP S & SE	APRON	1/1/2006	4420	249,789	AC	84	Satisfactory	93%	0%	7%
FMY	RL	PAGE FIELD AIRPORT	1	SOUTH & SE APRONS	AP S & SE	APRON	1/1/1998	4415	172,054	AAC	49	Poor	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	SOUTH & SE APRONS	AP S & SE	APRON	1/1/1998	4410	130,370	AAC	51	Poor	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	SOUTH & SE APRONS	AP S & SE	APRON	1/1/1998	4405	94,059	AC	84	Satisfactory	93%	0%	7%
FMY	RL	PAGE FIELD AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1998	4305	336,135	AAC	64	Fair	74%	0%	26%

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FMY	RL	PAGE FIELD AIRPORT	1	SW FBO APRON	AP SW	APRON	1/1/1998	4220	48,927	AAC	59	Fair	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	SW FBO APRON	AP SW	APRON	1/1/1998	4215	145,507	AAC	56	Fair	98%	0%	2%
FMY	RL	PAGE FIELD AIRPORT	1	SW FBO APRON	AP SW	APRON	1/1/1998	4205	120,652	AC	77	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	SOUTH APRON	AP S	APRON	1/1/1998	4105	213,725	AAC	74	Satisfactory	97%	0%	3%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY E2	TW E2	TAXIWAY	1/1/2009	530	10,056	AC	93	Good	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY C3	TW C3	TAXIWAY	1/1/2009	525	23,833	AC	91	Good	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY C2	TW C2	TAXIWAY	1/1/2009	520	42,571	AC	88	Good	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/2002	515	27,056	AC	80	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/2007	510	48,592	AC	78	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY E2	TW E2	TAXIWAY	1/1/2007	505	10,252	AC	74	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY C4	TW C4	TAXIWAY	1/1/2007	340	31,694	AC	80	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY C2	TW C2	TAXIWAY	1/1/2007	320	42,197	AC	80	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY C1	TW C1	TAXIWAY	1/1/2007	310	29,730	AC	78	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2007	305	213,830	AC	85	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/1998	275	59,219	AC	76	Satisfactory	94%	0%	6%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1998	270	2,906	AC	69	Fair	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/1998	265	8,453	AC	69	Fair	86%	0%	14%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY B3	TW B3	TAXIWAY	1/1/1977	260	11,346	AC	68	Fair	98%	0%	2%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/1977	245	13,346	AC	72	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/1977	240	11,373	AC	68	Fair	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY B2	TW B2	TAXIWAY	1/1/1977	220	11,346	AC	66	Fair	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1977	212	22,626	AC	34	Very Poor	49%	49%	2%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1991	210	6,054	AAC	65	Fair	97%	0%	3%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY B1	TW B1	TAXIWAY	1/1/1997	207	18,966	AAC	71	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1977	205	198,941	AC	67	Fair	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY C5	TW C5	TAXIWAY	1/1/1974	198	37,539	AC	57	Fair	90%	0%	10%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/1998	187	63,817	AAC	57	Fair	85%	10%	5%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/1974	185	57,454	AC	65	Fair	98%	0%	2%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY A6	TW A6	TAXIWAY	1/1/1991	180	10,898	AAC	68	Fair	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY A6	TW A6	TAXIWAY	1/1/1991	175	5,237	AAC	77	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY D1	TW D1	TAXIWAY	1/1/1991	165	15,913	AAC	15	Serious	58%	33%	9%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY D2	TW D2	TAXIWAY	1/1/1977	160	15,709	AAC	32	Very Poor	66%	34%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/1991	155	19,543	AAC	65	Fair	77%	0%	23%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/1991	152	11,423	AC	62	Fair	91%	0%	9%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/1991	150	96,152	AAC	64	Fair	98%	0%	2%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/1991	145	53,444	AAC	45	Poor	73%	0%	27%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1998	143	9,776	AAC	89	Good	55%	0%	45%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1968	140	35,282	AC	78	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1998	137	59,616	AAC	75	Satisfactory	82%	0%	18%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1998	136	10,512	AC	77	Satisfactory	94%	0%	6%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1998	135	26,924	AAC	73	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY A5	TW A5	TAXIWAY	1/1/2001	131	29,526	AC	80	Satisfactory	100%	0%	0%

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FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY A4	TW A4	TAXIWAY	1/1/2001	130	31,645	AC	80	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/1991	125	59,980	AAC	55	Poor	68%	0%	32%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY A7	TW A7	TAXIWAY	1/1/1991	120	28,228	AAC	75	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1991	115	19,373	AAC	72	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1998	113	8,317	AAC	62	Fair	95%	0%	5%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1998	112	10,307	AAC	47	Poor	80%	0%	20%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1991	110	179,959	AAC	51	Poor	52%	7%	41%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1998	109	7,769	AAC	74	Satisfactory	94%	0%	6%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1965	107	8,035	AC	74	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1968	105	103,547	AC	70	Fair	96%	0%	4%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	RUNWAY 11-29	RW 11-29	RUNWAY	1/1/2010	6210	22,301	AAC	94	Good	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	RUNWAY 11-29	RW 11-29	RUNWAY	1/1/1997	6205	367,600	AAC	69	Fair	99%	0%	1%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6122	17,500	AC	91	Good	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6120	17,500	AAC	94	Good	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6117	50,300	AC	94	Good	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6115	50,300	AAC	89	Good	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6110	182,500	AAC	91	Good	69%	0%	31%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6105	182,500	AAC	91	Good	89%	0%	11%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TURNAROUND APRON RW 11-29	AP RW11-29	APRON	1/1/1997	5110	11,131	AAC	52	Poor	82%	0%	18%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TURNAROUND APRON RW 11-29	AP RW11-29	APRON	1/1/1997	5105	11,639	AAC	54	Poor	98%	0%	2%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON WEST	AP W	APRON	1/1/1965	4705	37,020	AC	14	Serious	94%	0%	6%

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GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY TO HANGAR	TW HANG	TAXIWAY	1/1/1965	4605	9,405	AC	26	Very Poor	79%	21%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON NORTH	AP N	APRON	1/1/2011	4505	188,240	AC	86	Good	40%	0%	60%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON TO HANGAR	AP HANG	APRON	1/1/1995	4405	23,666	AC	61	Fair	92%	0%	8%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON T-HANGARS TAXILANES	AP T-HANG	APRON	1/1/1984	4310	19,911	AC	44	Poor	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON T-HANGARS TAXILANES	AP T-HANG	APRON	1/1/1984	4305	43,314	AC	59	Fair	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON T-HANGARS TAXILANES	AP T-HANG	APRON	1/1/2009	4210	13,307	AC	91	Good	66%	0%	34%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON T-HANGARS TAXILANES	AP T-HANG	APRON	1/1/1984	4205	159,635	AC	57	Fair	78%	0%	22%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON AREA	AP	APRON	1/1/1980	4125	12,408	AC	17	Serious	80%	9%	11%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON AREA	AP	APRON	1/1/1980	4120	66,730	AC	54	Poor	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON AREA	AP	APRON	1/1/1942	4117	10,400	AC	64	Fair	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON AREA	AP	APRON	1/1/1960	4115	32,078	AC	40	Very Poor	99%	0%	1%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON AREA	AP	APRON	1/1/1990	4110	174,018	AAC	44	Poor	96%	0%	4%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON AREA	AP	APRON	1/1/1986	4105	161,696	AAC	51	Poor	90%	0%	10%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY F2	TW F2	TAXIWAY	1/1/2011	615	12,143	AC	93	Good	82%	0%	18%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY F1	TW F1	TAXIWAY	1/1/2011	610	10,689	AC	94	Good	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/2011	605	51,881	AC	86	Good	35%	0%	65%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/9/1998	420	31,033	AC	69	Fair	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY	TW AP	TAXIWAY	1/1/1960	410	43,255	AAC	36	Very Poor	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY	TW AP	TAXIWAY	1/1/1942	405	7,000	AC	54	Poor	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/9/1998	330	38,971	AC	83	Satisfactory	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B2	TW B2	TAXIWAY	1/1/1942	320	23,750	AC	54	Poor	100%	0%	0%

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GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B2	TW B2	TAXIWAY	1/1/1985	315	3,386	AC	31	Very Poor	95%	0%	5%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B2	TW B2	TAXIWAY	1/1/1970	310	3,077	AAC	35	Very Poor	97%	0%	3%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY C3	TW C3	TAXIWAY	1/1/1960	305	24,842	AAC	62	Fair	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B4	TW B4	TAXIWAY	1/1/1997	270	15,537	AAC	53	Poor	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B3	TW B3	TAXIWAY	1/1/1997	260	11,896	AAC	58	Fair	79%	0%	21%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B3	TW B3	TAXIWAY	1/1/1997	258	3,129	AAC	87	Good	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B2	TW B2	TAXIWAY	1/1/1985	250	11,346	AC	43	Poor	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B1	TW B1	TAXIWAY	1/1/2010	240	14,113	AAC	75	Satisfactory	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2010	230	12,000	AAC	92	Good	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2010	225	28,746	AAC	90	Good	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1985	215	68,940	AC	36	Very Poor	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1991	210	50,564	AC	66	Fair	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1985	205	40,742	AC	40	Very Poor	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1997	115	2,744	AC	41	Poor	87%	0%	13%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1997	110	62,790	AAC	68	Fair	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/1984	105	8,490	AC	59	Fair	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/1942	6330	15,000	PCC	30	Very Poor	14%	61%	25%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/1942	6325	35,000	PCC	33	Very Poor	11%	33%	56%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/1942	6310	35,000	PCC	35	Very Poor	12%	36%	52%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/1942	6305	15,000	PCC	49	Poor	16%	33%	51%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1942	6230	15,000	PCC	29	Very Poor	8%	72%	20%

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IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1942	6225	30,000	PCC	27	Very Poor	6%	39%	55%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1942	6220	210,250	AC	24	Serious	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1942	6215	420,500	AC	24	Serious	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1942	6210	7,500	PCC	20	Serious	5%	53%	42%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1942	6205	15,000	PCC	18	Serious	4%	41%	55%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1942	6130	15,000	PCC	25	Serious	6%	58%	36%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1942	6125	30,000	PCC	16	Serious	5%	47%	48%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1942	6120	211,250	AC	35	Very Poor	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1942	6115	422,500	AC	29	Very Poor	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1942	6110	15,000	PCC	32	Very Poor	9%	66%	25%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1942	6105	30,000	PCC	30	Very Poor	7%	50%	43%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	APRON TO HANGARS	AP HANG	APRON	1/1/1998	4405	22,500	AC	85	Satisfactory	59%	0%	41%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	APRON RUN-UP RW 36	AP RU RW36	APRON	1/1/2002	4315	18,752	AC	94	Good	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	APRON RUN-UP RW 36	AP RU RW36	APRON	1/1/2001	4310	6,309	AC	76	Satisfactory	78%	0%	22%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	APRON RUN-UP RW 36	AP RU RW36	APRON	1/1/1998	4305	8,000	AC	79	Satisfactory	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	SOUTH APRON AND FUELING RAMPS	AP S	APRON	7/31/2007	4220	36,000	AC	94	Good	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	SOUTH APRON AND FUELING RAMPS	AP S	APRON	7/31/2007	4215	54,400	AC	93	Good	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	SOUTH APRON AND FUELING RAMPS	AP S	APRON	1/1/1998	4210	63,618	AC	80	Satisfactory	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	SOUTH APRON AND FUELING RAMPS	AP S	APRON	1/1/1997	4205	28,000	AC	83	Satisfactory	73%	0%	27%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	CROP APRON	CROP AP	APRON	1/1/1987	4105	10,000	AC	38	Very Poor	94%	0%	6%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY B	TW B1	TAXIWAY	1/1/1942	410	69,493	AC	33	Very Poor	100%	0%	0%

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IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY B	TW B1	TAXIWAY	1/1/1942	405	33,000	AC	38	Very Poor	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2007	315	49,875	AC	86	Good	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/1998	310	56,000	AC	85	Satisfactory	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY TO CROP AP	TW TO AP	TAXIWAY	1/1/1987	305	31,500	AC	67	Fair	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1942	220	23,450	AC	18	Serious	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1942	210	23,450	AC	22	Serious	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1942	205	277,550	AC	26	Very Poor	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1942	115	10,000	AC	38	Very Poor	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1942	110	132,650	AC	34	Very Poor	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1942	105	117,050	AC	30	Very Poor	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2014	6270	21,114	AAC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2014	6265	42,228	AAC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2000	6260	19,770	AC	75	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2000	6255	39,540	AC	72	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2005	6250	83,118	AC	71	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2005	6245	166,236	AC	72	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2005	6220	126,245	AC	73	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2005	6215	252,489	AC	69	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2014	6180	11,957	AAC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2014	6175	17,790	AAC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2014	6170	20,000	AAC	100	Good	0%	0%	0%

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LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2014	6165	40,000	AAC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2000	6160	10,145	AC	67	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2000	6155	15,667	AC	69	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2000	6150	379,333	AC	69	Fair	99%	0%	1%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2000	6145	180,000	AC	80	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2000	6140	7,292	AC	77	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2000	6135	15,000	AC	86	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2000	6130	30,000	AC	70	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2000	6125	50,000	AC	86	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2000	6115	100,000	AC	72	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2014	6110	125,000	AAC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2014	6105	250,000	AAC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	SOUTHWEST APRON RUN-UP	AP RU SW	APRON	12/25/1999	5105	7,735	AC	59	Fair	61%	0%	39%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	CENTER APRON	AP CENTER	APRON	1/1/2014	4715	27,388	AC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	CENTER APRON	AP CENTER	APRON	1/1/2014	4710	47,866	AAC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	CENTER APRON	AP CENTER	APRON	1/1/2014	4705	226,994	AAC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	1/1/2015	4645	17,956	AAC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	1/1/2015	4640	127,170	AAC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	12/25/1999	4630	1,780	PCC	70	Fair	33%	48%	19%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	12/25/1999	4625	26,470	AC	72	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	12/25/1999	4620	18,190	PCC	36	Very Poor	3%	95%	2%

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LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	12/25/1999	4615	33,325	PCC	0	Failed	8%	92%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	1/1/1944	4612	7,289	PCC	13	Serious	7%	83%	10%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	12/25/1999	4610	9,949	AC	64	Fair	89%	0%	11%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	12/25/1999	4605	40,952	AC	69	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	SOUTH APRON	AP S	APRON	1/1/2015	4512	14,760	AC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	SOUTH APRON	AP S	APRON	1/1/2015	4510	201,818	AC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	SOUTH APRON	AP S	APRON	1/1/1944	4507	4,612	PCC	47	Poor	17%	78%	5%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	SOUTHWEST APRON	AP SW	APRON	1/1/1944	4412	4,703	PCC	52	Poor	4%	87%	9%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	SOUTHWEST APRON	AP SW	APRON	12/25/1999	4410	14,742	AC	13	Serious	81%	19%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	SOUTHWEST APRON	AP SW	APRON	1/1/1944	4407	38,471	PCC	32	Very Poor	15%	57%	28%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	SOUTHWEST APRON	AP SW	APRON	12/25/1999	4405	12,763	AC	40	Very Poor	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	SOUTHEAST APRON	AP SE	APRON	12/25/1999	4317	5,323	AC	46	Poor	49%	0%	51%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	SOUTHEAST APRON	AP SE	APRON	12/25/1999	4315	120,709	PCC	8	Failed	13%	87%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	SOUTHEAST APRON	AP SE	APRON	12/25/1999	4312	13,033	AC	51	Poor	71%	0%	29%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	SOUTHEAST APRON	AP SE	APRON	1/1/2005	4310	142,874	AAC	88	Good	77%	0%	23%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	SOUTHEAST APRON	AP SE	APRON	1/1/1944	4307	5,199	PCC	31	Very Poor	0%	58%	42%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	NORTHEAST APRON	AP NE	APRON	12/25/1999	4215	10,574	AC	39	Very Poor	53%	41%	6%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2015	4150	61,106	AAC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2011	4145	37,818	AC	96	Good	59%	0%	41%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	NORTH APRON	AP N	APRON	12/25/1999	4140	132,699	AC	66	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1944	4130	16,359	PCC	25	Serious	6%	92%	2%

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LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1962	4125	63,045	AC	22	Serious	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2011	4123	83,610	AC	96	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2015	4115	138,049	AC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2015	4105	73,769	AAC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY P2	TW P2	TAXIWAY	1/1/2008	1610	29,680	AAC	70	Fair	81%	0%	19%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY P	TW P	TAXIWAY	1/1/2008	1605	254,931	AAC	73	Satisfactory	96%	0%	4%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	12/25/1999	1220	68,854	AC	72	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY L	TW L	TAXIWAY	12/25/1999	1205	66,332	AC	72	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY L	TW L	TAXIWAY	1/1/1944	1203	9,864	PCC	31	Very Poor	16%	76%	8%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY L	TW L	TAXIWAY	12/25/1999	1201	3,693	AC	69	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY J	TW J	TAXIWAY	1/1/2011	1105	48,759	AC	96	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY S	TW S	TAXIWAY	1/1/1944	927	4,824	PCC	19	Serious	7%	51%	42%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY S	TW S	TAXIWAY	12/25/1999	925	14,432	AC	41	Poor	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY S	TW S	TAXIWAY	1/1/1944	922	4,572	PCC	9	Failed	5%	56%	39%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY S	TW S	TAXIWAY	12/25/1999	920	4,963	AC	57	Fair	98%	0%	2%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY S	TW S	TAXIWAY	1/1/1944	917	4,533	PCC	11	Serious	9%	71%	20%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY S	TW S	TAXIWAY	12/25/1999	915	11,499	AC	17	Serious	92%	0%	8%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY S	TW S	TAXIWAY	1/1/1992	905	105,514	AC	58	Fair	99%	0%	1%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY H	TW H	TAXIWAY	1/1/1944	822	4,846	PCC	33	Very Poor	12%	68%	20%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY H	TW H	TAXIWAY	12/25/1999	820	8,990	AC	51	Poor	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY H	TW H	TAXIWAY	1/1/2011	810	40,350	AC	100	Good	0%	0%	0%

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LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY H	TW H	TAXIWAY	12/25/1999	805	110,979	AC	53	Poor	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	CENTER APRON	AP CENTER	APRON	1/1/2014	715	18,480	AAC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/2011	625	18,308	AC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/1998	620	42,899	AC	67	Fair	83%	0%	17%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/1944	619	4,591	PCC	24	Serious	9%	67%	24%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/1986	617	5,108	AC	16	Serious	84%	0%	16%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/1986	615	111,070	AC	58	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/2003	605	68,220	AC	56	Fair	92%	8%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	12/25/1999	602	3,273	PCC	12	Serious	13%	87%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	12/25/1999	601	3,762	PCC	12	Serious	13%	87%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY E1	TW E1	TAXIWAY	3/1/2014	550	101,859	AC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	12/25/1999	545	8,501	AC	63	Fair	98%	0%	2%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	12/25/1999	540	11,282	AC	62	Fair	95%	0%	5%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/1944	537	3,545	PCC	7	Failed	7%	54%	39%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	12/25/1999	535	10,473	AC	69	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	12/25/1999	530	9,327	AC	64	Fair	82%	0%	18%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/1964	525	106,550	AC	48	Poor	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/1944	520	28,549	PCC	6	Failed	6%	78%	16%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/1962	515	32,282	AC	49	Poor	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/1992	510	157,402	AC	67	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2013	440	40,789	AAC	100	Good	0%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	12/25/1999	430	6,072	AC	68	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	12/25/1999	425	18,725	AC	71	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1944	422	4,585	PCC	33	Very Poor	11%	64%	25%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	12/25/1999	420	7,471	AC	55	Poor	90%	0%	10%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1944	417	4,633	PCC	26	Very Poor	10%	57%	33%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	12/25/1999	415	6,058	AC	42	Poor	61%	0%	39%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	12/25/1999	410	46,311	AC	68	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	12/25/1999	405	63,620	AC	59	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2004	310	79,391	AC	90	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2000	307	33,901	AC	67	Fair	91%	0%	9%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2000	305	99,742	AC	71	Satisfactory	91%	0%	9%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2015	250	32,500	AC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY J	TW J	TAXIWAY	12/25/1999	245	36,527	AC	62	Fair	97%	0%	3%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY K	TW K	TAXIWAY	12/25/1999	240	35,856	AC	55	Poor	63%	0%	37%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY K	TW K	TAXIWAY	1/1/2003	238	18,155	AC	80	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY B3	TW B3	TAXIWAY	9/1/2012	230	25,462	AC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2015	225	27,471	AAC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2013	215	15,351	AC	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2003	210	199,860	AC	75	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	12/25/1999	207	19,794	AC	60	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	12/25/1999	205	49,987	AC	70	Fair	100%	0%	0%

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LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY A5	TW A5	TAXIWAY	1/1/1999	155	65,575	AC	71	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2000	151	10,105	AC	70	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2000	150	107,625	AC	71	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY A4	TW A4	TAXIWAY	1/1/1986	133	25,272	AAC	82	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	12/25/1999	131	57,957	AC	70	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1998	130	283,622	AC	74	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/1993	120	25,137	AC	72	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/1993	115	30,487	AC	65	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1998	110	56,513	AC	73	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER REGIONAL AIRPORT	1	TAXIWAY A1	TW A1	TAXIWAY	1/1/1999	105	186,961	AC	68	Fair	97%	0%	3%
MKY	GA	MARCO ISLAND AIRPORT	1	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/1976	6115	100,000	AC	30	Very Poor	100%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/1976	6110	300,000	AC	29	Very Poor	100%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/1976	6105	100,000	AC	29	Very Poor	100%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2011	4215	13,752	AAC	79	Satisfactory	100%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2010	4210	41,600	AC	100	Good	0%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1975	4205	193,812	AC	46	Poor	97%	0%	3%
MKY	GA	MARCO ISLAND AIRPORT	1	NW APRON	AP NW	APRON	1/1/2011	4120	173,879	AC	100	Good	0%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	NW APRON	AP NW	APRON	1/1/2011	4115	8,924	AAC	100	Good	0%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	NW APRON	AP NW	APRON	1/1/1996	4110	20,463	AC	100	Good	0%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	NW APRON	AP NW	APRON	1/1/1996	4105	16,615	AC	80	Satisfactory	88%	0%	12%
MKY	GA	MARCO ISLAND AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2011	405	9,497	AC	100	Good	0%	0%	0%

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MKY	GA	MARCO ISLAND AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2011	305	9,497	AC	96	Good	100%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1960	205	7,880	PCC	20	Serious	0%	100%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/11/2011	110	133,080	AC	100	Good	0%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2011	105	18,056	AAC	94	Good	100%	0%	0%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	3/15/2011	6210	11,325	AAC	99	Good	100%	0%	0%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2003	6205	281,325	AAC	63	Fair	74%	0%	26%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	7/31/2008	6107	250,000	AAC	89	Good	100%	0%	0%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	7/31/2008	6105	250,000	AAC	80	Satisfactory	97%	0%	3%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	APRON AT T-HANGARS	AP T-HANG	APRON	12/25/1999	4205	28,679	AC	70	Fair	100%	0%	0%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	APRON	AP	APRON	12/31/2007	4110	98,679	AAC	83	Satisfactory	72%	0%	28%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	APRON	AP	APRON	12/31/2007	4105	96,030	AAC	90	Good	88%	0%	12%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	3/15/2011	410	5,148	AAC	93	Good	100%	0%	0%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1991	405	14,810	AC	67	Fair	100%	0%	0%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	3/15/2011	305	31,940	AAC	95	Good	100%	0%	0%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	3/15/2011	210	9,422	AAC	98	Good	100%	0%	0%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1943	205	151,420	AC	57	Fair	74%	0%	26%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1998	125	3,730	AAC	67	Fair	56%	0%	44%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1998	115	3,730	AAC	70	Fair	100%	0%	0%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	3/15/2011	110	122,764	AAC	94	Good	100%	0%	0%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	3/15/2011	105	87,462	AAC	95	Good	81%	0%	19%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2006	6305	184,602	AAC	67	Fair	100%	0%	0%

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PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2002	6225	26,644	AC	85	Satisfactory	94%	0%	6%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2002	6220	53,287	AC	74	Satisfactory	97%	0%	3%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2002	6215	253,378	AAC	71	Satisfactory	92%	0%	8%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2002	6210	494,127	AAC	65	Fair	78%	0%	22%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2002	6205	6,580	AAC	73	Satisfactory	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2007	6130	25,150	AC	84	Satisfactory	77%	0%	23%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2007	6125	50,300	AC	80	Satisfactory	61%	0%	39%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2000	6120	72,100	AAC	82	Satisfactory	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2000	6115	149,200	AAC	73	Satisfactory	98%	0%	2%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2000	6110	262,500	AAC	82	Satisfactory	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2000	6105	520,000	AAC	65	Fair	58%	41%	1%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	1/1/2003	4430	14,668	AC	70	Fair	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	1/1/1992	4425	27,208	AC	70	Fair	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	1/1/1992	4420	45,846	AC	65	Fair	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	12/25/1999	4415	6,968	AC	85	Satisfactory	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	1/1/1990	4410	15,629	AC	63	Fair	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	1/1/1992	4405	22,407	AC	70	Fair	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	NORTH APRON	AP N	APRON	12/25/1999	4320	104,267	AC	62	Fair	97%	0%	3%
PGD	PR	PUNTA GORDA AIRPORT	1	NORTH APRON	AP N	APRON	12/25/1999	4305	227,443	AC	58	Fair	95%	0%	5%
PGD	PR	PUNTA GORDA AIRPORT	1	MAIN APRON	AP MAIN	APRON	1/1/2009	4220	31,145	AC	82	Satisfactory	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	MAIN APRON	AP MAIN	APRON	1/1/2007	4215	32,858	AC	78	Satisfactory	100%	0%	0%

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PGD	PR	PUNTA GORDA AIRPORT	1	MAIN APRON	AP MAIN	APRON	1/1/2007	4210	14,657	AC	90	Good	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	MAIN APRON	AP MAIN	APRON	12/25/1995	4208	10,625	PCC	65	Fair	0%	0%	100%
PGD	PR	PUNTA GORDA AIRPORT	1	MAIN APRON	AP MAIN	APRON	1/1/2009	4206	194,550	AAC	79	Satisfactory	93%	0%	7%
PGD	PR	PUNTA GORDA AIRPORT	1	MAIN APRON	AP MAIN	APRON	1/1/2009	4205	278,175	PCC	90	Good	0%	17%	83%
PGD	PR	PUNTA GORDA AIRPORT	1	SOUTH GA APRON	AP S	APRON	1/1/1992	4105	192,015	AC	62	Fair	95%	0%	5%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	12/25/1999	1105	50,341	AC	69	Fair	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY E1	TW E1	TAXIWAY	1/1/2010	450	7,748	AC	72	Satisfactory	98%	0%	2%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/2004	415	70,611	AC	85	Satisfactory	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/2006	410	19,242	AC	84	Satisfactory	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/2009	365	38,414	AAC	86	Good	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/1993	350	3,675	AAC	66	Fair	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2009	330	271,000	AAC	79	Satisfactory	96%	0%	4%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2009	310	176,549	AAC	84	Satisfactory	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/1993	305	48,969	AAC	82	Satisfactory	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY TO NORTH T-HANGARS	TW N T-HAN	TAXIWAY	1/1/1989	215	4,487	AC	70	Fair	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY TO NORTH T-HANGARS	TW N T-HAN	TAXIWAY	1/1/1975	210	11,326	AC	21	Serious	35%	31%	34%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1993	195	3,304	AC	75	Satisfactory	79%	0%	21%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1993	180	10,800	AC	83	Satisfactory	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1992	172	3,508	AC	62	Fair	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1993	160	2,534	AAC	80	Satisfactory	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1993	155	4,146	AC	67	Fair	100%	0%	0%

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PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1993	120	43,181	AAC	64	Fair	96%	0%	4%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1993	115	214,000	AAC	59	Fair	61%	36%	3%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/1993	110	34,930	AAC	62	Fair	52%	43%	5%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2002	102	83,519	AC	50	Poor	35%	62%	3%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/2006	6110	420,000	AAC	82	Satisfactory	95%	0%	5%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/2006	6106	240,000	AAC	83	Satisfactory	95%	0%	5%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/2006	6105	840,000	AAC	80	Satisfactory	95%	0%	5%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/2006	6104	300,000	AAC	81	Satisfactory	71%	26%	3%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	APRON GA	AP GA	APRON	1/1/2000	4505	309,375	AC	74	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	SOUTH APRON	AP S	APRON	1/1/2005	4430	363,366	PCC	85	Satisfactory	0%	11%	89%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	SOUTH APRON	AP S	APRON	1/1/2005	4425	283,482	AC	74	Satisfactory	87%	0%	13%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	SOUTH APRON	AP S	APRON	1/1/2005	4420	316,382	PCC	86	Good	0%	7%	93%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	SOUTH APRON	AP S	APRON	1/1/2005	4415	1,016,178	AC	77	Satisfactory	96%	0%	4%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	SOUTH APRON	AP S	APRON	1/1/2005	4410	338,558	PCC	87	Good	0%	8%	92%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	SOUTH APRON	AP S	APRON	1/1/2005	4405	273,648	AC	83	Satisfactory	98%	0%	2%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	NORTH APRON (GA & TERMINAL)	AP N	APRON	1/1/1998	4340	115,483	PCC	73	Satisfactory	4%	6%	90%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	NORTH APRON (GA & TERMINAL)	AP N	APRON	1/1/1998	4335	89,800	PCC	89	Good	12%	47%	41%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	NORTH APRON (GA & TERMINAL)	AP N	APRON	1/1/1998	4330	104,168	AC	69	Fair	96%	0%	4%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	NORTH APRON (GA & TERMINAL)	AP N	APRON	1/1/1993	4325	9,799	AAC	48	Poor	84%	0%	16%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	NORTH APRON (GA & TERMINAL)	AP N	APRON	1/1/1981	4320	210,753	PCC	29	Very Poor	8%	2%	90%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	NORTH APRON (GA & TERMINAL)	AP N	APRON	1/1/1981	4315	335,066	PCC	54	Poor	12%	3%	85%

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RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	NORTH APRON (GA & TERMINAL)	AP N	APRON	1/1/1981	4310	899,613	AC	68	Fair	65%	0%	35%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	NORTH APRON (GA & TERMINAL)	AP N	APRON	1/1/1993	4305	48,912	AC	50	Poor	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	FBO APRON	AP FBO	APRON	1/1/1982	4205	306,945	AC	57	Fair	94%	0%	6%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	CARGO APRON	AP CARGO	APRON	1/1/1990	4120	64,065	AC	39	Very Poor	96%	0%	4%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	CARGO APRON	AP CARGO	APRON	1/1/2004	4115	31,550	AAC	82	Satisfactory	84%	0%	16%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	CARGO APRON	AP CARGO	APRON	1/1/1990	4110	217,932	PCC	63	Fair	0%	91%	9%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	CARGO APRON	AP CARGO	APRON	1/1/2004	4105	306,672	AAC	77	Satisfactory	82%	0%	18%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/2005	1210	173,181	AC	60	Fair	73%	26%	1%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/2005	1205	90,091	AC	79	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY G6	TW G6	TAXIWAY	1/1/2014	1045	23,330	AC	100	Good	0%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY G6	TW G6	TAXIWAY	1/1/2014	1040	43,571	AC	100	Good	0%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY G5	TW G5	TAXIWAY	1/1/2014	1035	24,038	AC	100	Good	0%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY G5	TW G5	TAXIWAY	1/1/2014	1030	42,339	AC	100	Good	0%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY K	TW K	TAXIWAY	1/1/2014	1025	183,936	AC	100	Good	0%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY H	TW H	TAXIWAY	1/1/2014	1020	69,662	AC	100	Good	0%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY L	TW L	TAXIWAY	1/1/2014	1015	293,342	AC	100	Good	0%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY G3	TW G3	TAXIWAY	1/1/2014	1010	63,722	AC	100	Good	0%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY H	TW H	TAXIWAY	1/1/2014	1005	170,148	AC	100	Good	0%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY F8	TW F8	TAXIWAY	1/1/2005	950	65,943	AC	80	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A9	TW A9	TAXIWAY	1/1/2006	912	8,923	AAC	85	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A9	TW A9	TAXIWAY	1/1/2006	910	33,294	AAC	80	Satisfactory	100%	0%	0%

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RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A9	TW A9	TAXIWAY	1/1/2006	905	7,542	AAC	83	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A8	TW A8	TAXIWAY	1/1/2006	830	51,041	AAC	75	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A8	TW A8	TAXIWAY	1/1/2006	825	19,914	AAC	73	Satisfactory	56%	0%	44%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A8	TW A8	TAXIWAY	1/1/2006	820	10,268	AAC	85	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A8	TW A8	TAXIWAY	1/1/2006	815	52,835	AAC	85	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A8	TW A8	TAXIWAY	1/1/2006	805	42,625	AAC	71	Satisfactory	69%	0%	31%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY F7	TW F7	TAXIWAY	1/1/2005	750	59,387	AC	61	Fair	70%	27%	3%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A7	TW A7	TAXIWAY	1/1/2006	730	44,816	AAC	72	Satisfactory	84%	0%	16%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A7	TW A7	TAXIWAY	1/1/2006	725	18,985	AAC	62	Fair	50%	23%	27%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A7	TW A7	TAXIWAY	1/1/2006	720	10,319	AAC	82	Satisfactory	92%	0%	8%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A7	TW A7	TAXIWAY	1/1/2006	715	62,592	AAC	72	Satisfactory	84%	0%	16%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A7	TW A7	TAXIWAY	1/1/2006	705	33,018	AAC	75	Satisfactory	94%	0%	6%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY F6	TW F6	TAXIWAY	1/1/2005	655	72,076	AC	67	Fair	95%	0%	5%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY F5	TW F5	TAXIWAY	1/1/2005	650	53,885	AC	76	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A6	TW A6	TAXIWAY	1/1/2006	630	51,116	AAC	75	Satisfactory	94%	0%	6%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A6	TW A6	TAXIWAY	1/1/2006	625	19,914	AAC	76	Satisfactory	70%	0%	30%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A6	TW A6	TAXIWAY	1/1/2006	620	10,268	AAC	88	Good	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A6	TW A6	TAXIWAY	1/1/2006	615	62,148	AAC	74	Satisfactory	60%	0%	40%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A6	TW A6	TAXIWAY	1/1/2006	610	11,779	AAC	85	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A6	TW A6	TAXIWAY	1/1/2006	605	20,803	AAC	83	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A5	TW A5	TAXIWAY	1/1/1982	555	26,463	AC	69	Fair	100%	0%	0%

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RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A5	TW A5	TAXIWAY	1/1/2006	550	3,572	AAC	84	Satisfactory	91%	0%	9%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY G4	TW G4	TAXIWAY	1/1/2005	540	68,762	AC	80	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY J	TW J	TAXIWAY	1/1/2005	535	247,710	AC	73	Satisfactory	97%	0%	3%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY G2	TW G2	TAXIWAY	1/1/2005	530	70,650	AC	68	Fair	63%	37%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY F4	TW F4	TAXIWAY	1/1/2005	525	74,713	AC	71	Satisfactory	84%	16%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY F3	TW F3	TAXIWAY	1/1/2005	520	80,129	AC	68	Fair	82%	16%	2%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A5	TW A5	TAXIWAY	1/1/2006	510	63,154	AAC	72	Satisfactory	90%	0%	10%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A5	TW A5	TAXIWAY	1/1/2006	505	32,212	AAC	77	Satisfactory	83%	0%	17%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY G1	TW G1	TAXIWAY	1/1/2005	430	73,615	AC	81	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY F2	TW F2	TAXIWAY	1/1/2005	425	75,802	AC	75	Satisfactory	97%	0%	3%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A4	TW A4	TAXIWAY	1/1/2004	420	80,042	AAC	78	Satisfactory	77%	0%	23%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A4	TW A4	TAXIWAY	1/1/2006	415	54,221	AAC	76	Satisfactory	95%	0%	5%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A4	TW A4	TAXIWAY	1/1/2006	405	41,112	AAC	73	Satisfactory	94%	0%	6%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/2004	305	79,964	AAC	76	Satisfactory	83%	0%	17%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/2005	260	539,113	AC	70	Fair	66%	20%	14%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/2005	255	201,189	AC	78	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/2005	250	287,128	AC	65	Fair	46%	43%	11%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/2006	216	15,036	AAC	78	Satisfactory	90%	0%	10%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/2006	215	20,920	AAC	80	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/2006	210	6,095	AAC	79	Satisfactory	94%	0%	6%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/2006	205	6,253	AAC	79	Satisfactory	93%	0%	7%

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RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2006	109	71,250	AAC	67	Fair	51%	32%	17%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2006	108	15,000	AAC	84	Satisfactory	94%	0%	6%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A10	TW A10	TAXIWAY	1/1/2006	107	41,225	AAC	71	Satisfactory	95%	0%	5%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2006	106	120,000	AAC	67	Fair	91%	0%	9%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2006	105	652,500	AAC	83	Satisfactory	95%	0%	5%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2006	104	90,000	AAC	79	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A1	TW A1	TAXIWAY	1/1/2006	103	41,214	AAC	57	Fair	73%	13%	14%
SEF	GA	SEBRING REGIONAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2010	6205	484,171	AC	88	Good	98%	0%	2%
SEF	GA	SEBRING REGIONAL AIRPORT	1	RUNWAY 19-01	RW 19-01	RUNWAY	1/1/2012	6105	523,500	AC	100	Good	0%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	RUN UP APRON	AP RU	APRON	1/1/2001	5110	31,951	AC	74	Satisfactory	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	WEST APRON	AP W	APRON	1/1/2007	4125	29,215	AC	78	Satisfactory	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	WEST APRON	AP W	APRON	1/1/2007	4120	15,909	AC	81	Satisfactory	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	WEST APRON	AP W	APRON	1/1/2007	4115	125,007	AC	68	Fair	61%	0%	39%
SEF	GA	SEBRING REGIONAL AIRPORT	1	WEST APRON	AP W	APRON	1/1/1942	4105	954,796	PCC	30	Very Poor	8%	71%	21%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY A1	TW A1	TAXIWAY	1/1/2013	610	12,904	AC	100	Good	0%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY A1	TW A1	TAXIWAY	1/1/2001	605	11,821	AAC	80	Satisfactory	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY T-HANGARS	TW T-HANG	TAXIWAY	1/1/1995	505	34,611	AC	63	Fair	88%	0%	12%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/2010	422	26,514	AAC	94	Good	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/2003	420	55,719	AC	93	Good	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	RUN UP APRON	AP RU	APRON	1/1/2003	415	38,336	AC	94	Good	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/2001	405	191,244	AC	87	Good	100%	0%	0%

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SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2013	325	15,390	AC	100	Good	0%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2003	320	9,745	AC	91	Good	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2010	315	25,443	AC	98	Good	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2010	305	35,167	AC	81	Satisfactory	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/2013	210	16,931	AC	100	Good	0%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/1987	205	28,259	APC	88	Good	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/1987	110	27,359	APC	85	Satisfactory	80%	0%	20%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/2013	105	19,296	APC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2013	6250	18,000	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2013	6240	13,680	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2013	6230	27,000	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2013	6225	18,000	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2013	6220	27,000	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2013	6215	18,000	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2013	6210	350,820	AAC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2013	6205	255,000	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2013	6140	13,050	AAC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2013	6135	26,100	AAC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	12/1/2006	6130	20,000	APC	79	Satisfactory	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	12/1/2006	6125	30,000	APC	80	Satisfactory	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	12/1/2006	6120	20,000	APC	65	Fair	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	12/1/2006	6115	30,000	APC	69	Fair	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	12/1/2006	6110	196,950	AAC	85	Satisfactory	91%	0%	9%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	12/1/2006	6105	413,900	AAC	79	Satisfactory	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUN-UP APRON AT ENDS OF TW A	AP RU	APRON	1/1/2015	5110	19,846	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUN-UP APRON AT ENDS OF TW A	AP RU	APRON	1/1/2015	5105	26,704	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	CENTER APRON (OLD RW9-27)	AP CENTER	APRON	1/1/1942	4415	37,307	AAC	32	Very Poor	84%	0%	16%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	CENTER APRON (OLD RW9-27)	AP CENTER	APRON	1/1/1942	4405	195,837	AAC	22	Serious	88%	8%	4%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/2015	4140	75,543	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/2015	4135	7,686	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/2015	4130	5,615	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/2015	4125	72,941	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	APRON	AP	APRON	12/15/1999	4120	40,856	PCC	2	Failed	4%	73%	23%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	APRON	AP	APRON	12/25/1999	4115	35,804	PCC	7	Failed	6%	71%	23%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/1988	4110	5,962	PCC	0	Failed	3%	67%	30%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/1942	4105	383,857	PCC	33	Very Poor	2%	64%	34%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	GA T-HANGARS	T- HANG	TAXIWAY	11/1/2013	730	17,858	AAC	64	Fair	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	GA T-HANGARS	T- HANG	TAXIWAY	1/1/2012	725	17,455	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	GA T-HANGARS	T- HANG	TAXIWAY	1/1/2012	720	8,307	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	GA T-HANGARS	T- HANG	TAXIWAY	1/1/2012	715	12,818	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	GA T-HANGARS	T- HANG	TAXIWAY	12/25/1994	710	42,414	AC	60	Fair	99%	0%	1%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	GA T-HANGARS	T- HANG	TAXIWAY	12/25/1997	708	11,509	AC	76	Satisfactory	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
VNC	RL	VENICE MUNICIPAL AIRPORT	1	GA T-HANGARS	T- HANG	TAXIWAY	1/1/1942	705	36,233	AC	81	Satisfactory	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	GA T-HANGARS	T- HANG	TAXIWAY	12/25/1994	620	103,152	AC	59	Fair	90%	0%	10%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	GA T-HANGARS	T- HANG	TAXIWAY	1/1/1942	610	42,593	AC	70	Fair	93%	0%	7%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	GA T-HANGARS	T- HANG	TAXIWAY	1/1/2003	605	17,687	AC	72	Satisfactory	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/2013	550	9,250	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/2015	515	18,771	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/2013	510	14,357	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/2013	505	62,102	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1942	450	12,787	AC	30	Very Poor	65%	33%	2%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2013	410	8,420	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1970	405	74,611	AC	68	Fair	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2015	315	84,245	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1942	230	13,382	AAC	22	Serious	93%	0%	7%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2013	225	15,951	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	12/1/2006	125	5,738	AAC	72	Satisfactory	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2013	120	9,988	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2015	115	52,249	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2015	110	50,749	AC	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2015	105	51,624	AC	100	Good	0%	0%	0%
X01	GA	EVERGLADES AIRPARK	1	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/1969	6115	26,500	AC	56	Fair	100%	0%	0%
X01	GA	EVERGLADES AIRPARK	1	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/1969	6110	61,300	AC	35	Very Poor	56%	44%	0%

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X01	GA	EVERGLADES AIRPARK	1	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/1969	6105	32,800	AC	52	Poor	100%	0%	0%
X01	GA	EVERGLADES AIRPARK	1	RUN UP APRON	AP RU	APRON	3/1/2005	5105	3,500	AC	79	Satisfactory	100%	0%	0%
X01	GA	EVERGLADES AIRPARK	1	APRONS	AP	APRON	1/1/1997	4115	2,640	AC	75	Satisfactory	100%	0%	0%
X01	GA	EVERGLADES AIRPARK	1	APRONS	AP	APRON	1/1/1997	4110	12,100	AC	85	Satisfactory	100%	0%	0%
X01	GA	EVERGLADES AIRPARK	1	APRONS	AP	APRON	1/1/1996	4105	23,600	AC	78	Satisfactory	100%	0%	0%
X01	GA	EVERGLADES AIRPARK	1	APRONS	AP	APRON	1/1/1969	4103	2,760	AC	65	Fair	100%	0%	0%
X01	GA	EVERGLADES AIRPARK	1	TAXIWAY A	TW A	TAXIWAY	3/1/2005	125	9,589	AC	58	Fair	100%	0%	0%
X01	GA	EVERGLADES AIRPARK	1	TAXIWAY A	TW A	TAXIWAY	3/1/2005	115	3,778	AC	70	Fair	100%	0%	0%
X01	GA	EVERGLADES AIRPARK	1	TAXIWAY A	TW A	TAXIWAY	3/1/2005	110	33,750	AC	72	Satisfactory	100%	0%	0%
X01	GA	EVERGLADES AIRPARK	1	TAXIWAY A	TW A	TAXIWAY	1/1/1997	105	16,825	AC	74	Satisfactory	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/1997	6206	3,155	AAC	64	Fair	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/1997	6205	290,140	AAC	61	Fair	92%	0%	8%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/1978	6105	400,000	AAC	46	Poor	96%	0%	4%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	HOLD APRON FOR RW 6	AP H RW 6	APRON	1/1/1978	5102	10,300	AAC	25	Serious	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	APRON	AP	APRON	7/31/2008	4205	37,970	AC	88	Good	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	APRON	AP	APRON	7/31/2008	4115	14,420	AC	94	Good	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/2000	4110	31,760	AC	56	Fair	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/1988	4105	108,410	AC	50	Poor	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1997	415	2,160	AAC	64	Fair	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1978	410	67,040	AC	47	Poor	75%	0%	25%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1978	405	29,308	AC	49	Poor	100%	0%	0%

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X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2004	305	32,050	AAC	69	Fair	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1997	215	4,530	AAC	64	Fair	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2004	210	15,740	AAC	65	Fair	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2004	207	8,950	AAC	64	Fair	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1978	205	14,040	AC	57	Fair	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1997	115	1,989	AAC	64	Fair	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1988	110	3,310	AC	21	Serious	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1978	105	86,000	AC	46	Poor	84%	6%	10%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2005	6105	394,125	AC	91	Good	100%	0%	0%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	APRON T-HANG	AP T-HANG	APRON	1/1/2005	4310	30,550	AC	75	Satisfactory	100%	0%	0%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	APRON T-HANG	AP T-HANG	APRON	1/1/2005	4305	68,460	AC	75	Satisfactory	87%	0%	13%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	APRON NW HANGAR	AP NW HANG	APRON	3/1/2011	4205	24,659	AC	100	Good	0%	0%	0%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2005	4180	2,813	PCC	89	Good	61%	0%	39%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	NORTHWEST APRON	NW AP	APRON	1/1/1989	4160	32,555	AAC	20	Serious	73%	0%	27%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1997	4135	10,360	AC	32	Very Poor	85%	0%	15%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2005	4120	19,645	AC	34	Very Poor	100%	0%	0%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1980	4115	7,085	AC	55	Poor	100%	0%	0%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2005	4110	129,525	AC	51	Poor	86%	0%	14%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	TAXIWAY TO RUNWAY	TW TO RW	TAXIWAY	1/1/2005	910	9,707	AC	89	Good	100%	0%	0%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	TAXIWAY TO RUNWAY	TW TO RW	TAXIWAY	1/1/1989	905	10,000	AAC	40	Very Poor	100%	0%	0%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	3/1/2011	810	7,419	AC	100	Good	0%	0%	0%

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X14	GA	LA BELLE MUNICIPAL AIRPORT	1	TAXIWAY B1	TW B1	TAXIWAY	3/1/2011	805	7,613	AC	100	Good	0%	0%	0%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	SOUTH EAST TAXIWAY TO NORTH RAMP	TW SE NR	TAXIWAY	1/1/2005	705	16,420	AC	54	Poor	100%	0%	0%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	TAXIWAY TO NW AP	TW NW AP	TAXIWAY	1/1/1975	605	9,425	AC	20	Serious	89%	0%	11%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	TAXIWAY TO HANGARS	TW TO HANG	TAXIWAY	1/1/2005	510	7,381	AC	71	Satisfactory	100%	0%	0%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	TAXIWAY TO HANGARS	TW TO HANG	TAXIWAY	1/1/1980	505	4,481	AC	29	Very Poor	73%	0%	27%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2005	405	33,090	AC	95	Good	100%	0%	0%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	TAXIWAY A1	TW A1	TAXIWAY	1/1/2005	305	9,140	AC	95	Good	100%	0%	0%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/2005	205	8,520	AC	92	Good	100%	0%	0%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2005	120	8,225	AC	91	Good	100%	0%	0%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	TAXIWAY A4	TW A4	TAXIWAY	1/1/2005	115	9,140	AC	91	Good	100%	0%	0%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/2005	110	9,140	AC	90	Good	100%	0%	0%
X14	GA	LA BELLE MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2005	105	157,605	AC	94	Good	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/2006	6110	223,650	AAC	86	Good	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/2006	6105	76,725	AAC	91	Good	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	APRON RUN-UP	AP RU	APRON	1/1/2007	4205	20,936	AC	70	Fair	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	APRON	AP	APRON	1/1/2008	4125	9,768	AC	83	Satisfactory	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	APRON	AP	APRON	7/1/2006	4120	26,729	AC	64	Fair	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	APRON	AP	APRON	3/1/2008	4115	25,656	AC	69	Fair	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	APRON	AP	APRON	10/1/2013	4105	167,376	AAC	54	Poor	99%	0%	1%
24J	GA	SUWANNEE COUNTY AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2007	205	13,924	AC	88	Good	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1990	150	3,332	AC	69	Fair	100%	0%	0%

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24J	GA	SUWANNEE COUNTY AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2004	145	8,266	AC	90	Good	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/2004	135	8,551	AC	92	Good	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	TAXIWAY A2	TW A2	TAXIWAY	1/1/2000	125	8,551	AC	90	Good	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1990	120	4,274	AC	66	Fair	87%	0%	13%
24J	GA	SUWANNEE COUNTY AIRPORT	2	TAXIWAY A1	TW A1	TAXIWAY	1/1/1990	115	12,911	AC	72	Satisfactory	87%	0%	13%
24J	GA	SUWANNEE COUNTY AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2004	110	100,648	AC	85	Satisfactory	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1990	105	49,503	AC	79	Satisfactory	89%	0%	11%
24J	GA	SUWANNEE COUNTY AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2004	104	3,816	AC	70	Fair	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	RUNWAY 17-35	RW 17-35	RUNWAY	7/1/2009	6210	15,325	AAC	100	Good	0%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	RUNWAY 17-35	RW 17-35	RUNWAY	7/1/2009	6205	242,316	AAC	94	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2004	6115	103,700	AAC	99	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2011	6110	241,000	AAC	100	Good	0%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2011	6105	255,800	AAC	99	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	Run-Up Apron RW 35	AP RU 35	APRON	7/1/2009	5205	10,263	AC	92	Good	96%	0%	4%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	Run-Up Apron RW 27	AP RU 27	APRON	1/1/2011	5105	29,317	AC	100	Good	0%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	APRON AT EAST T-HANGAR	AP E T-HAN	APRON	7/1/2009	4310	11,792	AC	93	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	APRON AT EAST T-HANGAR	AP E T-HAN	APRON	12/25/1999	4305	18,377	AC	61	Fair	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	APRON	AP	APRON	1/1/1986	4215	29,007	AC	65	Fair	42%	38%	20%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	APRON AT NORTH T-HANGARS	AP N T-HAN	APRON	12/25/1999	4210	46,739	AC	41	Poor	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	APRON AT NORTH T-HANGARS	AP N T-HAN	APRON	12/25/1999	4205	39,645	AC	49	Poor	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	APRON	AP	APRON	7/1/2010	4115	170,262	AAC	93	Good	63%	0%	37%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	APRON	AP	APRON	7/1/2010	4105	39,323	AAC	94	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY B	TW B	TAXIWAY	7/1/2008	2008	11,803	AAC	85	Satisfactory	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY B	TW B	TAXIWAY	1/1/2006	2005	12,691	AAC	55	Poor	91%	0%	9%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY B	TW B	TAXIWAY	1/1/2006	2003	3,433	AAC	98	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY B	TW B	TAXIWAY	1/1/1942	705	43,340	AC	23	Serious	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY	TW D	TAXIWAY	7/1/2010	410	4,920	AAC	89	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY	TW D	TAXIWAY	1/1/2013	405	16,287	AAC	100	Good	0%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY C2	TW C2	TAXIWAY	7/1/2009	320	22,415	AC	94	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY C	TW C	TAXIWAY	1/1/2011	315	5,759	AAC	96	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY C	TW C	TAXIWAY	1/1/1994	311	3,470	AAC	83	Satisfactory	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY C	TW C	TAXIWAY	1/1/2013	310	95,625	AAC	100	Good	0%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY C	TW C	TAXIWAY	7/1/2010	306	9,116	AAC	86	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY C	TW C	TAXIWAY	1/1/2013	305	37,004	AAC	100	Good	0%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY C	TW C	TAXIWAY	7/1/2012	303	2,383	AAC	85	Satisfactory	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY B	TW B	TAXIWAY	7/1/2008	215	16,000	AAC	52	Poor	12%	0%	88%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY B	TW B	TAXIWAY	7/1/2008	210	29,104	AAC	93	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY B	TW B	TAXIWAY	7/1/2008	205	65,786	AAC	90	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY A	TW A	TAXIWAY	1/1/2006	125	13,575	AC	35	Very Poor	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY A	TW A	TAXIWAY	1/1/2006	120	3,723	AAC	100	Good	0%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY A	TW A	TAXIWAY	1/1/2005	115	2,993	AAC	100	Good	0%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY A	TW A	TAXIWAY	1/1/2006	110	60,917	AAC	90	Good	100%	0%	0%

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28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY A	TW A	TAXIWAY	1/1/2006	107	7,472	AAC	37	Very Poor	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY A	TW A	TAXIWAY	1/1/2006	105	150,240	AAC	87	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY A	TW A	TAXIWAY	1/1/2011	103	1,710	AAC	100	Good	0%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY A	TW A	TAXIWAY	1/1/2003	100	53,572	AC	76	Satisfactory	100%	0%	0%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1945	6330	11,916	PCC	41	Poor	9%	64%	27%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1945	6325	16,909	PCC	67	Fair	18%	59%	23%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2013	6320	219,000	AC	100	Good	0%	0%	0%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2013	6315	438,000	AC	100	Good	0%	0%	0%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1945	6310	26,110	PCC	66	Fair	0%	56%	44%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1945	6305	11,242	PCC	51	Poor	0%	60%	40%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/1945	6230	24,826	PCC	59	Fair	14%	59%	27%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/1945	6225	11,253	PCC	42	Poor	9%	74%	17%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/1945	6220	218,900	AC	19	Serious	100%	0%	0%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/1945	6215	437,800	AC	24	Serious	100%	0%	0%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/1945	6210	15,579	PCC	70	Fair	0%	73%	27%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/1945	6205	26,563	PCC	75	Satisfactory	0%	59%	41%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 12-30	RW 12-30	RUNWAY	1/1/1945	6130	17,250	PCC	48	Poor	9%	63%	28%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 12-30	RW 12-30	RUNWAY	1/1/1945	6125	34,500	PCC	62	Fair	14%	75%	11%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 12-30	RW 12-30	RUNWAY	1/1/1997	6115	434,400	AAC	71	Satisfactory	100%	0%	0%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 12-30	RW 12-30	RUNWAY	1/1/1945	6110	36,199	PCC	62	Fair	14%	64%	22%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 12-30	RW 12-30	RUNWAY	1/1/1945	6105	18,145	PCC	46	Poor	9%	77%	14%

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40J	GA	PERRY-FOLEY AIRPORT	2	APRON	AP	APRON	7/1/2009	4110	30,807	AC	100	Good	0%	0%	0%
40J	GA	PERRY-FOLEY AIRPORT	2	APRON	AP	APRON	1/1/1945	4105	339,332	PCC	38	Very Poor	6%	73%	21%
40J	GA	PERRY-FOLEY AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/1945	215	5,000	AC	25	Serious	100%	0%	0%
40J	GA	PERRY-FOLEY AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/1995	210	57,791	AC	64	Fair	100%	0%	0%
40J	GA	PERRY-FOLEY AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/1995	205	152,818	AAC	57	Fair	100%	0%	0%
40J	GA	PERRY-FOLEY AIRPORT	2	TAXIWAY A & B	TW A & B	TAXIWAY	1/1/1995	110	111,959	AAC	62	Fair	100%	0%	0%
40J	GA	PERRY-FOLEY AIRPORT	2	TAXIWAY A & B	TW A & B	TAXIWAY	1/1/1995	105	131,781	AAC	60	Fair	98%	0%	2%
42J	GA	KEYSTONE AIRPARK	2	RUNWAY 11-29	RW 11-29	RUNWAY	1/1/1942	6220	28,125	PCC	42	Poor	8%	59%	33%
42J	GA	KEYSTONE AIRPARK	2	RUNWAY 11-29	RW 11-29	RUNWAY	1/1/1991	6215	329,625	AC	58	Fair	100%	0%	0%
42J	GA	KEYSTONE AIRPARK	2	RUNWAY 11-29	RW 11-29	RUNWAY	1/1/1942	6205	22,180	PCC	45	Poor	8%	51%	41%
42J	GA	KEYSTONE AIRPARK	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1943	6135	19,418	PCC	54	Poor	13%	55%	32%
42J	GA	KEYSTONE AIRPARK	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1943	6130	15,627	PCC	52	Poor	10%	41%	49%
42J	GA	KEYSTONE AIRPARK	2	RUNWAY 5-23	RW 5-23	RUNWAY	7/1/2010	6120	220,000	AAC	97	Good	100%	0%	0%
42J	GA	KEYSTONE AIRPARK	2	RUNWAY 5-23	RW 5-23	RUNWAY	7/1/2010	6115	220,000	AAC	96	Good	100%	0%	0%
42J	GA	KEYSTONE AIRPARK	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1943	6110	18,125	PCC	44	Poor	8%	49%	43%
42J	GA	KEYSTONE AIRPARK	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1943	6105	15,000	PCC	46	Poor	10%	30%	60%
42J	GA	KEYSTONE AIRPARK	2	APRON T-HANGARS	AP T-HANG	APRON	1/1/2009	4520	61,168	AC	35	Very Poor	52%	0%	48%
42J	GA	KEYSTONE AIRPARK	2	APRON T-HANGARS	AP T-HANG	APRON	1/1/2008	4515	15,277	AC	56	Fair	100%	0%	0%
42J	GA	KEYSTONE AIRPARK	2	APRON T-HANGARS	AP T-HANG	APRON	1/1/2004	4510	41,487	AC	84	Satisfactory	89%	0%	11%
42J	GA	KEYSTONE AIRPARK	2	APRON T-HANGARS	AP T-HANG	APRON	1/1/1943	4505	24,431	PCC	0	Failed	11%	89%	0%
42J	GA	KEYSTONE AIRPARK	2	APRON	AP	APRON	1/1/1990	4110	42,163	AC	56	Fair	96%	0%	4%

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42J	GA	KEYSTONE AIRPARK	2	APRON	AP	APRON	1/1/1943	4105	167,821	PCC	48	Poor	9%	51%	40%
42J	GA	KEYSTONE AIRPARK	2	TAXIWAY E - CONNECTOR TO T-HANGAR	TW E	TAXIWAY	1/1/1990	505	31,823	AC	60	Fair	96%	0%	4%
42J	GA	KEYSTONE AIRPARK	2	TAXIWAY C	TW C	TAXIWAY	1/1/1997	310	14,679	AC	58	Fair	80%	0%	20%
42J	GA	KEYSTONE AIRPARK	2	TAXIWAY C	TW C	TAXIWAY	1/1/1997	305	92,494	AC	62	Fair	100%	0%	0%
42J	GA	KEYSTONE AIRPARK	2	TAXIWAY B	TW B	TAXIWAY	1/1/1997	210	77,412	AC	55	Poor	96%	0%	4%
42J	GA	KEYSTONE AIRPARK	2	TAXIWAY B	TW B	TAXIWAY	1/1/1987	205	19,612	AAC	51	Poor	100%	0%	0%
42J	GA	KEYSTONE AIRPARK	2	TAXIWAY A	TW A	TAXIWAY	1/1/1987	105	195,630	AAC	40	Very Poor	100%	0%	0%
CDK	GA	GEORGE T. LEWIS AIRPORT	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1980	6105	231,734	AC	33	Very Poor	87%	0%	13%
CDK	GA	GEORGE T. LEWIS AIRPORT	2	APRON	AP	APRON	1/1/1970	4105	22,327	AC	10	Failed	61%	0%	39%
CDK	GA	GEORGE T. LEWIS AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1970	105	7,156	AC	15	Serious	89%	0%	11%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2001	6210	355,800	AAC	55	Poor	94%	0%	6%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2004	6205	45,000	AAC	66	Fair	95%	0%	5%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2004	6110	24,200	AAC	60	Fair	96%	0%	4%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2011	6105	365,400	AAC	81	Satisfactory	95%	0%	5%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	RUN-UP APRON AT RW 14	AP RU RW14	APRON	7/1/2007	5310	24,645	AAC	77	Satisfactory	92%	0%	8%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	RUN-UP APRON AT RW 5	AP RU RW 5	APRON	1/1/2005	5205	22,135	AC	79	Satisfactory	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	RUN-UP APRON AT RW 23	AP RU RW23	APRON	1/1/2005	5105	18,132	AC	74	Satisfactory	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	FAA APRON	AP FAA	APRON	1/1/2004	4510	6,400	PCC	82	Satisfactory	0%	0%	100%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	FAA APRON	AP FAA	APRON	1/1/2004	4505	147,449	AAC	84	Satisfactory	62%	0%	38%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	1/1/2007	4435	20,729	AAC	83	Satisfactory	76%	0%	24%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	1/1/2006	4430	4,074	AC	25	Serious	29%	0%	71%

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CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	12/25/1999	4425	125,753	AC	34	Very Poor	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	12/25/1999	4420	12,167	AC	77	Satisfactory	98%	0%	2%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	1/1/2005	4415	30,321	AC	71	Satisfactory	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	12/25/1999	4411	7,927	AAC	43	Poor	80%	17%	3%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	12/25/1999	4410	11,324	AC	42	Poor	75%	0%	25%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	12/25/1999	4407	17,666	AC	68	Fair	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	12/25/1999	4405	16,889	PCC	54	Poor	20%	63%	17%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	NW APRON	AP NW	APRON	12/25/1999	4320	57,897	AC	34	Very Poor	72%	17%	11%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	NW APRON	AP NW	APRON	1/1/1970	4315	28,331	AC	23	Serious	47%	46%	7%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	NW APRON	AP NW	APRON	1/1/1960	4310	192,001	AC	36	Very Poor	63%	30%	7%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	NW APRON	AP NW	APRON	1/1/1991	4305	55,110	AC	66	Fair	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	NORTH APRON	AP N	APRON	12/25/1999	4220	28,467	AC	31	Very Poor	58%	40%	2%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	NORTH APRON	AP N	APRON	12/25/1999	4215	6,346	AC	35	Very Poor	99%	0%	1%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1983	4210	265,650	AC	51	Poor	86%	0%	14%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1947	4205	23,301	AC	19	Serious	49%	28%	23%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	SOUTH APRON	AP S	APRON	1/1/1986	4115	15,813	AC	30	Very Poor	32%	46%	22%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	SOUTH APRON	AP S	APRON	1/1/1986	4105	185,265	AAC	54	Poor	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY G	TW G	TAXIWAY	1/1/2004	770	9,691	AC	77	Satisfactory	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY G	TW G	TAXIWAY	1/1/2005	765	65,079	AC	78	Satisfactory	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY F	TW F	TAXIWAY	1/1/1991	605	11,845	AC	61	Fair	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY E	TW E	TAXIWAY	1/1/1991	505	10,823	AC	60	Fair	100%	0%	0%

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CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2007	460	29,215	AAC	86	Good	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2007	455	12,087	AAC	89	Good	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	12/25/2010	320	18,339	AAC	60	Fair	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2001	310	5,560	AAC	56	Fair	96%	0%	4%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/1991	305	14,056	AAC	42	Poor	86%	0%	14%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B5	TW B5	APRON	1/1/2005	260	5,545	AC	85	Satisfactory	78%	0%	22%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B5	TW B5	APRON	1/1/1991	255	4,433	AC	57	Fair	83%	0%	17%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B4	TW B4	TAXIWAY	7/1/2007	250	18,595	AAC	74	Satisfactory	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B4	TW B4	TAXIWAY	1/1/1984	245	9,056	AAC	45	Poor	91%	0%	9%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B2	TW B2	TAXIWAY	1/1/2005	240	20,477	AC	70	Fair	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B	TW B	APRON	1/1/2005	235	36,493	AC	70	Fair	65%	0%	35%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B	TW B	APRON	1/1/2007	225	59,500	AAC	64	Fair	98%	0%	2%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B	TW B	APRON	1/1/2005	215	29,838	AC	78	Satisfactory	99%	0%	1%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A5	TW A5	TAXIWAY	7/1/2007	180	18,785	AAC	89	Good	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A5	TW A5	TAXIWAY	7/1/2007	175	5,069	AAC	67	Fair	82%	0%	18%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A5	TW A5	TAXIWAY	1/1/1983	170	5,011	AC	41	Poor	89%	11%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A4	TW A4	TAXIWAY	1/1/1983	165	5,091	AC	36	Very Poor	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A4	TW A4	TAXIWAY	7/1/2007	160	5,193	AAC	74	Satisfactory	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/2007	155	28,376	AC	80	Satisfactory	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/2005	145	20,558	AC	68	Fair	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/1991	140	9,857	AC	62	Fair	99%	0%	1%

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CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A2	TW A2	TAXIWAY	1/1/1991	135	9,177	AC	60	Fair	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A1	TW A1	TAXIWAY	1/1/2005	130	21,085	AC	88	Good	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2005	120	37,712	AC	76	Satisfactory	87%	0%	13%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	7/1/2007	105	87,239	AAC	65	Fair	95%	0%	5%
CTY	GA	CROSS CITY AIRPORT	2	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/1993	6210	386,400	AC	68	Fair	98%	0%	2%
CTY	GA	CROSS CITY AIRPORT	2	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/1989	6205	14,733	AC	26	Very Poor	100%	0%	0%
CTY	GA	CROSS CITY AIRPORT	2	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/1942	6110	30,000	PCC	53	Poor	10%	46%	44%
CTY	GA	CROSS CITY AIRPORT	2	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/1995	6105	470,100	AAC	35	Very Poor	97%	0%	3%
CTY	GA	CROSS CITY AIRPORT	2	APRON	AP	APRON	1/1/2006	4205	16,240	AC	94	Good	100%	0%	0%
CTY	GA	CROSS CITY AIRPORT	2	APRON	AP	APRON	1/1/2006	4110	11,683	PCC	66	Fair	6%	0%	94%
CTY	GA	CROSS CITY AIRPORT	2	APRON	AP	APRON	1/1/1942	4105	268,135	PCC	42	Poor	2%	65%	33%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY B2	TW B2	TAXIWAY	1/1/1993	220	19,010	AC	61	Fair	95%	0%	5%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY B1	TW B1	TAXIWAY	1/1/1993	215	19,048	AC	68	Fair	100%	0%	0%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/1993	210	180,691	AC	63	Fair	100%	0%	0%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/1995	207	10,500	AC	52	Poor	97%	0%	3%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/1989	205	11,081	AC	59	Fair	100%	0%	0%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY A - PARALLEL RW 13-31	TW A	TAXIWAY	1/1/1989	175	9,701	AC	49	Poor	75%	0%	25%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY A - PARALLEL RW 13-31	TW A	TAXIWAY	1/1/1989	170	8,150	AC	57	Fair	91%	0%	9%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/1989	165	19,127	AC	54	Poor	95%	0%	5%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY A2	TW A2	TAXIWAY	1/1/1989	160	21,140	AC	53	Poor	100%	0%	0%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY A1	TW A1	TAXIWAY	1/1/1989	155	7,685	AC	49	Poor	100%	0%	0%

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CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY A1	TW A1	TAXIWAY	1/1/1989	150	7,840	AC	31	Very Poor	100%	0%	0%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY A - PARALLEL RW 13-31	TW A	TAXIWAY	1/1/1942	120	3,750	PCC	61	Fair	14%	78%	8%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY A - PARALLEL RW 13-31	TW A	TAXIWAY	1/1/1989	115	14,383	AC	47	Poor	100%	0%	0%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY A - PARALLEL RW 13-31	TW A	TAXIWAY	1/1/1989	110	160,142	AC	59	Fair	100%	0%	0%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY A - PARALLEL RW 13-31	TW A	TAXIWAY	1/1/1989	105	19,211	AC	33	Very Poor	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2004	6335	30,650	PCC	85	Satisfactory	80%	0%	20%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2004	6305	87,000	PCC	98	Good	82%	0%	18%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2004	6225	11,592	AAC	69	Fair	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2010	6215	479,466	AAC	71	Satisfactory	98%	0%	2%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2014	6110	138,933	AC	100	Good	0%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2004	6105	379,000	AC	68	Fair	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	NORTH RUN UP APRON	AP RU N	APRON	1/1/2004	4510	7,368	AC	68	Fair	62%	0%	38%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	T-HANGAR APRON	AP T-HANG	APRON	12/25/1999	4310	18,438	AC	74	Satisfactory	91%	0%	9%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	T-HANGAR APRON	AP T-HANG	APRON	1/1/1987	4307	28,110	AC	70	Fair	65%	0%	35%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	T-HANGAR APRON	AP T-HANG	APRON	12/25/2000	4305	19,403	AC	86	Good	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	NORTH APRON - TERMINAL	AP N	APRON	1/1/2004	4240	113,573	AC	92	Good	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	NORTH APRON - TERMINAL	AP N	APRON	1/1/1944	4220	23,835	PCC	0	Failed	3%	72%	25%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	NORTH APRON - TERMINAL	AP N	APRON	1/1/1993	4215	155,925	AC	66	Fair	95%	0%	5%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	NORTH APRON - TERMINAL	AP N	APRON	1/1/2014	4210	23,464	AC	100	Good	0%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	NORTH APRON - TERMINAL	AP N	APRON	1/1/2014	4205	30,473	AAC	100	Good	0%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	NORTHWEST APRON	AP NW	APRON	1/1/1987	4110	14,280	AC	50	Poor	65%	17%	18%

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FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	NORTHWEST APRON	AP NW	APRON	1/1/2000	4105	11,190	AC	41	Poor	63%	0%	37%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY E	TW E	TAXIWAY	1/1/2011	510	60,167	AC	93	Good	89%	0%	11%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY TO NORTHWEST APRON	TW NW AP	TAXIWAY	1/1/2004	507	3,469	AAC	86	Good	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY TO NORTHWEST APRON	TW NW AP	TAXIWAY	1/1/1987	505	2,976	AC	65	Fair	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2004	430	18,663	AC	74	Satisfactory	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2004	425	9,694	AAC	74	Satisfactory	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2004	420	42,000	AC	74	Satisfactory	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/1996	417	17,493	AAC	73	Satisfactory	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2004	415	8,400	AC	81	Satisfactory	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/1996	412	8,092	AAC	76	Satisfactory	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2004	410	24,188	AC	84	Satisfactory	89%	0%	11%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2004	405	6,163	AC	91	Good	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1996	350	11,250	AAC	76	Satisfactory	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2004	330	62,109	AAC	77	Satisfactory	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2004	325	71,712	AC	72	Satisfactory	63%	0%	37%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2004	320	35,000	AAC	80	Satisfactory	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2004	315	36,250	AAC	82	Satisfactory	95%	0%	5%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2010	310	17,554	AAC	90	Good	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2010	305	20,095	AAC	75	Satisfactory	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/1996	236	4,994	AAC	76	Satisfactory	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2010	235	28,308	AAC	72	Satisfactory	87%	0%	13%

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FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2010	230	36,936	AAC	71	Satisfactory	99%	0%	1%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2010	225	6,738	AAC	70	Fair	95%	0%	5%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2010	220	17,500	AAC	59	Fair	94%	0%	6%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2010	215	7,146	AAC	69	Fair	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2010	210	135,025	AAC	62	Fair	99%	0%	1%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2010	205	11,685	AAC	72	Satisfactory	93%	0%	7%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2010	155	6,151	PCC	86	Good	0%	14%	86%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2010	150	1,968	AC	77	Satisfactory	93%	0%	7%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2004	145	11,198	AC	38	Very Poor	62%	0%	38%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2004	140	14,381	PCC	97	Good	0%	0%	100%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2004	130	10,200	PCC	96	Good	0%	0%	100%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2010	125	9,632	PCC	87	Good	0%	0%	100%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2010	120	9,442	AAC	63	Fair	93%	0%	7%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	RUNWAY 11-29	RW 11-29	RUNWAY	2/1/2005	6230	50,050	AAC	86	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	RUNWAY 11-29	RW 11-29	RUNWAY	2/1/2005	6225	100,100	AAC	66	Fair	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	RUNWAY 11-29	RW 11-29	RUNWAY	2/1/2005	6210	315,150	AAC	85	Satisfactory	95%	0%	5%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	RUNWAY 11-29	RW 11-29	RUNWAY	2/1/2005	6207	22,045	AAC	79	Satisfactory	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	RUNWAY 11-29	RW 11-29	RUNWAY	2/1/2005	6205	630,300	AAC	77	Satisfactory	71%	29%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	RUNWAY 11-29	RW 11-29	RUNWAY	2/1/2005	6202	42,282	AAC	68	Fair	95%	0%	5%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	RUNWAY 7-25	RW 7-25	RUNWAY	12/1/2014	6105	415,800	AAC	100	Good	0%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	RUN UP APRON AT RW 7	AP RU RW 7	APRON	1/1/1980	5205	7,888	AC	59	Fair	100%	0%	0%

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GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	RUN UP APRON AT RW 25	AP RU RW25	APRON	7/1/2009	5105	9,793	AAC	94	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	1/1/2009	4330	61,003	AC	80	Satisfactory	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	7/1/2010	4325	72,728	AC	73	Satisfactory	67%	0%	33%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	7/1/2010	4320	21,340	AAC	64	Fair	86%	0%	14%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	12/25/1999	4315	23,585	AC	80	Satisfactory	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	12/25/1999	4310	12,201	AC	36	Very Poor	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	1/1/2005	4305	32,431	AAC	69	Fair	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4270	32,960	AC	94	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4260	104,561	AAC	94	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4255	125,665	AAC	94	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4250	145,100	AAC	94	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4245	15,617	AAC	92	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4241	21,600	AAC	88	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4240	130,329	AAC	90	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4230	36,283	AAC	94	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4228	14,420	AAC	70	Fair	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4226	96,168	AAC	90	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4222	13,199	AAC	89	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4220	53,200	APC	79	Satisfactory	31%	69%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4215	76,639	APC	97	Good	51%	0%	49%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4210	49,872	APC	90	Good	100%	0%	0%

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GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4205	189,798	AAC	87	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTH APRONS	AP S	APRON	7/1/2009	4130	8,760	AAC	91	Good	63%	0%	37%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTH APRONS	AP S	APRON	7/1/2009	4125	22,290	AAC	94	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTH APRONS	AP S	APRON	7/1/2009	4120	12,825	AAC	91	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTH APRONS	AP S	APRON	1/1/1978	4115	35,000	PCC	90	Good	0%	0%	100%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTH APRONS	AP S	APRON	1/1/1978	4110	126,000	PCC	96	Good	0%	0%	100%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTH APRONS	AP S	APRON	7/1/2009	4105	66,500	AAC	88	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	CONNECTOR TAXIWAY FROM TW E TO S AP	TW CONN W	TAXIWAY	1/1/2014	715	65,848	AC	100	Good	0%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	CONNECTOR TAXIWAY FROM TW E TO S AP	TW CONN E	TAXIWAY	7/1/2009	610	8,448	AAC	94	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	CONNECTOR TAXIWAY FROM TW E TO S AP	TW CONN E	TAXIWAY	1/1/2014	605	28,681	AC	100	Good	0%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E5	TW E5	TAXIWAY	1/1/2014	552	9,790	AC	100	Good	0%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E5	TW E5	TAXIWAY	1/1/2005	550	19,373	AAC	90	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E4	TW E4	TAXIWAY	1/1/2014	542	17,460	AC	100	Good	0%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E4	TW E4	TAXIWAY	1/1/2005	540	29,074	AAC	70	Fair	89%	0%	11%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E3	TW E3	TAXIWAY	1/1/2014	532	20,583	AC	100	Good	0%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E3	TW E3	TAXIWAY	1/1/2005	530	28,702	AAC	86	Good	77%	0%	23%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E2	TW E2	TAXIWAY	1/1/2014	522	15,698	AC	100	Good	0%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E2	TW E2	TAXIWAY	1/1/2005	520	19,417	AAC	86	Good	78%	0%	22%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E1	TW E1	TAXIWAY	1/1/2014	517	15,325	AC	100	Good	0%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E1	TW E1	TAXIWAY	1/1/2005	515	19,914	AAC	87	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E - PARALLEL RW 11-29	TW E	TAXIWAY	1/1/2014	510	75,075	AC	100	Good	0%	0%	0%

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GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E - PARALLEL RW 11-29	TW E	TAXIWAY	1/1/2014	505	491,892	AC	100	Good	0%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	7/1/2010	405	23,039	AAC	82	Satisfactory	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	7/1/2010	315	22,886	AAC	92	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	7/1/2010	307	44,526	AAC	84	Satisfactory	89%	0%	11%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	3/1/2011	305	127,581	AC	91	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2005	210	11,878	AAC	84	Satisfactory	83%	0%	17%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	7/1/2009	205	138,002	AAC	94	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	7/1/2009	154	4,561	AAC	87	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	7/1/2009	153	4,523	AAC	94	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	7/1/2009	152	3,939	AAC	95	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	7/1/2009	150	52,426	AAC	90	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	7/1/2009	149	4,225	AAC	79	Satisfactory	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	7/1/2009	148	26,100	AAC	90	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1980	147	3,947	AC	64	Fair	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1992	143	5,547	AC	47	Poor	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1992	140	32,303	AC	39	Very Poor	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1980	135	20,258	AC	64	Fair	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1979	130	11,380	AC	67	Fair	97%	0%	3%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A1	TW A1	TAXIWAY	7/1/2009	125	20,831	AAC	89	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2012	120	98,695	AAC	95	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	7/1/2009	119	6,187	AAC	76	Satisfactory	100%	0%	0%

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GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	7/1/2009	117	9,679	AAC	89	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	7/1/2009	115	22,645	AAC	82	Satisfactory	81%	0%	19%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2012	110	50,240	AAC	94	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2005	108	6,264	AAC	75	Satisfactory	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1973	105	93,839	AAC	36	Very Poor	99%	0%	1%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	RUNWAY 11-29	RW 11-29	RUNWAY	1/1/1984	6205	412,753	AAC	56	Fair	98%	0%	2%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/2009	6110	131,000	AAC	84	Satisfactory	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/2009	6105	268,900	AAC	83	Satisfactory	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	RUN UP APRON ON RWS 7 25 29	AP RU	APRON	1/1/1999	5115	10,933	AC	64	Fair	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	RUN UP APRON ON RWS 7 25 29	AP RU	APRON	1/1/1999	5110	11,371	AC	44	Poor	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	RUN UP APRON ON RWS 7 25 29	AP RU	APRON	1/1/1999	5105	11,481	AC	63	Fair	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	NORTHEAST APRON	AP NE	APRON	12/25/1999	4410	27,876	PCC	31	Very Poor	2%	62%	36%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	NORTHEAST APRON	AP NE	APRON	12/25/1999	4405	11,815	AC	35	Very Poor	56%	44%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1990	4310	10,000	AC	52	Poor	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	NORTH APRON	AP N	APRON	12/25/2009	4307	22,380	AC	89	Good	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/2012	4305	72,711	AAC	96	Good	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	FBO APRON	AP FBO	APRON	1/1/1997	4225	13,370	AC	59	Fair	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	FBO APRON	AP FBO	APRON	12/25/1999	4220	22,343	AC	48	Poor	93%	0%	7%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	FBO APRON	AP FBO	APRON	1/1/1980	4215	10,455	AC	39	Very Poor	97%	0%	3%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	NORTHWEST APRON	AP NW	APRON	12/25/2006	4125	11,947	AC	79	Satisfactory	99%	0%	1%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	NORTHWEST APRON	AP NW	APRON	1/1/2001	4120	41,757	AC	71	Satisfactory	79%	0%	21%

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HEG	RL	HERLONG RECREATIONAL AIRPORT	2	NORTHWEST APRON	AP NW	APRON	1/1/2005	4115	60,405	AC	75	Satisfactory	95%	0%	5%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	NORTHWEST APRON	AP NW	APRON	1/1/1981	4110	45,457	AC	67	Fair	98%	0%	2%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	NORTHWEST APRON	AP NW	APRON	1/1/1984	4105	112,316	AC	43	Poor	95%	0%	5%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY TO NORTHEAST APRON	TW NE AP	APRON	12/25/1999	1105	6,535	PCC	41	Poor	3%	97%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY T-HANGARS	TW T-HANG	TAXIWAY	1/1/1996	925	33,188	AC	58	Fair	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY T-HANGARS	TW T-HANG	TAXIWAY	1/1/1990	915	13,558	AC	51	Poor	99%	0%	1%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY T-HANGARS	TW T-HANG	TAXIWAY	1/1/1990	905	3,307	AC	55	Poor	97%	0%	3%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	CONNECTOR TAXIWAY TO N APRON	TW N AP	TAXIWAY	1/1/2012	805	16,073	AAC	95	Good	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY EAST OF FBO RAMP	TW E FBO	TAXIWAY	1/1/1960	710	3,344	AC	16	Serious	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	CONNECTOR TAXIWAY BETWEEN RWS & TWB	TW CONN RW	TAXIWAY	1/1/1997	625	16,303	AC	70	Fair	88%	0%	12%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	CONNECTOR TAXIWAY BETWEEN RWS & TWB	TW CONN RW	TAXIWAY	1/1/1984	620	4,869	AAC	53	Poor	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	CONNECTOR TAXIWAY BETWEEN RWS & TWB	TW CONN RW	TAXIWAY	1/1/1984	610	4,869	AAC	54	Poor	97%	0%	3%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	CONNECTOR TAXIWAY BETWEEN RWS & TWB	TW CONN RW	TAXIWAY	1/1/1997	605	32,373	AC	70	Fair	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY WEST CONNECTOR TO NW RAMP	TW W NW AP	TAXIWAY	1/1/2013	550	2,007	AAC	100	Good	0%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY EAST CONNECTOR TO NW APRON	TW E NW AP	TAXIWAY	1/1/1981	405	5,907	AC	31	Very Poor	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2013	305	21,515	AAC	100	Good	0%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY D - PARALLEL TO RW 11-29	TW D	TAXIWAY	1/1/1984	205	171,329	AAC	54	Poor	91%	8%	1%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY A - PARALLEL TO RW 7-25	TW A	TAXIWAY	1/1/2013	105	151,626	AAC	100	Good	0%	0%	0%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1996	6230	37,500	PCC	91	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1996	6225	60,000	PCC	94	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1996	6220	30,000	PCC	92	Good	0%	0%	100%

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JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2000	6215	622,500	PCC	94	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2000	6210	330,000	PCC	93	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1996	6207	50,000	PCC	90	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1996	6205	25,000	PCC	84	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/1994	6110	500,000	PCC	85	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/1994	6105	1,000,000	PCC	91	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	GA APRON	AP GA	APRON	1/1/2006	5115	28,389	AC	65	Fair	73%	0%	27%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	GA APRON	AP GA	APRON	1/1/2006	5110	239,174	AC	73	Satisfactory	92%	0%	8%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	GA APRON	AP GA	APRON	1/1/2006	5105	127,653	AC	64	Fair	49%	0%	51%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	1/1/1991	4445	312,670	PCC	78	Satisfactory	7%	0%	93%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	12/11/2007	4440	121,630	PCC	96	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	12/11/2007	4435	625,548	PCC	96	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	12/11/2007	4430	361,365	PCC	69	Fair	6%	4%	90%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	12/11/2007	4425	643,219	PCC	96	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	12/11/2007	4420	195,814	PCC	99	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	12/11/2007	4415	101,704	PCC	99	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	12/11/2007	4412	22,735	PCC	100	Good	0%	0%	0%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	12/11/2007	4410	95,567	PCC	96	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	HOLDING APRON BETWEEN RWS 4 13	AP HOLD	APRON	1/1/1992	4405	150,030	PCC	87	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	1/1/1985	4315	146,950	PCC	87	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	1/1/1985	4310	144,838	PCC	80	Satisfactory	0%	9%	91%

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JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	1/1/1985	4305	36,141	PCC	88	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	GA APRON	AP GA	APRON	1/1/1968	4205	76,140	AC	56	Fair	100%	0%	0%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	CARGO AND AIR CARGO APRONS	AP CARGO	APRON	5/1/2007	4135	32,378	PCC	68	Fair	4%	54%	42%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	CARGO AND AIR CARGO APRONS	AP CARGO	APRON	1/1/1968	4125	70,500	PCC	45	Poor	3%	10%	87%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	CARGO AND AIR CARGO APRONS	AP CARGO	APRON	1/1/1981	4120	227,018	PCC	68	Fair	0%	34%	66%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	CARGO AND AIR CARGO APRONS	AP CARGO	APRON	1/1/2000	4118	198,059	PCC	88	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	CARGO AND AIR CARGO APRONS	AP CARGO	APRON	1/1/1994	4110	27,040	AC	39	Very Poor	87%	0%	13%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	CARGO AND AIR CARGO APRONS	AP CARGO	APRON	1/1/1989	4105	296,070	PCC	84	Satisfactory	0%	10%	90%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAYS WITHIN APRONS	TW AP	TAXIWAY	1/1/1968	2775	38,593	PCC	48	Poor	0%	36%	64%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAYS WITHIN APRONS	TW AP	TAXIWAY	1/1/1981	2774	50,906	PCC	78	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAYS WITHIN APRONS	TW AP	TAXIWAY	1/1/1981	2772	33,940	PCC	68	Fair	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAYS WITHIN APRONS	TW AP	TAXIWAY	1/1/1992	2720	10,052	AC	33	Very Poor	90%	0%	10%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAYS WITHIN APRONS	TW AP	TAXIWAY	1/1/1994	2715	8,530	AC	40	Very Poor	83%	15%	2%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY E	TW E	TAXIWAY	1/1/1985	1680	59,400	PCC	81	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY E	TW E	TAXIWAY	1/1/1994	1670	29,143	PCC	79	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/1994	1490	50,660	PCC	76	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/1994	1480	24,260	PCC	74	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY K	TW K	TAXIWAY	1/1/1992	1320	107,334	PCC	87	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY S	TW S	TAXIWAY	1/1/1989	1290	28,370	PCC	80	Satisfactory	0%	16%	84%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY S	TW S	TAXIWAY	1/1/1989	1285	140,346	PCC	82	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2		TW T	TAXIWAY	1/1/2012	1282	59,457	PCC	100	Good	0%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY F	TW F	TAXIWAY	1/1/1985	1175	37,095	PCC	94	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY F	TW F	TAXIWAY	1/1/1994	1170	29,416	PCC	77	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY F	TW F	TAXIWAY	1/1/1968	1155	98,961	AC	48	Poor	75%	13%	12%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY F	TW F	TAXIWAY	1/1/1985	1150	18,725	PCC	90	Good	19%	0%	81%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY F	TW F	TAXIWAY	1/1/1985	1145	30,320	PCC	95	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY G	TW G	TAXIWAY	1/1/1994	1060	133,822	PCC	92	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY G	TW G	TAXIWAY	1/1/2001	1045	14,480	AAC	81	Satisfactory	89%	0%	11%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY G	TW G	TAXIWAY	1/1/2001	1040	12,183	AAC	29	Very Poor	75%	13%	12%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY G	TW G	TAXIWAY	12/25/1999	1035	7,929	AC	33	Very Poor	39%	43%	18%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY G	TW G	TAXIWAY	1/1/2001	1032	44,449	AAC	54	Poor	82%	15%	3%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY G	TW G	TAXIWAY	1/1/2001	1030	35,019	AAC	42	Poor	48%	40%	12%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY G	TW G	TAXIWAY	1/1/1985	1025	19,138	PCC	86	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY G	TW G	TAXIWAY	1/1/1985	1020	29,478	PCC	79	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAYS WITHIN APRONS	TW AP	TAXIWAY	1/1/2006	910	167,455	AC	82	Satisfactory	95%	0%	5%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY V	TW V	TAXIWAY	1/1/2013	905	78,127	PCC	100	Good	0%	0%	0%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/1994	890	16,348	PCC	74	Satisfactory	0%	32%	68%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/1994	810	131,625	PCC	82	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/1985	805	258,570	PCC	83	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY J	TW J	TAXIWAY	1/1/2013	765	123,159	PCC	100	Good	0%	0%	0%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY J	TW J	TAXIWAY	1/1/1984	760	21,750	PCC	71	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY J	TW J	TAXIWAY	1/1/1968	755	13,125	PCC	74	Satisfactory	0%	0%	100%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY J	TW J	TAXIWAY	1/1/1982	750	21,670	PCC	70	Fair	6%	12%	82%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY J	TW J	TAXIWAY	1/1/1989	745	94,986	PCC	87	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY J	TW J	TAXIWAY	1/1/1994	740	136,242	PCC	90	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY P	TW P	TAXIWAY	1/1/2013	660	126,658	PCC	100	Good	0%	0%	0%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY P	TW P	TAXIWAY	1/1/1992	655	79,579	PCC	96	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY P	TW P	TAXIWAY	1/1/1992	650	133,322	PCC	97	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY P	TW P	TAXIWAY	1/1/1994	641	8,909	PCC	90	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY P	TW P	TAXIWAY	1/1/1982	640	60,825	PCC	71	Satisfactory	6%	0%	94%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY R	TW R	TAXIWAY	1/1/1991	576	29,713	PCC	89	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY R	TW R	TAXIWAY	1/1/1996	575	111,623	PCC	89	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY R	TW R	TAXIWAY	1/1/1996	570	43,767	PCC	87	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY Q	TW Q	TAXIWAY	1/1/1996	560	115,700	PCC	86	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY H	TW H	TAXIWAY	1/1/2007	557	38,685	PCC	81	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY H	TW H	TAXIWAY	1/1/1985	555	127,293	PCC	71	Satisfactory	0%	23%	77%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY H	TW H	TAXIWAY	1/1/1994	550	208,460	PCC	89	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY U	TW U	TAXIWAY	1/1/1998	390	52,557	PCC	92	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY N	TW N	TAXIWAY	1/1/1996	315	45,000	PCC	95	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY N	TW N	TAXIWAY	1/1/2000	312	131,250	PCC	90	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY N	TW N	TAXIWAY	1/1/1998	310	180,075	PCC	93	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY N	TW N	TAXIWAY	1/1/1992	305	221,250	PCC	88	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY L	TW L	TAXIWAY	1/1/1992	225	52,307	PCC	82	Satisfactory	0%	0%	100%

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JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY L	TW L	TAXIWAY	1/1/1992	220	25,304	PCC	90	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY L	TW L	TAXIWAY	1/1/1983	215	18,195	PCC	78	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY L	TW L	TAXIWAY	1/1/1983	210	28,620	PCC	85	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY L	TW L	TAXIWAY	1/1/1994	205	25,258	PCC	80	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1994	125	136,875	PCC	75	Satisfactory	0%	34%	66%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1985	120	271,875	PCC	83	Satisfactory	0%	22%	78%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2000	115	118,125	PCC	90	Good	19%	0%	81%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1989	110	168,750	PCC	82	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1983	105	54,448	PCC	80	Satisfactory	0%	0%	100%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1985	6209	22,150	AAC	70	Fair	65%	0%	35%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1985	6207	21,932	AAC	64	Fair	59%	0%	41%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1992	6205	240,000	AAC	57	Fair	98%	0%	2%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/1998	6120	21,250	AAC	62	Fair	96%	0%	4%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/1998	6116	91,500	AAC	67	Fair	97%	0%	3%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/1998	6115	42,500	AAC	61	Fair	100%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/1998	6114	183,000	AAC	61	Fair	85%	11%	4%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/1985	6110	287,350	AAC	70	Fair	67%	0%	33%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/1985	6105	574,700	AAC	64	Fair	78%	15%	7%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUN UP AND TURNAROUND APRON RW10-28	AP RW10-28	APRON	7/1/2010	5135	19,999	PCC	94	Good	36%	0%	64%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUN UP AND TURNAROUND APRON RW10-28	AP RW10-28	APRON	7/1/2010	5130	172,799	AC	93	Good	100%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUN UP AND TURNAROUND APRON RW10-28	AP RW10-28	APRON	1/1/1997	5125	59,444	AC	69	Fair	67%	0%	33%

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LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUN UP AND TURNAROUND APRON RW10-28	AP RW10-28	APRON	1/1/1997	5115	62,200	AC	85	Satisfactory	100%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUN UP AND TURNAROUND APRON RW10-28	AP RW10-28	APRON	1/1/1988	5105	4,354	AC	59	Fair	100%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	EAST APRON	AP E	APRON	12/25/1999	4250	32,011	AC	54	Poor	70%	0%	30%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	EAST APRON	AP E	APRON	12/25/1999	4235	83,820	AC	57	Fair	79%	0%	21%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	EAST APRON	AP E	APRON	1/1/1997	4230	91,108	AC	52	Poor	92%	0%	8%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	EAST APRON	AP E	APRON	12/25/1999	4228	27,000	AC	10	Failed	64%	29%	7%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	EAST APRON	AP E	APRON	12/25/1999	4220	37,897	AC	59	Fair	100%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	EAST APRON	AP E	APRON	1/1/1997	4215	101,058	AC	52	Poor	98%	0%	2%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	EAST APRON	AP E	APRON	12/25/1999	4212	28,463	AC	64	Fair	100%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	EAST APRON	AP E	APRON	12/25/1999	4210	37,401	AC	56	Fair	75%	25%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	EAST APRON	AP E	APRON	12/25/1999	4205	109,764	AC	61	Fair	97%	0%	3%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	NORTH APRON	AP NW	APRON	1/1/2013	4130	25,810	AC	100	Good	0%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	NORTH APRON	AP NW	APRON	1/1/2004	4125	27,917	AC	59	Fair	100%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	NORTH APRON	AP NW	APRON	1/1/2004	4116	2,480	PCC	91	Good	21%	79%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	NORTH APRON	AP NW	APRON	1/1/2004	4115	34,013	AC	64	Fair	100%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	NORTH APRON	AP NW	APRON	1/1/2004	4105	274,873	AC	87	Good	93%	0%	7%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2004	420	67,750	AC	91	Good	100%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2004	410	13,317	AC	55	Poor	100%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/1992	405	103,472	AAC	54	Poor	70%	30%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2004	310	56,466	AC	81	Satisfactory	77%	0%	23%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/1977	305	26,198	AAC	48	Poor	100%	0%	0%

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LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/1997	220	247,513	AAC	52	Poor	82%	15%	3%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/1992	215	15,646	AAC	70	Fair	94%	0%	6%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/1977	210	159,830	AAC	49	Poor	76%	24%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/1988	202	29,562	AAC	51	Poor	100%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1965	130	25,209	AAC	25	Serious	100%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1985	127	3,153	AAC	79	Satisfactory	66%	0%	34%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1977	125	10,206	AC	64	Fair	100%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1988	120	15,618	AC	64	Fair	100%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1992	109	14,665	AAC	54	Poor	100%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1988	105	198,702	AC	62	Fair	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2011	6440	20,000	AC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2011	6435	20,000	AC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2011	6430	36,000	AC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2011	6425	36,000	AC	98	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1986	6420	337,773	AAC	46	Poor	72%	0%	28%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1986	6415	281,273	AAC	41	Poor	69%	17%	14%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2006	6414	56,500	AAC	62	Fair	57%	43%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1951	6410	50,000	PCC	83	Satisfactory	29%	0%	71%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1951	6405	50,000	PCC	84	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1956	6340	48,500	PCC	79	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1956	6335	50,000	PCC	86	Good	0%	0%	100%

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VQQ	GA	CECIL AIRPORT	2	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1992	6330	55,290	PCC	91	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1992	6325	57,000	PCC	92	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2010	6320	603,061	AAC	96	Good	88%	0%	12%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2010	6315	603,300	AAC	93	Good	96%	0%	4%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1956	6310	48,500	PCC	87	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1956	6305	50,000	PCC	86	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/1/1959	6240	450,000	PCC	90	Good	0%	9%	91%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/1/1959	6235	450,000	PCC	85	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/1/1951	6230	50,200	PCC	88	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/1/1951	6225	50,200	PCC	74	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/1/2011	6220	700,200	AAC	98	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/1/2011	6215	700,200	AAC	97	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/1/1951	6210	50,000	PCC	88	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/1/1951	6205	50,000	PCC	83	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/2011	6180	40,100	AAC	96	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/2011	6175	40,100	AAC	95	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/2011	6170	30,000	AAC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/2011	6165	30,000	AAC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/2011	6160	30,000	AAC	98	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/2011	6155	30,000	AAC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/2011	6150	26,000	AAC	100	Good	0%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/2011	6145	26,000	AAC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/1951	6140	50,000	PCC	91	Good	18%	0%	82%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/1951	6135	50,000	PCC	85	Satisfactory	11%	0%	89%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/1986	6130	30,000	PCC	91	Good	68%	0%	32%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/1986	6125	30,000	PCC	79	Satisfactory	53%	0%	47%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/1986	6120	544,000	AAC	46	Poor	83%	0%	17%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/1986	6115	544,000	AAC	43	Poor	65%	26%	9%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/1951	6110	50,000	PCC	89	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/1951	6105	50,000	PCC	90	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	NATIONAL GUARD WASH APRON	AP NAT GRD	APRON	1/1/2010	5310	199,156	PCC	99	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	NATIONAL GUARD WASH APRON	AP NAT GRD	APRON	1/1/1976	5305	30,200	PCC	90	Good	21%	0%	79%
VQQ	GA	CECIL AIRPORT	2	N HOT REFUELING AND COMPASS ROSE AP	AP N RFUEL	APRON	1/1/1954	5140	22,115	PCC	61	Fair	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	N HOT REFUELING AND COMPASS ROSE AP	AP N RFUEL	APRON	1/1/1954	5135	22,115	PCC	76	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	N HOT REFUELING AND COMPASS ROSE AP	AP N RFUEL	APRON	1/1/1954	5130	22,115	PCC	83	Satisfactory	11%	0%	89%
VQQ	GA	CECIL AIRPORT	2	N HOT REFUELING AND COMPASS ROSE AP	AP N RFUEL	APRON	1/1/1954	5125	22,115	PCC	80	Satisfactory	10%	0%	90%
VQQ	GA	CECIL AIRPORT	2	W HOT REFUELING AND COMPASS ROSE AP	AP W RFUEL	APRON	1/1/1955	5055	13,010	PCC	33	Very Poor	8%	38%	54%
VQQ	GA	CECIL AIRPORT	2	W HOT REFUELING AND COMPASS ROSE AP	AP W RFUEL	APRON	1/1/1956	5020	22,135	PCC	57	Fair	4%	9%	87%
VQQ	GA	CECIL AIRPORT	2	W HOT REFUELING AND COMPASS ROSE AP	AP W RFUEL	APRON	1/1/1956	5015	22,135	PCC	90	Good	19%	0%	81%
VQQ	GA	CECIL AIRPORT	2	W HOT REFUELING AND COMPASS ROSE AP	AP W RFUEL	APRON	1/1/1956	5010	22,135	PCC	80	Satisfactory	9%	0%	91%
VQQ	GA	CECIL AIRPORT	2	W HOT REFUELING AND COMPASS ROSE AP	AP W RFUEL	APRON	1/1/1956	5005	22,135	PCC	85	Satisfactory	13%	0%	87%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/2011	4310	43,214	PCC	100	Good	0%	0%	0%

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VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	5/1/2005	4305	70,920	PCC	99	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1955	4265	140,580	PCC	85	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1961	4260	50,613	PCC	81	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1955	4255	19,950	PCC	2	Failed	4%	80%	16%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1976	4250	288,584	PCC	81	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1955	4245	185,194	PCC	81	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1955	4235	13,730	PCC	15	Serious	2%	98%	0%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1955	4230	26,250	PCC	11	Serious	0%	98%	2%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1991	4225	35,000	PCC	16	Serious	2%	98%	0%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1960	4220	266,686	PCC	85	Satisfactory	12%	0%	88%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1959	4210	233,520	PCC	84	Satisfactory	10%	0%	90%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1955	4205	166,732	PCC	74	Satisfactory	6%	10%	84%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1965	4150	105,074	PCC	81	Satisfactory	10%	0%	90%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1951	4140	102,688	PCC	80	Satisfactory	9%	0%	91%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1953	4138	13,500	PCC	87	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1951	4137	67,500	PCC	87	Good	0%	14%	86%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1951	4132	42,375	PCC	78	Satisfactory	8%	0%	92%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1951	4125	1,403,402	PCC	86	Good	11%	0%	89%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1954	4120	391,125	PCC	82	Satisfactory	9%	0%	91%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1954	4117	16,500	PCC	88	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1965	4115	236,250	PCC	89	Good	0%	0%	100%

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VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1956	4110	290,625	PCC	59	Fair	3%	10%	87%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1988	4105	172,130	PCC	80	Satisfactory	9%	13%	78%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B3	TW B3	TAXIWAY	1/1/1956	1410	77,505	PCC	86	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B3	TW B3	TAXIWAY	1/1/1951	1405	58,667	PCC	82	Satisfactory	9%	0%	91%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY M	TW M	TAXIWAY	1/1/1951	1305	22,376	PCC	89	Good	16%	0%	84%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B2	TW B2	TAXIWAY	1/1/1951	1215	24,522	PCC	80	Satisfactory	9%	0%	91%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B2	TW B2	TAXIWAY	1/1/1951	1210	23,980	PCC	90	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B2	TW B2	TAXIWAY	1/1/2011	1207	23,696	AAC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B2	TW B2	TAXIWAY	1/1/2011	1205	22,500	AAC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B2	TW B2	TAXIWAY	1/1/2011	1203	11,792	AC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B1	TW B1	TAXIWAY	1/1/1951	1115	30,000	PCC	81	Satisfactory	10%	0%	90%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B1	TW B1	TAXIWAY	1/1/1956	1110	77,371	PCC	83	Satisfactory	11%	0%	89%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B1	TW B1	TAXIWAY	1/1/1951	1105	56,522	PCC	85	Satisfactory	13%	0%	87%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A5	TW A5	TAXIWAY	1/1/1958	1005	166,214	PCC	82	Satisfactory	0%	22%	78%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY D2	TW D2	TAXIWAY	1/1/2008	905	78,863	AC	91	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A4	TW A4	TAXIWAY	1/1/1951	810	79,426	PCC	88	Good	15%	0%	85%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A4	TW A4	TAXIWAY	1/1/1951	805	57,662	PCC	83	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/1951	720	24,484	PCC	87	Good	13%	0%	87%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/1951	715	23,980	PCC	86	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/2011	710	4,184	APC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/2011	708	7,608	APC	100	Good	0%	0%	0%

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VQQ	GA	CECIL AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/2011	707	7,608	APC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/2011	705	11,684	AAC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/2011	703	26,792	AC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A2	TW A2	TAXIWAY	1/1/1954	620	24,484	PCC	88	Good	16%	0%	84%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A2	TW A2	TAXIWAY	1/1/1954	615	23,980	PCC	90	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A2	TW A2	TAXIWAY	1/1/2011	610	4,184	APC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A2	TW A2	TAXIWAY	1/1/2011	608	7,608	AAC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A2	TW A2	TAXIWAY	1/1/2011	607	7,608	AAC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A2	TW A2	TAXIWAY	1/1/2011	605	11,684	AAC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A2	TW A2	TAXIWAY	1/1/2011	603	26,792	AC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A1	TW A1	TAXIWAY	1/1/1954	520	62,610	PCC	76	Satisfactory	7%	0%	93%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A1	TW A1	TAXIWAY	1/1/1954	515	67,256	PCC	81	Satisfactory	9%	0%	91%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A1	TW A1	TAXIWAY	1/1/1951	510	58,667	PCC	90	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A1	TW A1	TAXIWAY	1/1/1951	505	77,280	PCC	90	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2008	420	31,875	AC	69	Fair	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2009	415	155,250	AC	97	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	5/1/2005	410	29,146	PCC	97	Good	47%	0%	53%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/1951	405	435,222	PCC	86	Good	11%	0%	89%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/1960	315	44,457	AC	37	Very Poor	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/1954	310	136,320	PCC	80	Satisfactory	10%	0%	90%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/1951	305	175,845	PCC	86	Good	13%	0%	87%

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VQQ	GA	CECIL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/1951	215	165,208	PCC	86	Good	14%	0%	86%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2011	212	38,584	AAC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2011	210	11,684	AAC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2011	208	19,400	AAC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/1951	205	355,476	PCC	89	Good	14%	0%	86%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1951	130	457,575	PCC	91	Good	17%	0%	83%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2011	125	19,405	AAC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2011	120	18,750	AAC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2011	117	27,484	AAC	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1951	115	54,396	PCC	90	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1959	110	269,943	PCC	89	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1958	105	67,381	PCC	80	Satisfactory	0%	0%	100%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	2/1/2015	6250	15,631	AC	100	Good	0%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1942	6235	24,769	PCC	62	Fair	25%	42%	33%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	2/1/2015	6215	254,982	AAC	100	Good	0%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1942	6205	24,687	PCC	41	Poor	23%	46%	31%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2006	6112	15,000	APC	50	Poor	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1942	6110	7,500	PCC	92	Good	19%	65%	16%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	RUN-UP APRON	AP RU	APRON	1/1/2013	5105	28,165	AC	100	Good	0%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	APRON AT T-HANGARS	AP T-HANG	APRON	1/1/2003	4325	21,796	AC	66	Fair	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	APRON AT T-HANGARS	AP T-HANG	APRON	1/1/2005	4320	18,657	AC	81	Satisfactory	100%	0%	0%

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X60	GA	WILLISTON MUNICIPAL AIRPORT	2	APRON AT T-HANGARS	AP T-HANG	APRON	1/1/2003	4316	2,867	APC	29	Very Poor	94%	0%	6%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	APRON AT T-HANGARS	AP T-HANG	APRON	1/1/1986	4315	3,900	AC	55	Poor	97%	0%	3%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	HANGAR APRON	AP HANG	APRON	1/1/2009	4205	10,658	AAC	85	Satisfactory	89%	0%	11%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	APRON	AP	APRON	2/1/2015	4110	101,074	AC	100	Good	0%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	APRON	AP	APRON	1/1/2009	4105	106,251	AAC	69	Fair	50%	0%	50%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY E	TW E	TAXIWAY	1/1/2009	705	55,768	AAC	90	Good	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY F	TW F	TAXIWAY	2/1/2015	565	33,640	AC	100	Good	0%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY F	TW F	TAXIWAY	1/1/1942	555	11,250	PCC	43	Poor	16%	76%	8%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY F	TW F	TAXIWAY	1/1/1942	550	128,837	AC	10	Failed	86%	6%	8%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2009	505	70,293	AAC	88	Good	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY G	TW G	TAXIWAY	1/1/1942	450	94,473	AC	10	Failed	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY D-1	TW D1	TAXIWAY	1/1/2009	405	57,110	AAC	92	Good	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2009	305	101,923	AAC	88	Good	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY A1	TW A1	TAXIWAY	1/1/2013	255	34,316	AC	100	Good	0%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2013	220	287,885	AC	100	Good	0%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2013	205	159,607	AAC	100	Good	0%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2009	115	35,409	AAC	88	Good	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2009	105	62,023	AAC	77	Satisfactory	71%	0%	29%
1J0	GA	TRI-COUNTY AIRPORT	3	RUNWAY 1-19	RW 1-19	RUNWAY	1/1/1996	6110	22,500	AC	73	Satisfactory	89%	0%	11%
1J0	GA	TRI-COUNTY AIRPORT	3	RUNWAY 1-19	RW 1-19	RUNWAY	1/1/1996	6105	277,500	AC	70	Fair	86%	0%	14%
1J0	GA	TRI-COUNTY AIRPORT	3	APRON	AP	APRON	3/1/2012	4125	9,759	AC	100	Good	0%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
1J0	GA	TRI-COUNTY AIRPORT	3	APRON	AP	APRON	1/1/2007	4120	8,232	AC	99	Good	100%	0%	0%
1J0	GA	TRI-COUNTY AIRPORT	3	APRON	AP	APRON	1/1/2007	4115	67,925	AC	86	Good	100%	0%	0%
1J0	GA	TRI-COUNTY AIRPORT	3	APRON	AP	APRON	1/1/2001	4110	4,895	PCC	67	Fair	6%	63%	31%
1J0	GA	TRI-COUNTY AIRPORT	3	APRON	AP	APRON	2/1/2013	4105	27,552	AAC	100	Good	0%	0%	0%
1J0	GA	TRI-COUNTY AIRPORT	3	APRON	AP	APRON	2/1/2013	4103	3,171	AC	100	Good	0%	0%	0%
1J0	GA	TRI-COUNTY AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	7/1/2008	110	53,322	AC	90	Good	100%	0%	0%
1J0	GA	TRI-COUNTY AIRPORT	3	TAXIWAY A1	TW A1	TAXIWAY	1/1/1996	105	19,405	AC	81	Satisfactory	100%	0%	0%
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1997	6110	31,050	AC	58	Fair	89%	0%	11%
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1997	6105	192,150	AAC	62	Fair	100%	0%	0%
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	TAXIWAY TO HANGARS	TW HANGAR	TAXIWAY	1/1/2012	150	32,921	AC	100	Good	0%	0%	0%
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	TAXIWAY TO HANGARS	TW HANGAR	TAXIWAY	1/1/2010	145	33,082	AC	100	Good	0%	0%	0%
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	TAXIWAY TO HANGARS	TW HANGAR	TAXIWAY	1/1/2003	140	11,660	AC	67	Fair	100%	0%	0%
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	TAXIWAY TO HANGARS	TW HANGAR	TAXIWAY	1/1/1998	130	4,250	AC	60	Fair	83%	0%	17%
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	TAXIWAY TO HANGARS	TW HANGAR	TAXIWAY	1/1/1997	125	9,660	AC	57	Fair	47%	0%	53%
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	TAXIWAY TO HANGARS	TW HANGAR	TAXIWAY	1/1/1995	120	6,000	AC	67	Fair	100%	0%	0%
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	TAXIWAY TO HANGARS	TW HANGAR	TAXIWAY	1/1/1989	115	4,750	AC	66	Fair	94%	0%	6%
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	TAXIWAY TO HANGARS	TW HANGAR	TAXIWAY	1/1/1989	110	12,730	AC	44	Poor	100%	0%	0%
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	TAXIWAY TO HANGARS	TW HANGAR	TAXIWAY	1/1/1989	105	17,720	AC	64	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1992	6105	277,500	AAC	61	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	RUN-UP RUNWAY 36	RU RW 36	APRON	1/1/2011	5210	10,237	AC	100	Good	0%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	RUN-UP RUNWAY 36	RU RW 36	APRON	1/1/2011	5205	12,428	AC	100	Good	0%	0%	0%

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2R4	GA	PETER PRINCE FIELD	3	RUN-UP RUNWAY 18	RU RW 18	APRON	1/1/2011	5110	11,199	AC	100	Good	0%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	RUN-UP RUNWAY 18	RU RW 18	APRON	1/1/2011	5105	11,805	AC	100	Good	0%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	APRON WEST	AP W	APRON	1/1/1992	4205	60,362	AC	49	Poor	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	APRON EAST	AP E	APRON	1/1/2007	4130	88,086	AC	70	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	APRON EAST	AP E	APRON	1/1/1996	4125	117,425	AC	64	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	APRON EAST	AP E	APRON	1/1/1995	4120	50,545	AC	64	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	APRON EAST	AP E	APRON	1/1/2000	4115	55,812	AAC	61	Fair	99%	0%	1%
2R4	GA	PETER PRINCE FIELD	3	APRON EAST	AP E	APRON	1/1/2000	4110	72,218	AAC	57	Fair	95%	0%	5%
2R4	GA	PETER PRINCE FIELD	3	APRON EAST	AP E	APRON	1/1/1992	4105	89,498	AC	60	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY TO HANGAR	TW HANG	TAXIWAY	8/1/2013	605	70,365	AC	100	Good	0%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY A TO T-HANGARS	TW A	TAXIWAY	1/1/2001	510	39,191	AC	64	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY A TO T-HANGARS	TW A	TAXIWAY	1/1/2007	500	9,348	AC	72	Satisfactory	97%	0%	3%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY D	TW D	TAXIWAY	1/1/1992	410	3,148	AAC	55	Poor	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY D	TW D	TAXIWAY	1/1/1992	405	7,141	AAC	59	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY C	TW C	TAXIWAY	1/1/1968	305	11,689	AC	59	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY B	TW B	TAXIWAY	1/1/1992	250	4,617	AC	47	Poor	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY B	TW B	TAXIWAY	1/1/1996	215	9,340	AC	59	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY B	TW B	TAXIWAY	1/1/1992	210	8,970	AC	48	Poor	97%	0%	3%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY B	TW B	TAXIWAY	1/1/1992	205	104,968	AC	66	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY A TO T-HANGARS	TW A	TAXIWAY	1/1/1996	120	6,724	AC	64	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY A TO T-HANGARS	TW A	TAXIWAY	1/1/1995	115	38,133	AC	63	Fair	96%	0%	4%

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2R4	GA	PETER PRINCE FIELD	3	TAXIWAY A TO T-HANGARS	TW A	TAXIWAY	1/1/1992	105	12,778	AC	64	Fair	100%	0%	0%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1999	6120	41,580	AC	71	Satisfactory	100%	0%	0%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2011	6110	207,070	AAC	94	Good	87%	0%	13%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	AP TO HANGAR	AP HANG	APRON	1/1/2013	4405	77,806	AC	100	Good	0%	0%	0%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	SOUTH APRON	AP S	APRON	5/5/2004	4310	20,383	AC	77	Satisfactory	100%	0%	0%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	SOUTH APRON	AP S	APRON	1/1/2010	4305	11,037	AC	72	Satisfactory	38%	0%	62%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	NORTH APRON	AP N	APRON	1/1/2002	4215	27,234	AC	89	Good	100%	0%	0%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	NORTH APRON	AP N	APRON	1/1/2006	4210	21,961	AAC	76	Satisfactory	100%	0%	0%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	NORTH APRON	AP N	APRON	1/1/2006	4205	24,706	AAC	73	Satisfactory	42%	0%	58%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	NE APRON	AP NE	APRON	1/1/2011	4110	36,132	AAC	77	Satisfactory	55%	0%	45%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	TAXIWAY B	TW B	TAXIWAY	5/5/2004	710	48,614	AC	84	Satisfactory	54%	0%	46%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	TAXIWAY A2	TW A2	TAXIWAY	1/1/2002	610	15,636	AC	75	Satisfactory	39%	0%	61%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/2002	605	47,174	AC	92	Good	100%	0%	0%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	TAXIWAY A3	TW A3	TAXIWAY	1/1/2002	603	9,546	AC	83	Satisfactory	33%	0%	67%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/2007	530	80,854	AC	90	Good	90%	0%	10%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	TAXIWAY A4	TW A4	TAXIWAY	1/1/2007	525	10,318	AC	76	Satisfactory	61%	0%	39%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	TAXIWAY A2	TW A2	TAXIWAY	1/1/1966	405	5,309	AC	96	Good	100%	0%	0%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	TAXIWAY A1	TW A1	TAXIWAY	1/1/2011	305	9,946	AAC	76	Satisfactory	68%	0%	32%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/2011	115	30,730	AAC	80	Satisfactory	100%	0%	0%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/2011	110	2,040	AAC	83	Satisfactory	100%	0%	0%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/2011	105	2,965	AAC	94	Good	100%	0%	0%

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AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1940	6310	262,625	PCC	57	Fair	11%	59%	30%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1940	6305	525,250	PCC	74	Satisfactory	21%	24%	55%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/1940	6210	249,270	PCC	75	Satisfactory	6%	48%	46%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/1940	6205	498,541	PCC	77	Satisfactory	27%	26%	47%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1940	6110	256,103	PCC	64	Fair	12%	43%	45%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1940	6105	512,205	PCC	73	Satisfactory	24%	23%	53%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	APRON	AP	APRON	1/1/1940	4105	979,973	PCC	63	Fair	12%	56%	32%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY B4	TW B4	TAXIWAY	1/1/1942	350	10,983	PCC	79	Satisfactory	30%	30%	40%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY B4	TW B4	TAXIWAY	1/1/1940	345	29,911	PCC	54	Poor	11%	47%	42%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY D	TW D	TAXIWAY	1/1/1942	340	15,082	PCC	71	Satisfactory	20%	23%	57%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY D	TW D	TAXIWAY	1/1/1940	335	40,968	PCC	58	Fair	13%	52%	35%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY B3	TW B3	TAXIWAY	1/1/1942	330	10,600	PCC	82	Satisfactory	11%	59%	30%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY B3	TW B3	TAXIWAY	1/1/1940	325	34,714	PCC	51	Poor	10%	48%	42%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY B2	TW B2	TAXIWAY	1/1/1942	320	10,600	PCC	75	Satisfactory	25%	75%	0%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY B2	TW B2	TAXIWAY	1/1/1940	315	34,714	PCC	62	Fair	13%	57%	30%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY B1	TW B1	TAXIWAY	1/1/1942	310	15,572	PCC	67	Fair	16%	27%	57%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY B1	TW B1	TAXIWAY	1/1/1940	305	29,556	PCC	75	Satisfactory	46%	33%	21%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY A2	TW A2	TAXIWAY	1/1/1942	255	10,441	PCC	77	Satisfactory	26%	37%	37%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY A2	TW A2	TAXIWAY	1/1/1940	250	35,036	PCC	71	Satisfactory	20%	52%	28%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY A3	TW A3	TAXIWAY	1/1/1942	245	10,796	PCC	74	Satisfactory	38%	62%	0%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY A3	TW A3	TAXIWAY	1/1/1940	240	34,680	PCC	56	Fair	12%	85%	3%

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AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY A1	TW A1	TAXIWAY	1/1/1942	235	11,058	PCC	68	Fair	20%	18%	62%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY A1	TW A1	TAXIWAY	1/1/1940	230	32,807	PCC	43	Poor	7%	57%	36%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/1942	225	75,620	PCC	74	Satisfactory	18%	23%	59%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/1940	220	154,200	PCC	65	Fair	15%	46%	39%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY A5	TW A5	TAXIWAY	1/1/1942	210	16,092	PCC	41	Poor	11%	0%	89%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY A5	TW A5	TAXIWAY	1/1/1940	205	31,535	PCC	68	Fair	19%	52%	29%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY C1	TW C1	TAXIWAY	1/1/1940	160	34,877	PCC	79	Satisfactory	30%	34%	36%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY C1	TW C1	TAXIWAY	1/1/1942	155	10,613	PCC	71	Satisfactory	23%	72%	5%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY C2	TW C2	TAXIWAY	1/1/1940	150	34,830	PCC	78	Satisfactory	27%	40%	33%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY C2	TW C2	TAXIWAY	1/1/1942	145	10,646	PCC	76	Satisfactory	27%	50%	23%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY C	TW C	TAXIWAY	1/1/1942	110	77,718	PCC	72	Satisfactory	17%	22%	61%
AAF	GA	APALACHICOLA REGIONAL AIRPORT	3	TAXIWAY C	TW C	TAXIWAY	1/1/1940	105	153,704	PCC	67	Fair	16%	42%	42%
CEW	GA	BOB SIKES AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/2008	6130	150,000	AC	85	Satisfactory	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/2008	6125	300,000	AC	84	Satisfactory	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/2008	6120	210,000	AC	93	Good	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/2008	6115	420,000	AC	91	Good	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/2008	6110	40,000	AC	89	Good	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/2008	6105	80,000	AC	79	Satisfactory	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	WEST RUN-UP APRON AT RW 17	AP RU	APRON	11/1/2012	5105	46,560	AAC	100	Good	0%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	NORTH APRON	AP N	APRON	11/1/2012	4355	105,318	AC	100	Good	0%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	NORTH APRON	AP N	APRON	11/1/2012	4350	23,280	PCC	100	Good	0%	0%	0%

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CEW	GA	BOB SIKES AIRPORT	3	NORTH APRON	AP N	APRON	11/1/2012	4345	99,461	AC	100	Good	0%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	NORTH APRON	AP N	APRON	11/1/2012	4340	33,816	AAC	100	Good	0%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	HANGAR APRON	AP HANG	APRON	1/1/1963	4210	7,104	AC	18	Serious	87%	0%	13%
CEW	GA	BOB SIKES AIRPORT	3	HANGAR APRON	AP HANG	APRON	1/1/1994	4205	18,010	AC	62	Fair	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	APRON	AP	APRON	3/1/2012	4130	32,400	PCC	100	Good	0%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	APRON	AP	APRON	3/1/2012	4120	147,645	AAC	100	Good	0%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	APRON	AP	APRON	1/1/1987	4115	187,231	AC	32	Very Poor	79%	0%	21%
CEW	GA	BOB SIKES AIRPORT	3	APRON	AP	APRON	1/1/1983	4110	93,750	AC	30	Very Poor	96%	0%	4%
CEW	GA	BOB SIKES AIRPORT	3	APRON	AP	APRON	1/1/1980	4105	56,250	AAC	38	Very Poor	95%	0%	5%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY K	TW K	TAXIWAY	3/1/2008	605	25,848	AC	94	Good	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY PMV	TW PMV	TAXIWAY	1/1/2008	505	75,709	AC	94	Good	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	CONNECTOR TAXIWAYS TO APRON	TW CONN	TAXIWAY	11/1/2012	340	26,273	AAC	100	Good	0%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	CONNECTOR TAXIWAYS TO APRON	TW CONN	TAXIWAY	11/1/2012	335	26,207	AAC	100	Good	0%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY A3	TW A3	TAXIWAY	11/1/2012	330	7,151	AAC	100	Good	0%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	CONNECTOR TAXIWAYS TO APRON	TW CONN	TAXIWAY	11/1/2012	320	2,982	AAC	100	Good	0%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	CONNECTOR TAXIWAYS TO APRON	TW CONN	TAXIWAY	11/1/2012	310	7,038	AAC	100	Good	0%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	11/1/2012	160	25,973	AC	100	Good	0%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	11/1/2012	150	25,816	AC	100	Good	0%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	11/1/2012	140	27,340	AC	100	Good	0%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY A4	TW A4	TAXIWAY	11/1/2012	135	26,609	AC	100	Good	0%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY A4	TW A4	TAXIWAY	11/1/2012	130	53,404	AAC	100	Good	0%	0%	0%

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CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	11/1/2012	125	267,093	AAC	100	Good	0%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY A3	TW A3	TAXIWAY	11/1/2012	120	53,835	AAC	100	Good	0%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY A2	TW A2	TAXIWAY	11/1/2012	115	54,612	AAC	100	Good	0%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	11/1/2012	110	303,843	AAC	100	Good	0%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	11/1/2012	105	98,453	AAC	100	Good	0%	0%	0%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	RUNWAY 14-32	RW 14-32	RUNWAY	3/1/2013	6122	20,000	AC	100	Good	0%	0%	0%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	RUNWAY 14-32	RW 14-32	RUNWAY	3/1/2013	6120	20,000	AAC	100	Good	0%	0%	0%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	RUNWAY 14-32	RW 14-32	RUNWAY	3/1/2013	6117	55,000	AC	100	Good	0%	0%	0%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	RUNWAY 14-32	RW 14-32	RUNWAY	3/1/2013	6115	55,000	AAC	100	Good	0%	0%	0%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	RUNWAY 14-32	RW 14-32	RUNWAY	3/1/2013	6110	175,075	AAC	100	Good	0%	0%	0%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	RUNWAY 14-32	RW 14-32	RUNWAY	3/1/2013	6105	175,000	AAC	100	Good	0%	0%	0%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	RUN-UP APRONS	AP RU	APRON	1/1/1992	5110	18,192	AAC	64	Fair	100%	0%	0%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	RUN-UP APRONS	AP RU	APRON	1/1/1992	5105	18,192	AAC	59	Fair	100%	0%	0%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	APRON	AP	APRON	1/1/1992	4150	59,704	AC	59	Fair	96%	0%	4%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	APRON	AP	APRON	1/1/1983	4125	208,085	AC	30	Very Poor	96%	0%	4%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	APRON	AP	APRON	1/1/1987	4120	122,850	AC	48	Poor	78%	0%	22%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	APRON	AP	APRON	1/1/1975	4115	45,210	AAC	59	Fair	100%	0%	0%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	APRON	AP	APRON	1/1/1974	4112	10,880	AC	37	Very Poor	100%	0%	0%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	APRON	AP	APRON	1/1/1974	4110	65,030	AC	59	Fair	93%	0%	7%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	APRON	AP	APRON	1/1/1985	4107	8,500	AAC	31	Very Poor	100%	0%	0%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	APRON	AP	APRON	1/1/1985	4105	50,000	AAC	61	Fair	94%	0%	6%

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DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	TAXIWAY TO HANGARS	TW HANG	TAXIWAY	12/25/1999	315	36,232	AC	53	Poor	100%	0%	0%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	TAXIWAY TO HANGARS	TW HANG	TAXIWAY	6/1/2011	307	6,215	AC	100	Good	0%	0%	0%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	TAXIWAY TO HANGARS	TW HANG	TAXIWAY	12/25/1999	305	59,943	AC	60	Fair	78%	0%	22%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	CONNECTOR TAXIWAY TO APRON	TW CONN	TAXIWAY	1/1/1992	212	2,951	AAC	49	Poor	91%	0%	9%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	CONNECTOR TAXIWAY TO APRON	TW CONN	TAXIWAY	1/1/1972	210	3,283	AAC	29	Very Poor	66%	33%	1%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	CONNECTOR TAXIWAY TO APRON	TW CONN	TAXIWAY	1/1/1992	209	4,600	AAC	36	Very Poor	62%	33%	5%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	CONNECTOR TAXIWAY TO APRON	TW CONN	TAXIWAY	1/1/1992	205	7,890	AAC	54	Poor	100%	0%	0%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/1992	150	41,334	AAC	56	Fair	90%	0%	10%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/1992	135	12,461	AAC	59	Fair	100%	0%	0%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	TAXIWAY A5	TW A5	TAXIWAY	1/1/1992	130	9,341	AAC	48	Poor	88%	0%	12%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	TAXIWAY A4	TW A4	TAXIWAY	1/1/1992	125	9,346	AAC	50	Poor	100%	0%	0%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	TAXIWAY A3	TW A3	TAXIWAY	1/1/1992	120	9,344	AAC	47	Poor	97%	0%	3%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/1992	115	140,000	AAC	53	Poor	94%	0%	6%
DTS	GA	DESTIN-FORT WALTON BEACH AIRPORT	3	TAXIWAY A2	TW A2	TAXIWAY	1/1/1992	110	9,346	AAC	47	Poor	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/2009	6110	750,000	PCC	97	Good	0%	20%	80%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/2009	6105	750,000	PCC	97	Good	0%	0%	100%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	APRON CORP HANG	AP CO HANG	APRON	1/1/2012	4608	12,746	AC	100	Good	0%	0%	0%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	APRON CORP HANG	AP CO HANG	APRON	1/1/2012	4607	15,360	AC	100	Good	0%	0%	0%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	APRON CORP HANG	AP CO HANG	APRON	1/1/2009	4606	44,645	AC	87	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	APRON CORP HANG	AP CO HANG	APRON	1/1/2009	4605	32,896	AC	89	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	APRON RU S	AP RU S	APRON	1/1/2009	4510	12,774	PCC	97	Good	0%	0%	100%

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ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	APRON RU S	AP RU S	APRON	1/1/2009	4505	25,838	AC	82	Satisfactory	85%	0%	15%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	APRON GA	AP GA	APRON	1/1/2011	4406	80,568	AC	91	Good	65%	0%	35%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	APRON GA	AP GA	APRON	1/1/2009	4405	138,600	AC	88	Good	64%	0%	36%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	APRON T-HANG	AP T-HANG	APRON	1/1/2009	4310	126,734	AC	89	Good	60%	0%	40%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	APRON T-HANG	AP T-HANG	APRON	1/1/2009	4305	103,415	AC	94	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	APRON TERM	AP TERM	APRON	1/1/2014	4120	22,667	AC	100	Good	0%	0%	0%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	APRON TERM	AP TERM	APRON	1/1/2009	4115	127,372	PCC	95	Good	0%	0%	100%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	APRON TERM	AP TERM	APRON	1/1/2009	4110	293,881	AC	87	Good	95%	0%	5%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	APRON TERM	AP TERM	APRON	1/1/2009	4105	33,611	PCC	100	Good	0%	0%	0%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY U	TW U	TAXIWAY	1/1/2009	2110	38,297	AC	94	Good	94%	0%	6%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY U	TW U	TAXIWAY	1/1/2009	2105	8,143	PCC	94	Good	0%	0%	100%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY T	TW T	TAXIWAY	1/1/2009	2010	46,276	AC	94	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY T	TW T	TAXIWAY	1/1/2009	2005	10,661	PCC	82	Satisfactory	0%	0%	100%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY S	TW S	TAXIWAY	1/1/2009	1910	46,845	AC	91	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY S	TW S	TAXIWAY	1/1/2009	1905	10,661	PCC	87	Good	0%	0%	100%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY Q	TW Q	TAXIWAY	1/1/2009	1705	43,410	AC	94	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY P	TW P	TAXIWAY	1/1/2009	1615	27,461	AC	93	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY P	TW P	TAXIWAY	1/1/2009	1610	46,845	AC	92	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY P	TW P	TAXIWAY	1/1/2009	1605	10,661	PCC	98	Good	0%	0%	100%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY M	TW M	TAXIWAY	1/1/2009	1315	15,502	AC	94	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY M	TW M	TAXIWAY	1/1/2009	1310	46,845	AC	89	Good	100%	0%	0%

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ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY M	TW M	TAXIWAY	1/1/2009	1305	10,661	PCC	87	Good	0%	69%	31%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY K	TW K	TAXIWAY	1/1/2011	1120	10,562	AC	83	Satisfactory	68%	0%	32%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY K	TW K	TAXIWAY	1/1/2009	1115	15,661	AC	94	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY K	TW K	TAXIWAY	1/1/2009	1110	46,845	AC	94	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY K	TW K	TAXIWAY	1/1/2009	1105	10,661	PCC	97	Good	0%	0%	100%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY J	TW J	TAXIWAY	1/1/2009	1020	8,297	AC	68	Fair	18%	0%	82%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY J	TW J	TAXIWAY	1/1/2009	1015	15,624	AC	91	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY J	TW J	TAXIWAY	1/1/2009	1010	38,891	AC	93	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY J	TW J	TAXIWAY	1/1/2009	1005	8,143	PCC	94	Good	0%	0%	100%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY F	TAXIWAY F	TAXIWAY	1/1/2009	605	153,255	AC	91	Good	82%	0%	18%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY E1	TW E1	TAXIWAY	1/1/2009	510	15,240	AC	90	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY E2	TW E2	TAXIWAY	1/1/2009	505	19,798	AC	93	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA INTERNATIONAL BEACHES AIRPORT	3	TAXIWAY D	TW D	TAXIWAY	1/1/2009	405	750,000	AC	90	Good	98%	0%	2%
F95	GA	CALHOUN COUNTY AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2012	6105	270,000	AAC	92	Good	93%	0%	7%
F95	GA	CALHOUN COUNTY AIRPORT	3	HELIPAD APRON	AP HELIPAD	APRON	1/1/2003	4305	4,850	PCC	94	Good	0%	68%	32%
F95	GA	CALHOUN COUNTY AIRPORT	3	GA APRON	AP GA	APRON	1/1/2003	4205	10,930	PCC	90	Good	20%	0%	80%
F95	GA	CALHOUN COUNTY AIRPORT	3	GA APRON	AP GA	APRON	1/1/2007	4150	3,746	AC	72	Satisfactory	53%	0%	47%
F95	GA	CALHOUN COUNTY AIRPORT	3	GA APRON	AP GA	APRON	1/1/2007	4115	40,659	AC	74	Satisfactory	27%	0%	73%
F95	GA	CALHOUN COUNTY AIRPORT	3	GA APRON	AP GA	APRON	1/1/2003	4110	39,362	AC	62	Fair	75%	0%	25%
F95	GA	CALHOUN COUNTY AIRPORT	3	GA APRON	AP GA	APRON	1/1/2012	4105	80,461	PCC	87	Good	33%	18%	49%
F95	GA	CALHOUN COUNTY AIRPORT	3	T-HANG APRON	AP T-HANG	APRON	1/1/2007	910	5,826	AC	89	Good	55%	0%	45%

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F95	GA	CALHOUN COUNTY AIRPORT	3	T-HANG APRON	AP T-HANG	APRON	1/1/2007	905	6,468	AC	64	Fair	16%	0%	84%
F95	GA	CALHOUN COUNTY AIRPORT	3	T-HANG APRON	AP T-HANG	APRON	1/1/2003	810	5,700	AC	68	Fair	28%	0%	72%
F95	GA	CALHOUN COUNTY AIRPORT	3	T-HANG APRON	AP T-HANG	APRON	1/1/2003	805	5,340	AC	86	Good	39%	0%	61%
F95	GA	CALHOUN COUNTY AIRPORT	3	TAXIWAY B	TW B	TAXIWAY	1/1/2007	110	23,821	AC	89	Good	100%	0%	0%
F95	GA	CALHOUN COUNTY AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/2007	105	10,718	AC	94	Good	100%	0%	0%
MAI	GA	MARIANNA MUNICIPAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1992	6205	480,000	AAC	42	Poor	89%	0%	11%
MAI	GA	MARIANNA MUNICIPAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/1945	6105	490,000	AC	47	Poor	100%	0%	0%
MAI	GA	MARIANNA MUNICIPAL AIRPORT	3	APRON	AP	APRON	1/1/1945	4105	1,547,444	PCC	40	Very Poor	8%	47%	45%
MAI	GA	MARIANNA MUNICIPAL AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	7/1/2012	805	33,984	AC	100	Good	0%	0%	0%
MAI	GA	MARIANNA MUNICIPAL AIRPORT	3	TAXIWAY B	TW B	TAXIWAY	1/1/1992	705	27,500	AAC	31	Very Poor	100%	0%	0%
MAI	GA	MARIANNA MUNICIPAL AIRPORT	3	TAXIWAY C	TW C	TAXIWAY	1/1/1992	605	23,000	AAC	37	Very Poor	100%	0%	0%
MAI	GA	MARIANNA MUNICIPAL AIRPORT	3	TAXIWAY D	TW D	TAXIWAY	1/1/1992	505	27,500	AAC	37	Very Poor	100%	0%	0%
MAI	GA	MARIANNA MUNICIPAL AIRPORT	3	TAXIWAY E	TW E	TAXIWAY	1/1/1992	405	94,528	AAC	41	Poor	100%	0%	0%
MAI	GA	MARIANNA MUNICIPAL AIRPORT	3	TAXIWAY F	TW F	TAXIWAY	1/1/1945	305	20,000	AC	24	Serious	100%	0%	0%
MAI	GA	MARIANNA MUNICIPAL AIRPORT	3	TAXIWAY PARRL-G	TW PARALL	TAXIWAY	1/1/1945	150	268,750	PCC	49	Poor	11%	57%	32%
MAI	GA	MARIANNA MUNICIPAL AIRPORT	3	TAXIWAY PARRL-G	TW PARALL	TAXIWAY	1/1/1945	105	100,000	AC	24	Serious	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2006	6270	50,050	AC	84	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2006	6265	100,100	AC	80	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6260	30,000	AC	79	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6255	60,000	AC	74	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6250	20,000	AC	83	Satisfactory	100%	0%	0%

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PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6245	40,000	AC	73	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6240	85,000	AC	79	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6235	170,000	AC	72	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6230	44,999	AC	83	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6225	89,997	AC	74	Satisfactory	81%	19%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6220	47,500	AC	76	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6215	95,000	AC	72	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6210	65,000	AC	77	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6205	130,000	AC	75	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	11/1/2007	6130	131,789	PCC	91	Good	0%	0%	100%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	11/1/2007	6125	396,211	PCC	92	Good	0%	0%	100%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	11/1/2007	6120	26,250	AC	78	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	11/1/2007	6115	52,500	AC	75	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	11/1/2007	6110	110,822	PCC	93	Good	22%	0%	78%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	11/1/2007	6105	33,178	PCC	91	Good	18%	0%	82%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	CARGO APRON	AP CARGO	APRON	1/1/2015	4710	145,521	PCC	100	Good	0%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	CARGO APRON	AP CARGO	APRON	1/1/2015	4705	68,880	PCC	100	Good	0%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	APRON WEST	AP W	APRON	1/1/2002	4605	219,372	AC	71	Satisfactory	94%	0%	6%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	SOUTH APRON	AP S	APRON	1/1/1997	4515	219,093	AC	68	Fair	91%	0%	9%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	SOUTH APRON	AP S	APRON	1/1/1997	4510	338,266	AC	51	Poor	98%	0%	2%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	SOUTH APRON	AP S	APRON	1/1/1997	4505	112,540	AC	71	Satisfactory	95%	0%	5%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	EAST APRON	AP E	APRON	12/25/1999	4405	255,240	AC	63	Fair	98%	0%	2%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	GA APRON	AP GA	APRON	1/1/2015	4325	37,703	AAC	100	Good	0%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	GA APRON	AP GA	APRON	1/1/2015	4320	12,201	AAC	100	Good	0%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	GA APRON	AP GA	APRON	1/1/2015	4315	9,900	PCC	100	Good	0%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	GA APRON	AP GA	APRON	1/1/2015	4310	26,365	AAC	100	Good	0%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TERMINAL APRON	AP TERM	APRON	12/25/1998	4235	127,593	PCC	91	Good	0%	0%	100%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TERMINAL APRON	AP TERM	APRON	1/1/2001	4230	23,761	AC	9	Failed	49%	48%	3%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TERMINAL APRON	AP TERM	APRON	1/1/2010	4225	106,612	PCC	97	Good	0%	0%	100%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TERMINAL APRON	AP TERM	APRON	1/1/2010	4220	76,245	PCC	100	Good	0%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TERMINAL APRON	AP TERM	APRON	1/1/2010	4215	42,079	PCC	97	Good	0%	0%	100%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TERMINAL APRON	AP TERM	APRON	1/1/1977	4210	256,288	PCC	91	Good	0%	10%	90%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TERMINAL APRON	AP TERM	APRON	1/1/1988	4205	367,057	PCC	94	Good	0%	0%	100%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY C2	TW C2	TAXIWAY	1/1/1997	515	31,643	AC	80	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY C	TW C	TAXIWAY	1/1/1997	510	67,178	AC	79	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY C	TW C	TAXIWAY	1/1/1997	505	13,138	AC	75	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY D	TW D	TAXIWAY	1/1/2005	430	48,300	AC	86	Good	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY D3	TW D3	TAXIWAY	1/1/2006	425	14,220	AAC	87	Good	91%	0%	9%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY D2	TW D2	TAXIWAY	1/1/2000	420	13,134	AC	80	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY D1	TW D1	TAXIWAY	1/1/2000	415	13,134	AC	83	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY D	TW D	TAXIWAY	1/1/2005	410	20,158	AC	75	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY D	TW D	TAXIWAY	1/1/2000	405	118,752	AC	79	Satisfactory	99%	0%	1%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B8	TW B8	TAXIWAY	1/1/2002	280	13,317	AC	75	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B7	TW B7	TAXIWAY	1/1/2002	270	14,899	AC	66	Fair	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B5	TW B5	TAXIWAY	1/1/2002	265	48,322	AC	80	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B4	TW B4	TAXIWAY	1/1/2002	260	50,114	AC	83	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B3	TW B3	TAXIWAY	1/1/2002	255	50,248	AC	83	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY C	TW C	TAXIWAY	1/1/2002	252	16,451	AC	73	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY C	TW C	TAXIWAY	1/1/2004	250	33,625	AC	82	Satisfactory	95%	0%	5%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B2	TW B2	TAXIWAY	1/1/2002	240	50,378	AC	83	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B	TW B	TAXIWAY	1/1/2005	230	124,670	AC	88	Good	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B	TW B	TAXIWAY	1/1/2002	220	256,627	AC	80	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B	TW B	TAXIWAY	1/1/2002	217	11,000	AC	75	Satisfactory	63%	0%	37%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY A7	TW A7	TAXIWAY	1/1/2002	215	72,160	AC	67	Fair	58%	0%	42%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B2	TW B2	TAXIWAY	1/1/1988	213	10,751	PCC	91	Good	22%	0%	78%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B2	TW B2	TAXIWAY	1/1/2002	212	32,535	AC	83	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B	TW B	TAXIWAY	1/1/2002	210	51,982	AC	77	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B	TW B	TAXIWAY	1/1/2002	205	213,853	AC	80	Satisfactory	97%	0%	3%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY A3	TW A3	TAXIWAY	1/1/2006	170	50,051	PCC	94	Good	0%	0%	100%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY A2	TW A2	TAXIWAY	1/1/2000	160	37,493	AC	76	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY A2	TW A2	TAXIWAY	1/1/2006	150	55,331	AAC	82	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY D	TW D	TAXIWAY	1/1/2001	140	43,648	AC	75	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY A4	TW A4	TAXIWAY	1/1/2001	130	49,968	AC	84	Satisfactory	100%	0%	0%

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PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY A5	TW A5	TAXIWAY	1/1/2001	125	49,806	AC	83	Satisfactory	84%	0%	16%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY A1	TW A1	TAXIWAY	1/1/2001	120	47,399	AC	37	Very Poor	23%	75%	2%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	2/1/2001	115	297,891	AC	74	Satisfactory	64%	36%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/2001	105	286,014	AC	79	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2015	6210	800,000	AC	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2015	6205	400,000	AC	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	10/1/2012	6160	15,700	AC	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	10/1/2012	6155	31,400	AC	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	10/1/2012	6150	9,000	AAC	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	10/1/2012	6145	18,000	AAC	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	10/1/2012	6140	10,000	AAC	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	10/1/2012	6135	20,000	AAC	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	10/1/2012	6130	31,150	AC	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	10/1/2012	6125	62,300	AC	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1993	6110	284,500	AAC	71	Satisfactory	85%	13%	2%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1993	6105	569,000	AAC	52	Poor	71%	28%	1%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	RUN-UP APRON AT RW 18	AP RU RW18	APRON	1/1/2005	5505	25,207	AAC	73	Satisfactory	95%	0%	5%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	APRON AT T-HANGERS	AP T-HANG	APRON	1/1/2005	4505	265,932	AAC	84	Satisfactory	84%	0%	16%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	OLD TERMINAL APRON	AP OLD TER	APRON	1/1/2010	4425	9,973	AC	89	Good	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	OLD TERMINAL APRON	AP OLD TER	APRON	1/1/2010	4420	25,514	APC	90	Good	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	OLD TERMINAL APRON	AP OLD TER	APRON	1/1/2010	4415	308,039	APC	92	Good	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	OLD TERMINAL APRON	AP OLD TER	APRON	1/1/2010	4410	214,663	AAC	90	Good	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	OLD TERMINAL APRON	AP OLD TER	APRON	1/1/2010	4405	76,410	AC	91	Good	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	GA APRON	AP GA	APRON	1/1/1994	4332	159,898	AC	36	Very Poor	74%	15%	11%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	GA APRON	AP GA	APRON	1/1/1975	4330	41,880	APC	48	Poor	72%	0%	28%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	GA APRON	AP GA	APRON	1/1/1971	4325	107,541	AC	24	Serious	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	GA APRON	AP GA	APRON	1/1/1994	4320	29,075	AC	54	Poor	80%	0%	20%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	GA APRON	AP GA	APRON	1/1/1994	4315	62,055	AAC	67	Fair	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	GA APRON	AP GA	APRON	1/1/1994	4310	209,844	AAC	59	Fair	73%	12%	15%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	GA APRON	AP GA	APRON	1/1/1993	4305	70,191	AAC	62	Fair	97%	0%	3%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	CARGO APRON	AP CARGO	APRON	1/1/2007	4215	18,250	PCC	88	Good	0%	0%	100%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	CARGO APRON	AP CARGO	APRON	1/1/2007	4210	400,242	AC	86	Good	87%	0%	13%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	CARGO APRON	AP CARGO	APRON	1/1/1990	4205	65,663	AC	96	Good	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TERMINAL APRON	AP TERM	APRON	1/1/2005	4110	13,317	AC	78	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TERMINAL APRON	AP TERM	APRON	1/1/1989	4105	871,785	PCC	89	Good	14%	0%	86%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY Z	TW Z	TAXIWAY	1/1/1994	2615	2,615	AC	85	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY Z	TW Z	TAXIWAY	1/1/1994	2610	2,379	AC	85	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY Z	TW Z	TAXIWAY	1/1/1994	2605	60,162	AC	83	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY W	TW W	TAXIWAY	1/1/2005	2310	24,545	AAC	50	Poor	34%	60%	6%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY T	TW T	TAXIWAY	12/25/1999	2005	23,143	AC	94	Good	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY S	TW S	TAXIWAY	10/1/2012	1915	93,745	AC	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY S	TW S	TAXIWAY	1/1/2003	1910	66,291	AAC	78	Satisfactory	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY S	TW S	TAXIWAY	1/1/1992	1905	212,000	AAC	65	Fair	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY R AND TO HANGARS TWS	TW R HANG	TAXIWAY	1/1/1985	1820	63,002	AC	59	Fair	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY R AND TO HANGARS TWS	TW R HANG	TAXIWAY	1/1/1985	1810	37,333	AC	59	Fair	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY R AND TO HANGARS TWS	TW R HANG	TAXIWAY	7/1/2005	1808	68,529	AC	88	Good	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY R AND TO HANGARS TWS	TW R HANG	TAXIWAY	1/1/1998	1806	56,383	AC	74	Satisfactory	83%	17%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY P	TW P	TAXIWAY	10/1/2012	1615	101,356	AC	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY B1	TW B1	TAXIWAY	1/1/2005	1610	51,074	AAC	69	Fair	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY P	TW P	TAXIWAY	1/1/2005	1605	589,230	AAC	67	Fair	97%	0%	3%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY B2	TW B2	TAXIWAY	1/1/2015	1505	48,731	AC	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY N1	TW N1	TAXIWAY	1/1/2007	1415	48,156	AC	89	Good	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY N	TW N	TAXIWAY	1/1/2007	1410	83,567	AC	93	Good	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY N	TW N	TAXIWAY	1/1/2015	1405	60,163	AC	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY M	TW M	TAXIWAY	1/1/1994	1330	5,823	AAC	78	Satisfactory	54%	46%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY M	TW M	TAXIWAY	1/1/1993	1325	37,698	AAC	80	Satisfactory	85%	0%	15%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY M	TW M	TAXIWAY	1/1/2005	1315	50,349	AAC	73	Satisfactory	95%	0%	5%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY M	TW M	TAXIWAY	1/1/2005	1305	139,286	AAC	77	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY M	TW M	TAXIWAY	1/1/2015	1303	18,771	AC	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY L	TW L	TAXIWAY	1/1/2005	1215	24,158	AAC	64	Fair	89%	0%	11%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY L	TW L	TAXIWAY	1/1/2005	1205	15,847	AAC	66	Fair	88%	0%	12%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY L	TW L	TAXIWAY	1/1/2015	1203	40,017	AC	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY K	TW K	TAXIWAY	1/1/1994	1125	8,669	AAC	71	Satisfactory	100%	0%	0%

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TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY K	TW K	TAXIWAY	1/1/1992	1120	9,455	AAC	68	Fair	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY K	TW K	TAXIWAY	1/1/2015	1115	39,535	AC	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY K	TW K	TAXIWAY	1/1/2005	1110	38,360	AAC	72	Satisfactory	99%	0%	1%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY K	TW K	TAXIWAY	1/1/2005	1105	20,243	AAC	76	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY J	TW J	TAXIWAY	7/1/2003	1015	62,931	AC	90	Good	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY J	TW J	TAXIWAY	1/1/2003	1005	50,141	AC	89	Good	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY H	TW H	TAXIWAY	1/1/2005	805	33,713	AAC	75	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY G	TW G	TAXIWAY	1/1/2005	705	41,349	AAC	77	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY F	TW F	TAXIWAY	1/1/2005	610	34,544	AAC	73	Satisfactory	76%	0%	24%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY F	TW F	TAXIWAY	1/1/2005	605	95,681	AAC	75	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY E	TW E	TAXIWAY	1/1/2005	510	31,280	AAC	72	Satisfactory	93%	0%	7%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY E	TW E	TAXIWAY	1/1/2005	505	43,771	AAC	71	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY D	TW D	TAXIWAY	1/1/2005	405	43,815	AAC	75	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY C	TW C	TAXIWAY	1/1/2005	310	34,234	AAC	73	Satisfactory	95%	0%	5%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY C	TW C	TAXIWAY	1/1/2005	305	21,275	AAC	73	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY B	TW B	TAXIWAY	1/1/2005	205	32,330	AAC	75	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY A1	TW A1	TAXIWAY	10/1/2012	135	40,207	AC	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	10/1/2012	130	23,563	AC	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY A2	TW A2	TAXIWAY	1/1/2005	125	42,262	AAC	76	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/2005	105	465,786	AAC	74	Satisfactory	96%	0%	4%
TLH	PR	TALLAHASSEE REGIONAL AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	10/1/2012	103	62,325	AC	100	Good	0%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
X13	GA	CARRABELLE-THOMPSON AIRPORT	3	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1991	6105	302,918	AAC	60	Fair	98%	0%	2%
X13	GA	CARRABELLE-THOMPSON AIRPORT	3	APRONS	AP	APRON	1/1/2004	4120	10,671	AC	64	Fair	100%	0%	0%
X13	GA	CARRABELLE-THOMPSON AIRPORT	3	APRONS	AP	APRON	1/1/1995	4115	53,984	AC	72	Satisfactory	71%	0%	29%
X13	GA	CARRABELLE-THOMPSON AIRPORT	3	APRONS	AP	APRON	1/1/1991	4110	8,569	AAC	59	Fair	90%	0%	10%
X13	GA	CARRABELLE-THOMPSON AIRPORT	3	APRONS	AP	APRON	1/1/1991	4105	7,500	AAC	54	Poor	54%	0%	46%
X13	GA	CARRABELLE-THOMPSON AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/1995	105	9,699	AC	51	Poor	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6112	17,500	AAC	97	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6111	36,350	AAC	86	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6110	260,000	AAC	97	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6107	35,000	AAC	95	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6106	72,700	AAC	96	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6105	520,000	AAC	95	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	RUN-UP APRONS	AP RU	APRON	1/1/2010	5115	11,787	AC	87	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	RUN-UP APRONS	AP RU	APRON	1/1/2010	5110	24,879	AAC	95	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	RUN-UP APRONS	AP RU	APRON	1/1/2010	5105	26,544	AAC	87	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	CONNECTOR TAXIWAY TO AP	TW CONN	TAXIWAY	1/1/2010	260	3,165	AAC	94	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	CONNECTOR TAXIWAY TO AP	TW CONN	TAXIWAY	1/1/2010	250	4,078	AAC	97	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	CONNECTOR TAXIWAY TO AP	TW CONN	TAXIWAY	1/1/2010	240	4,073	AAC	96	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	CONNECTOR TAXIWAY TO AP	TW CONN	TAXIWAY	1/1/2010	230	4,056	AAC	95	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	CONNECTOR TAXIWAY TO AP	TW CONN	TAXIWAY	1/1/2010	225	2,723	AAC	91	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	CONNECTOR TAXIWAY TO AP	TW CONN	TAXIWAY	1/1/2010	221	3,548	AAC	93	Good	100%	0%	0%

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BCT	RL	BOCA RATON AIRPORT	4	CONNECTOR TAXIWAY TO AP	TW CONN	TAXIWAY	1/1/2010	220	3,501	AAC	92	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2010	131	12,673	AAC	89	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2010	130	7,946	AAC	93	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2010	125	9,396	AAC	97	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2010	120	7,946	AAC	97	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2010	116	14,729	AC	74	Satisfactory	28%	0%	72%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2010	115	7,946	AAC	97	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2010	113	4,000	AAC	94	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2010	112	12,673	AAC	97	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	1/1/2010	111	7,946	AAC	92	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY G	TW G	TAXIWAY	1/1/2010	110	7,945	AAC	97	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2010	108	10,940	AAC	92	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2010	107	14,241	AAC	95	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2010	106	29,080	AAC	97	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2010	105	193,060	AAC	94	Good	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/1994	6205	329,838	AC	74	Satisfactory	97%	0%	3%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	RUNWAY 8R-26L	RW 8R-26L	RUNWAY	1/1/1994	6105	422,070	AC	73	Satisfactory	98%	0%	2%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	APRON RUN-UP	AP RU	APRON	1/1/1994	5110	27,136	AC	84	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	APRON RUN-UP	AP RU	APRON	1/1/1994	5105	27,416	AC	76	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	APRON T-HANGAR E	AP T-HANGE	APRON	1/1/1996	4420	77,198	AC	86	Good	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	APRON T-HANGAR E	AP T-HANGE	APRON	1/1/1996	4415	7,892	AC	73	Satisfactory	88%	0%	12%

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F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	APRON T-HANGAR N	AP T-HANGN	APRON	1/1/2010	4315	9,386	AC	94	Good	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	APRON T-HANGAR N	AP T-HANGN	APRON	1/1/2004	4310	19,855	AC	94	Good	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	APRON T-HANGAR N	AP T-HANGN	APRON	1/1/2004	4305	138,701	AC	91	Good	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	T-HANGAR APRON	AP T-HANG	APRON	1/1/1994	4205	87,823	AC	77	Satisfactory	86%	0%	14%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	NORTH APRON	AP N	APRON	1/1/1996	4120	172,695	AC	74	Satisfactory	74%	0%	26%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	NORTH APRON	AP N	APRON	1/1/1994	4115	8,250	PCC	80	Satisfactory	0%	91%	9%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	NORTH APRON	AP N	APRON	1/1/1994	4110	4,320	PCC	96	Good	0%	0%	100%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	NORTH APRON	AP N	APRON	1/1/1994	4105	657,596	AC	76	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	TAXIWAY R	TW R	TAXIWAY	1/1/1994	1805	14,861	AC	74	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	TAXIWAY Q	TW Q	TAXIWAY	1/1/1994	1705	9,384	AC	88	Good	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	TAXIWAY P	TW P	TAXIWAY	1/1/1994	1605	10,265	AC	81	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	TAXIWAY O	TW O	TAXIWAY	1/1/1994	1505	10,654	AC	79	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	TAXIWAY N	TW N	TAXIWAY	1/1/1994	1405	10,756	AC	82	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	TAXIWAY M	TW M	TAXIWAY	1/1/1994	1305	10,520	AC	80	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	TAXIWAY L	TW L	TAXIWAY	1/1/1994	1205	9,384	AC	82	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	TAXIWAY K	TW K	TAXIWAY	1/1/1994	1115	12,183	AC	86	Good	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	TAXIWAY K	TW K	TAXIWAY	1/1/1994	1110	11,576	AC	83	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	TAXIWAY K	TW K	TAXIWAY	1/1/1994	1105	158,522	AC	79	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	TAXIWAY J	TW J	TAXIWAY	1/1/1994	1010	6,812	AC	66	Fair	97%	0%	3%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	TAXIWAY J	TW J	TAXIWAY	1/1/1994	1005	8,967	AC	79	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	TAXIWAY H	TW H	TAXIWAY	1/1/2004	805	7,977	AC	91	Good	100%	0%	0%

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F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	TAXIWAY G1	TW G1	TAXIWAY	1/1/2004	705	14,293	AC	87	Good	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	TAXIWAY F	TW F	TAXIWAY	1/1/1994	615	6,198	AC	71	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	TAXIWAY F	TW F	TAXIWAY	1/1/1994	610	22,478	AC	77	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	TAXIWAY F	TW F	TAXIWAY	1/1/1994	605	166,311	AC	76	Satisfactory	94%	0%	6%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	TAXIWAY E	TW E	TAXIWAY	1/1/1994	505	17,143	AC	87	Good	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	TAXIWAY D	TW D	TAXIWAY	1/1/2014	415	52,424	AC	100	Good	0%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	TAXIWAY D	TW D	TAXIWAY	1/1/1996	410	21,306	AC	92	Good	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	TAXIWAY D	TW D	TAXIWAY	1/1/1994	405	14,861	AC	77	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION	4	TAXIWAY C	TW C	TAXIWAY	1/1/2004	305	44,337	AC	91	Good	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	1/2/2005	6170	100,000	AAC	81	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	1/2/2005	6165	50,000	AAC	67	Fair	98%	0%	2%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	1/2/2005	6160	30,000	AAC	70	Fair	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	1/2/2005	6155	15,000	AAC	54	Poor	70%	30%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	1/2/2005	6150	450,000	AAC	75	Satisfactory	84%	14%	2%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	1/2/2005	6145	225,000	AAC	64	Fair	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	1/2/2005	6140	80,000	AAC	77	Satisfactory	96%	0%	4%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	1/2/2005	6135	40,000	AAC	41	Poor	59%	41%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	1/2/2005	6130	150,000	AAC	86	Good	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	1/2/2005	6125	75,000	AAC	65	Fair	82%	18%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	1/2/2005	6120	40,000	AAC	88	Good	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	1/2/2005	6115	20,000	AAC	67	Fair	100%	0%	0%

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FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	1/2/2005	6110	50,000	AAC	68	Fair	93%	0%	7%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	1/2/2005	6105	25,000	AAC	69	Fair	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUN-UP APRON AT RW 28R	AP RU 28R	APRON	1/1/2010	5211	29,850	AAC	79	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUN-UP APRON AT RW 28R	AP RU 28R	APRON	1/1/2001	5210	47,968	AC	56	Fair	98%	0%	2%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUN-UP APRON AT RW 10L	AP RU 10L	APRON	1/1/2007	5105	361,733	AC	80	Satisfactory	73%	0%	27%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	APRON CONCOURSE F	AP CC F	APRON	1/1/1987	4405	249,976	PCC	79	Satisfactory	0%	11%	89%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	APRON CONCOURSE E	AP CC E	APRON	1/1/1987	4305	335,372	PCC	83	Satisfactory	0%	6%	94%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	APRON CONCOURSE D	AP CC D	APRON	1/1/1987	4205	268,824	PCC	83	Satisfactory	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	1/1/2012	4090	115,247	AC	81	Satisfactory	75%	0%	25%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	1/1/2007	4085	305,393	AC	62	Fair	46%	28%	26%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	1/1/1999	4082	178,433	PCC	88	Good	12%	0%	88%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	1/1/1999	4080	517,246	PCC	84	Satisfactory	0%	5%	95%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	1/1/1999	4075	56,984	AC	65	Fair	69%	31%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	1/1/1996	4045	31,209	AC	50	Poor	97%	0%	3%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	1/1/1987	4040	22,667	AC	52	Poor	70%	30%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	1/2/2005	4025	117,040	AAC	60	Fair	78%	22%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	1/1/1987	4020	599,830	AC	59	Fair	72%	11%	17%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	1/1/2010	4011	795,200	AAC	80	Satisfactory	95%	0%	5%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	1/1/1987	4010	24,000	AC	55	Poor	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T5	TW T5	TAXIWAY	1/1/2009	2080	23,489	AAC	70	Fair	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T7	TW T7	TAXIWAY	1/1/1989	2070	23,071	AAC	51	Poor	96%	0%	4%

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FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T7	TW T7	TAXIWAY	1/1/2005	2065	10,151	AAC	55	Poor	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T7	TW T7	TAXIWAY	1/1/2005	2060	7,556	AAC	69	Fair	99%	0%	1%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T6	TW T6	TAXIWAY	1/1/1989	2055	30,276	AAC	27	Very Poor	43%	39%	18%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T6	TW T6	TAXIWAY	1/1/2005	2050	12,629	AAC	65	Fair	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T5	TW T5	TAXIWAY	1/1/2009	2045	41,056	AAC	75	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T4	TW T4	TAXIWAY	1/1/2009	2040	34,433	AAC	77	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T4	TW T4	TAXIWAY	1/1/2005	2035	18,295	AAC	61	Fair	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T3	TW T3	TAXIWAY	1/1/2009	2030	32,083	AAC	70	Fair	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T3	TW T3	TAXIWAY	1/1/2005	2025	20,841	AAC	54	Poor	57%	0%	43%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T2	TW T2	TAXIWAY	1/1/2005	2020	43,504	AAC	71	Satisfactory	97%	0%	3%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T	TW T	TAXIWAY	1/1/2005	2005	317,126	AAC	54	Poor	59%	28%	13%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY S	TW S	TAXIWAY	1/1/2009	1910	78,759	AAC	71	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY S	TW S	TAXIWAY	1/1/2011	1907	31,244	AC	67	Fair	61%	39%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY S	TW S	TAXIWAY	1/1/2009	1905	21,741	AAC	62	Fair	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	1/1/2012	1718	40,333	AAC	80	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	1/1/2009	1717	6,875	AAC	77	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	1/1/2012	1716	39,680	AAC	70	Fair	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	1/1/2009	1715	10,074	AAC	76	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	1/1/1989	1712	25,574	AAC	74	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	1/2/2005	1710	33,134	AAC	50	Poor	77%	23%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	1/2/2005	1707	37,554	AAC	76	Satisfactory	100%	0%	0%

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FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	1/2/2005	1705	20,683	AAC	66	Fair	88%	0%	12%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2015	1210	17,148	AC	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2011	1205	45,277	AC	82	Satisfactory	91%	0%	9%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2013	528	18,827	AAC	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2007	526	101,326	AC	73	Satisfactory	74%	0%	26%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/1981	525	96,413	AC	43	Poor	81%	19%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/1981	524	80,197	AC	50	Poor	97%	0%	3%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2010	522	17,700	AAC	88	Good	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/2/2005	515	39,265	AAC	71	Satisfactory	91%	0%	9%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/2/2005	510	64,727	AAC	53	Poor	57%	0%	43%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/2/2005	505	67,978	AAC	66	Fair	87%	0%	13%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/2014	442	49,104	AAC	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/1989	435	90,826	AAC	47	Poor	74%	24%	2%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2013	434	29,218	AAC	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2010	433	46,289	AAC	71	Satisfactory	64%	0%	36%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/2/2005	430	25,971	AAC	71	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/2/2005	425	35,200	AAC	61	Fair	72%	26%	2%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/1962	419	27,168	AC	66	Fair	83%	0%	17%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/2/2005	418	14,344	AAC	74	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	12/25/2013	350	52,106	AC	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2011	325	243,395	AC	69	Fair	57%	31%	12%

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FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2013	320	29,090	AAC	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2013	315	37,463	AAC	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2013	311	23,722	AAC	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2013	310	43,970	AAC	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	12/25/2013	307	230,768	AC	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	12/25/2013	305	109,902	AC	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B5	TW B5	TAXIWAY	12/25/2011	295	160,017	AC	81	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B8	TW B8	TAXIWAY	1/1/2007	290	69,246	AC	53	Poor	72%	28%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B7	TW B7	TAXIWAY	1/1/2005	287	21,148	AAC	52	Poor	80%	20%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B7	TW B7	TAXIWAY	1/2/2005	285	29,560	AAC	65	Fair	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B6	TW B6	TAXIWAY	1/1/2009	282	43,982	AAC	87	Good	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B6	TW B6	TAXIWAY	1/2/2005	280	59,122	AAC	52	Poor	80%	20%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B4	TW B4	TAXIWAY	1/1/2009	278	28,582	AAC	68	Fair	80%	0%	20%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B4	TW B4	TAXIWAY	1/2/2005	275	47,639	AAC	76	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B4	TW B4	TAXIWAY	1/1/2009	270	28,703	AAC	70	Fair	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B3	TW B3	TAXIWAY	12/25/2011	267	78,133	AC	72	Satisfactory	96%	0%	4%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B2	TW B2	TAXIWAY	1/2/2005	265	96,641	AAC	67	Fair	72%	0%	28%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B1	TW B1	TAXIWAY	1/2/2005	260	59,605	AAC	64	Fair	66%	0%	34%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/2/2005	255	94,191	AAC	64	Fair	76%	0%	24%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	12/25/2011	253	95,556	AC	77	Satisfactory	98%	0%	2%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/2/2005	252	28,353	AAC	55	Poor	100%	0%	0%

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FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2009	230	332,050	AAC	78	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2009	225	37,500	AAC	75	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2009	220	47,250	AAC	80	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/1989	218	21,183	AAC	79	Satisfactory	50%	0%	50%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2005	216	19,018	AAC	35	Very Poor	57%	37%	6%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/2/2005	215	23,665	AAC	50	Poor	35%	65%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/2/2005	210	124,875	AAC	64	Fair	65%	29%	6%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/2/2005	205	124,292	AAC	45	Poor	29%	50%	21%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A5	TW A5	TAXIWAY	1/2/2005	190	52,841	AAC	75	Satisfactory	70%	30%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A4	TW A4	TAXIWAY	12/25/2011	182	168,396	AC	81	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A1	TW A1	TAXIWAY	1/2/2005	175	34,416	AAC	66	Fair	84%	0%	16%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A1	TW A1	TAXIWAY	1/1/1989	170	2,699	AAC	51	Poor	94%	0%	6%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A1	TW A1	TAXIWAY	1/1/1989	165	11,628	AC	64	Fair	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	12/25/2011	162	105,420	AC	79	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/2/2005	160	17,000	AAC	71	Satisfactory	78%	0%	22%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/2/2005	157	86,076	AAC	65	Fair	64%	34%	2%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	12/25/1999	156	8,660	AC	65	Fair	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/2/2005	155	48,750	AAC	58	Fair	70%	27%	3%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	12/25/1999	146	12,252	AC	65	Fair	83%	0%	17%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	12/25/1999	144	7,095	AC	50	Poor	97%	0%	3%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	12/25/1999	143	11,216	AC	61	Fair	74%	0%	26%

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FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/2/2005	142	18,750	AAC	70	Fair	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	12/25/1999	141	10,988	AC	64	Fair	75%	0%	25%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/2/2005	140	126,300	AAC	70	Fair	96%	0%	4%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	12/25/1999	137	11,306	AC	76	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	12/25/1999	136	10,290	AC	72	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/2/2005	135	59,250	AAC	70	Fair	96%	0%	4%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	12/25/1999	133	11,769	AC	68	Fair	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	12/25/1999	132	10,294	AC	68	Fair	95%	0%	5%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/2/2005	130	118,200	AAC	67	Fair	93%	0%	7%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/2/2005	129	25,170	AAC	73	Satisfactory	93%	0%	7%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/2/2005	127	8,831	AAC	78	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	12/25/1999	126	17,589	AC	66	Fair	70%	0%	30%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/2/2005	125	41,306	AAC	62	Fair	95%	0%	5%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/2/2005	120	3,711	AAC	87	Good	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/1980	116	24,722	AC	91	Good	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/2/2005	115	4,524	AAC	82	Satisfactory	63%	0%	37%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/2/2005	112	31,339	AAC	65	Fair	76%	24%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/1989	110	56,494	AAC	42	Poor	74%	26%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/1989	105	144,501	AAC	59	Fair	50%	47%	3%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/2/2005	102	19,995	AAC	71	Satisfactory	100%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	Runway 10L-28R	RW 10L-28R	RUNWAY	1/1/2009	6305	300,150	AC	97	Good	100%	0%	0%

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FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2004	6205	485,366	AAC	65	Fair	73%	0%	27%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	1/1/2010	6130	19,400	AAC	94	Good	100%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	1/1/2010	6125	9,700	AAC	85	Satisfactory	100%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	1/1/2010	6120	150,000	AAC	94	Good	100%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	1/1/2010	6115	75,000	AAC	94	Good	100%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	1/1/2010	6110	480,000	AAC	96	Good	100%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	1/1/2010	6105	240,000	AAC	91	Good	100%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	RUN-UP APRON AT RW 10R	AP RU RW10	APRON	1/1/2011	5105	36,313	AAC	100	Good	0%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	EAST APRON	AP E	APRON	1/1/1984	4405	235,155	AC	65	Fair	73%	0%	27%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	SOUTHEAST APRON	AP SE	APRON	12/25/1999	4320	11,708	PCC	14	Serious	9%	91%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	SOUTHEAST APRON	AP SE	APRON	12/25/1999	4315	30,090	PCC	79	Satisfactory	46%	0%	54%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	SOUTHEAST APRON	AP SE	APRON	12/25/1999	4310	113,629	AC	65	Fair	92%	0%	8%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	SOUTHEAST APRON	AP SE	APRON	12/25/1999	4305	25,850	PCC	40	Very Poor	13%	60%	27%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	SOUTH APRON	AP S	APRON	1/1/2011	4240	148,369	AAC	90	Good	66%	0%	34%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	SOUTH APRON	AP S	APRON	1/1/2011	4230	2,832	AAC	100	Good	0%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	SOUTH APRON	AP S	APRON	1/1/2011	4225	21,002	AAC	71	Satisfactory	84%	0%	16%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	SOUTH APRON	AP S	APRON	1/1/2011	4220	26,542	AAC	71	Satisfactory	66%	0%	34%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	SOUTH APRON	AP S	APRON	1/1/1984	4215	31,907	AC	65	Fair	60%	0%	40%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	SOUTH APRON	AP S	APRON	1/1/2011	4212	57,702	AAC	100	Good	0%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	SOUTH APRON	AP S	APRON	1/1/2011	4210	96,595	AAC	100	Good	0%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	SOUTH APRON	AP S	APRON	1/1/1984	4205	128,080	AC	52	Poor	80%	0%	20%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/1942	4127	76,747	AC	40	Very Poor	79%	0%	21%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/1955	4125	150,502	AAC	41	Poor	98%	0%	2%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/1991	4120	54,083	AC	61	Fair	55%	0%	45%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/1991	4115	63,222	AC	82	Satisfactory	96%	0%	4%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/1942	4112	26,357	PCC	3	Failed	6%	89%	5%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/1991	4110	42,132	PCC	25	Serious	8%	37%	55%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/1991	4105	397,367	AC	68	Fair	55%	0%	45%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	Taxiway F4	TW F4	TAXIWAY	1/1/2009	830	13,620	AC	95	Good	100%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	Taxiway F3	TW F3	TAXIWAY	1/1/2009	825	15,165	AC	97	Good	100%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	Taxiway F2	TW F2	TAXIWAY	1/1/2009	820	15,165	AC	97	Good	100%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	Taxiway F1	TW F1	TAXIWAY	1/1/2009	815	13,620	AC	97	Good	100%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	Taxiway F	TW F	TAXIWAY	1/1/2009	810	140,070	AC	97	Good	100%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2007	615	164,640	AC	83	Satisfactory	100%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	9/1/2012	611	4,010	AAC	100	Good	0%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2004	610	9,607	AAC	83	Satisfactory	100%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY C5	TW C5	TAXIWAY	9/1/2012	607	7,772	AAC	100	Good	0%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2007	606	47,798	AC	83	Satisfactory	100%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/1942	605	80,130	AC	38	Very Poor	93%	0%	7%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY C1	TW C1	TAXIWAY	1/1/1984	505	50,575	AC	63	Fair	84%	0%	16%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY C7	TW C7	TAXIWAY	1/1/2011	447	4,775	AAC	100	Good	0%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY C7	TW C7	TAXIWAY	1/1/2004	445	13,484	AAC	69	Fair	56%	0%	44%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2004	435	36,276	AAC	76	Satisfactory	90%	0%	10%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY C8	TW C8	TAXIWAY	1/1/2011	432	11,375	AAC	100	Good	0%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY C8	TW C8	TAXIWAY	1/1/1988	430	19,723	AC	82	Satisfactory	100%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY C4	TW C4	TAXIWAY	1/1/2004	422	13,877	AAC	71	Satisfactory	72%	0%	28%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY C4	TW C4	TAXIWAY	9/1/2012	420	17,336	AAC	100	Good	0%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	9/1/2012	415	160,048	AAC	100	Good	0%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	9/1/2012	410	72,265	AAC	100	Good	0%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY C1	TW C1	TAXIWAY	1/1/2004	408	7,834	AAC	58	Fair	82%	0%	18%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY C1	TW C1	TAXIWAY	9/1/2012	405	12,577	AAC	100	Good	0%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/1942	315	100,658	AC	31	Very Poor	99%	0%	1%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2011	312	23,400	AAC	100	Good	0%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2004	311	16,042	AAC	61	Fair	73%	0%	27%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	9/1/2012	310	12,749	AAC	100	Good	0%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/1985	305	49,887	AAC	25	Serious	72%	0%	28%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY B2	TW B2	TAXIWAY	1/1/2011	260	3,606	AAC	100	Good	0%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY B3	TW B3	TAXIWAY	1/1/2011	250	3,606	AAC	100	Good	0%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2004	207	23,150	AC	77	Satisfactory	79%	0%	21%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2011	205	242,614	AAC	100	Good	0%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2011	203	6,786	AAC	67	Fair	59%	0%	41%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2011	151	8,386	AAC	89	Good	100%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2007	150	23,232	AC	88	Good	100%	0%	0%

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FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY A1	TW A1	TAXIWAY	1/1/2010	145	13,660	AAC	86	Good	100%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY A1	TW A1	TAXIWAY	1/1/2002	140	54,200	AC	89	Good	100%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY A3	TW A3	TAXIWAY	1/1/2011	130	31,703	AAC	100	Good	0%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY A2	TW A2	TAXIWAY	1/1/2011	120	30,422	AAC	100	Good	0%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2011	110	109,512	AAC	100	Good	0%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2011	106	140,774	AAC	100	Good	0%	0%	0%
FPR	GA	ST. LUCIE COUNTY INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/1942	105	86,955	AC	82	Satisfactory	98%	0%	2%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2007	6210	326,966	AAC	89	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2004	6205	58,940	AAC	72	Satisfactory	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2004	6105	600,176	AAC	75	Satisfactory	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	BANYAN APRON	AP BANYAN	APRON	1/1/1996	5910	12,036	AC	65	Fair	74%	0%	26%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	SHERIFF APRON	AP SHERIFF	APRON	1/1/1996	5905	27,393	AC	65	Fair	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	RUN-UP APRON AT RW 9	AP RU RW 9	APRON	1/1/2009	5805	35,246	AC	96	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	RUN-UP APRON AT RW 31	AP RU RW31	APRON	1/1/2010	5705	13,356	AAC	95	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	CUSTOMS APRON	AP CUSTOMS	APRON	1/1/2014	5605	65,754	AC	100	Good	0%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	HOLDING APRON AT TW A AND E	AP HTW A-E	APRON	1/1/2009	5505	32,963	AC	99	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	MAINTENANCE APRON	AP MAINT	APRON	1/1/2009	5405	51,583	AC	94	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	HOLDING APRON AT TWS A AND C	AP HTW A-C	APRON	1/1/2009	5305	33,360	AC	94	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	RUN-UP APRON AT RW 27	AP RU RW27	APRON	1/1/1998	5205	29,849	AC	87	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	RUN-UP APRON AT RW 13	AP RU RW13	APRON	1/1/1997	5105	16,287	AAC	72	Satisfactory	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY S3	TW S3	TAXIWAY	1/1/1999	1965	35,933	AC	68	Fair	100%	0%	0%

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FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY S3	TW S3	TAXIWAY	1/1/1999	1960	5,705	AC	69	Fair	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY S1	TW S1	TAXIWAY	1/1/1999	1950	4,893	AC	40	Very Poor	79%	0%	21%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY S	TW S	TAXIWAY	1/1/1999	1915	18,149	AC	70	Fair	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY S	TW S	TAXIWAY	1/1/1999	1910	12,954	AC	66	Fair	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY S	TW S	TAXIWAY	1/1/2004	1905	18,547	AAC	79	Satisfactory	84%	0%	16%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	1/1/1999	1805	22,393	AC	85	Satisfactory	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	1/1/1997	1715	4,966	AC	49	Poor	82%	0%	18%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	1/1/1999	1710	12,159	AC	66	Fair	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	1/1/2009	1707	25,258	AC	99	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	1/1/2004	1705	18,840	AAC	85	Satisfactory	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2004	1610	13,106	AAC	77	Satisfactory	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/1997	1605	10,510	AC	82	Satisfactory	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/2010	1435	15,505	AAC	95	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/2010	1430	10,422	AC	95	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/2007	1425	23,960	AAC	73	Satisfactory	58%	0%	42%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/1984	1420	20,752	AAC	61	Fair	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/1984	1415	22,559	AC	80	Satisfactory	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/2009	1410	17,688	AAC	93	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/2004	1405	47,395	AAC	86	Good	94%	0%	6%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY M	TW M	TAXIWAY	1/1/1984	1320	19,869	AC	62	Fair	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY M	TW M	TAXIWAY	1/1/1984	1315	36,492	AC	85	Satisfactory	100%	0%	0%

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FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY M	TW M	TAXIWAY	1/1/2010	1310	14,836	AC	88	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2004	1210	12,479	AAC	84	Satisfactory	89%	0%	11%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/1995	1206	53,506	AC	73	Satisfactory	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY J	TW J	TAXIWAY	1/1/2009	1010	12,205	AC	91	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY J	TW J	TAXIWAY	1/1/2004	1005	12,257	AC	79	Satisfactory	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	1/1/1997	810	3,889	AC	59	Fair	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	1/1/2004	809	12,754	AC	69	Fair	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	1/1/2009	807	17,154	AC	99	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	1/1/2004	805	16,956	AC	76	Satisfactory	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY G8	TW G8	TAXIWAY	1/1/2014	745	3,448	AC	100	Good	0%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY G7	TW G7	TAXIWAY	1/1/2014	740	6,473	AC	100	Good	0%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY G	TW G	TAXIWAY	1/1/2014	725	75,450	AC	100	Good	0%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY G	TW G	TAXIWAY	1/1/1984	723	70,261	AC	69	Fair	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY G	TW G	TAXIWAY	1/1/1996	720	19,405	AAC	77	Satisfactory	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY G	TW G	TAXIWAY	1/1/2009	710	27,605	AC	95	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY G	TW G	TAXIWAY	1/1/2004	705	28,945	AAC	87	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY F5	TW F5	TAXIWAY	1/1/1996	630	25,103	AAC	69	Fair	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY F9	TW F9	TAXIWAY	1/1/1999	625	19,175	AC	79	Satisfactory	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/1998	620	48,590	AC	82	Satisfactory	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2012	610	12,000	AAC	100	Good	0%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/1998	607	97,967	AAC	69	Fair	100%	0%	0%

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FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/1996	605	131,593	AAC	59	Fair	68%	32%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/1998	602	17,635	AC	63	Fair	61%	39%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY E2	TW E2	TAXIWAY	1/1/1997	580	5,457	AAC	69	Fair	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY E1	TW E1	TAXIWAY	1/1/2009	575	29,392	AC	78	Satisfactory	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	5/1/2012	535	14,076	AAC	100	Good	0%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2008	530	102,677	AC	73	Satisfactory	99%	0%	1%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2007	525	27,187	AC	89	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2010	523	17,925	AAC	100	Good	0%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/1997	520	107,644	AAC	55	Poor	75%	25%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2009	505	25,381	AAC	86	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2004	502	9,176	AAC	74	Satisfactory	96%	0%	4%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY D1	TW D1	TAXIWAY	9/1/2012	450	40,299	AAC	100	Good	0%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2012	415	46,116	AAC	100	Good	0%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/1978	414	20,834	AC	37	Very Poor	47%	53%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2009	412	15,860	AC	89	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/1978	410	20,952	AAC	85	Satisfactory	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2012	405	31,978	AAC	100	Good	0%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	HANGAR TAXIWAY 8	TW HANG 8	TAXIWAY	1/1/1996	395	3,487	AC	65	Fair	90%	0%	10%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	HANGAR TAXIWAY 7	TW HANG 7	TAXIWAY	1/1/1996	390	4,036	AC	65	Fair	74%	0%	26%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	HANGAR TAXIWAY 6	TW HANG 6	TAXIWAY	1/1/1996	385	3,313	AC	71	Satisfactory	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	HANGAR TAXIWAY 5	TW HANG 5	TAXIWAY	1/1/1996	380	4,804	AC	90	Good	100%	0%	0%

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FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	HANGAR TAXIWAY 4	TW HANG 4	TAXIWAY	1/1/1996	375	2,475	AC	70	Fair	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	HANGAR TAXIWAY 3	TW HANG 3	TAXIWAY	1/1/1996	370	2,921	AC	70	Fair	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	HANGAR TAXIWAY 2	TW HANG 2	TAXIWAY	1/1/1996	365	2,420	AC	70	Fair	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	HANGAR TAXIWAY 1	TW HANG 1	TAXIWAY	1/1/1996	360	3,353	AC	70	Fair	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY C4	TW C4	TAXIWAY	1/1/2012	350	12,351	AAC	100	Good	0%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2004	335	9,722	AAC	80	Satisfactory	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2009	325	21,111	AAC	86	Good	91%	0%	9%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2012	323	72,907	AAC	100	Good	0%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	10/31/2012	321	26,633	AAC	100	Good	0%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/1997	320	16,888	AAC	94	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2009	315	27,629	AAC	91	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/1996	305	64,814	AAC	61	Fair	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY B5	TW B5	TAXIWAY	1/1/2010	290	4,092	AAC	90	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY B4	TW B4	TAXIWAY	1/1/2010	280	16,439	AAC	85	Satisfactory	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY B3	TW B3	TAXIWAY	1/1/2010	270	15,502	AAC	93	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY B2	TW B2	TAXIWAY	1/1/2010	260	15,526	AC	93	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY B1	TW B1	TAXIWAY	1/1/2010	250	17,976	AAC	95	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2007	220	11,274	AAC	90	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2010	217	24,547	AAC	89	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2010	215	146,128	AC	95	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2010	212	13,392	AC	88	Good	41%	0%	59%

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FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/1978	210	37,175	AAC	75	Satisfactory	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/1997	205	30,840	AAC	75	Satisfactory	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2009	110	148,870	AAC	97	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2009	107	37,997	AAC	96	Good	100%	0%	0%
FXE	RL	FT. LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2009	105	109,575	AAC	98	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	3/1/2007	6420	15,768	AAC	94	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	1/1/1996	6405	300,092	AAC	87	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	RUNWAY 01R-19L	RW 01R-19L	RUNWAY	1/1/2013	6305	314,367	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	1/1/2012	6205	314,433	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	RUNWAY 01L-19R	RW 01L-19R	RUNWAY	3/1/2007	6120	30,000	AAC	92	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	RUNWAY 01L-19R	RW 01L-19R	RUNWAY	3/1/2007	6105	304,977	AAC	97	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	SOUTH GA APRON	AP SOUTH	APRON	1/1/1968	4110	84,000	PCC	58	Fair	19%	41%	40%
HWO	RL	NORTH PERRY AIRPORT	4	SOUTH GA APRON	AP SOUTH	APRON	1/1/1968	4105	262,735	AC	45	Poor	99%	0%	1%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2012	2115	7,846	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2014	2110	11,696	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2001	2105	11,085	AC	88	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY M	TW M	TAXIWAY	1/1/1996	2025	18,657	AC	65	Fair	98%	0%	2%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY M1	TW M1	TAXIWAY	1/1/1996	2020	7,027	AC	81	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/1996	2015	8,656	AC	74	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY M	TW M	TAXIWAY	1/1/1996	2010	100,668	AC	81	Satisfactory	66%	0%	34%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY M	TW M	TAXIWAY	1/1/1968	2005	17,244	AC	76	Satisfactory	44%	0%	56%

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HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY B1	TW B1	TAXIWAY	1/1/2008	1905	18,259	AAC	83	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	1/1/1996	1810	9,119	AAC	86	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	1/1/2008	1807	12,670	AAC	85	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	1/1/1996	1805	41,358	AAC	43	Poor	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	3/1/2007	1803	13,261	AAC	82	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY D2	TW D2	TAXIWAY	1/1/2013	1715	8,532	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY D2	TW D2	TAXIWAY	1/1/1968	1710	11,506	AC	88	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2012	1635	10,536	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/1996	1630	7,775	AC	73	Satisfactory	71%	0%	29%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P2	TW P2	TAXIWAY	1/1/2012	1627	5,830	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P2	TW P2	TAXIWAY	1/1/1996	1625	4,434	AC	76	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2012	1623	4,223	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/1996	1620	4,433	AC	71	Satisfactory	86%	0%	14%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/1996	1615	53,064	AC	58	Fair	75%	0%	25%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/1968	1610	7,959	AAC	81	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2008	1607	6,888	AAC	90	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/1989	1605	36,901	AC	79	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/2012	1420	10,332	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/2014	1415	6,564	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/2014	1405	116,601	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY D1	TW D1	TAXIWAY	1/1/2013	1315	9,200	AAC	100	Good	0%	0%	0%

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HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY D1	TW D1	TAXIWAY	3/1/2007	1310	11,604	AAC	93	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	3/1/2007	1225	11,466	AAC	90	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	3/1/2007	1220	4,047	AAC	89	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	3/1/2007	1215	16,883	AAC	90	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	3/1/2007	1210	16,704	AAC	85	Satisfactory	98%	0%	2%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	3/1/2007	1205	119,506	AAC	95	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY J	TW J	TAXIWAY	1/1/1968	1110	58,977	AAC	13	Serious	83%	17%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY J	TW J	TAXIWAY	1/1/1996	1109	19,913	AAC	82	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY L3	TW L3	TAXIWAY	3/1/2007	1105	19,105	AAC	80	Satisfactory	63%	0%	37%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY M3	TW M3	TAXIWAY	1/1/1996	1102	11,092	AAC	82	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY L2	TW L2	TAXIWAY	3/1/2007	1005	18,386	AAC	87	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY L1	TW L1	TAXIWAY	3/1/2007	805	9,896	AAC	80	Satisfactory	61%	0%	39%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY N2	TW N2	TAXIWAY	1/1/2014	710	4,477	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY N2	TW N2	TAXIWAY	1/1/2012	705	7,030	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2013	630	17,228	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2003	620	46,724	AC	85	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2003	610	36,817	AC	85	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2012	607	4,153	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2014	605	3,890	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/1996	506	8,043	AC	76	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	3/1/2007	505	8,843	AAC	75	Satisfactory	50%	0%	50%

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HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	3/1/2007	415	16,851	AAC	84	Satisfactory	49%	0%	51%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2014	410	3,793	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2012	407	4,553	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2012	406	5,073	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	3/1/2007	405	104,327	AAC	95	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/1996	403	9,097	AC	79	Satisfactory	95%	0%	5%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY N1	TW N1	TAXIWAY	1/1/2014	315	3,573	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY N1	TW N1	TAXIWAY	1/1/2012	310	6,900	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P1	TW P1	TAXIWAY	1/1/2012	307	6,184	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P1	TW P1	TAXIWAY	1/1/1989	305	3,610	AC	80	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2008	215	16,260	AAC	85	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2012	210	8,346	AAC	100	Good	0%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2008	205	129,915	AAC	92	Good	97%	0%	3%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	RUNWAY 3-21	RW 3-21	RUNWAY	1/1/1965	6310	6,150	AC	37	Very Poor	88%	0%	12%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	RUNWAY 3-21	RW 3-21	RUNWAY	1/1/1993	6305	228,640	AC	77	Satisfactory	97%	0%	3%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2012	6215	315,000	AAC	100	Good	0%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2012	6205	27,600	AAC	100	Good	0%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	RUNWAY 9-27	RW 9-27	RUNWAY	6/1/2007	6105	248,513	AC	85	Satisfactory	98%	0%	2%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	RUN-UP APRON AT RW 15	AP RU RW15	APRON	1/1/1993	4305	6,377	AC	65	Fair	100%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	RUN-UP APRON AT RW 9	AP RU RW 9	APRON	1/1/2012	4205	30,821	AC	100	Good	0%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	GA APRON	AP GA	APRON	1/1/2012	4120	135,640	AAC	100	Good	0%	0%	0%

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LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	GA APRON	AP GA	APRON	1/1/1985	4115	167,010	AAC	63	Fair	86%	0%	14%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	GA APRON	AP GA	APRON	1/1/1985	4105	577,594	AC	69	Fair	88%	0%	12%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	6/1/2007	310	110,651	AC	83	Satisfactory	100%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY B1	TW B1	TAXIWAY	1/1/2012	223	5,529	AAC	100	Good	0%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY B1	TW B1	TAXIWAY	1/1/1993	220	4,124	AC	93	Good	68%	0%	32%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2012	217	5,087	AAC	100	Good	0%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/1993	215	3,442	AC	78	Satisfactory	100%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2012	210	11,845	AAC	100	Good	0%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/1993	205	103,940	AC	80	Satisfactory	100%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2012	125	10,891	AAC	100	Good	0%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/1964	120	3,838	AC	87	Good	42%	0%	58%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	6/1/2007	115	12,354	AC	87	Good	81%	0%	19%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2012	105	165,138	AC	100	Good	0%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2007	103	16,849	AAC	81	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2010	6320	103,713	AAC	91	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2010	6315	207,426	AAC	88	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2010	6310	231,748	AAC	88	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2010	6305	463,497	AAC	87	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	1/1/2008	6215	13,125	AAC	94	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	1/1/1989	6210	200,660	AAC	74	Satisfactory	90%	0%	10%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	1/1/1993	6205	14,075	AAC	64	Fair	80%	0%	20%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	1/1/2008	6202	13,125	AAC	91	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	1/1/2012	6110	500,411	AAC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	1/1/2012	6105	1,000,821	AAC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	RUN-UP APRON BETWEEN TW A & C	AP RU	APRON	1/1/1995	5105	143,560	AC	51	Poor	65%	0%	35%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SE GA APRON	AP SE GA	APRON	1/1/2011	4530	58,394	AAC	95	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SE GA APRON	AP SE GA	APRON	1/1/2005	4525	104,360	APC	71	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SE GA APRON	AP SE GA	APRON	1/1/1989	4522	54,288	PCC	21	Serious	8%	39%	53%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SE GA APRON	AP SE GA	APRON	12/25/1999	4520	96,728	AC	57	Fair	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SE GA APRON	AP SE GA	APRON	1/1/1993	4515	36,875	PCC	32	Very Poor	9%	26%	65%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SE GA APRON	AP SE GA	APRON	1/1/1998	4510	173,408	PCC	29	Very Poor	7%	69%	24%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SE GA APRON	AP SE GA	APRON	1/1/1999	4505	625,758	PCC	93	Good	24%	0%	76%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SE GA APRON	AP SE GA	APRON	1/1/1995	4502	123,034	APC	49	Poor	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SOUTH APRON	AP S	APRON	1/1/1991	4430	5,362	AC	71	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SOUTH APRON	AP S	APRON	1/1/1991	4420	11,258	AC	73	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SOUTH APRON	AP S	APRON	1/1/1991	4410	289,502	AC	62	Fair	95%	0%	5%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SW GA APRON	AP SW GA	APRON	12/25/1995	4315	20,000	APC	13	Serious	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SW GA APRON	AP SW GA	APRON	1/1/2001	4310	70,781	APC	42	Poor	98%	0%	2%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SW GA APRON	AP SW GA	APRON	1/1/1943	4307	34,461	PCC	1	Failed	6%	85%	9%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SW GA APRON	AP SW GA	APRON	1/1/1999	4305	1,091,816	AAC	62	Fair	74%	0%	26%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	CARGO APRON	AP CARGO	APRON	1/1/2009	4220	56,750	PCC	97	Good	0%	0%	100%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	CARGO APRON	AP CARGO	APRON	1/1/2009	4215	12,250	AC	96	Good	100%	0%	0%

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PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	CARGO APRON	AP CARGO	APRON	1/1/1999	4210	107,118	AC	72	Satisfactory	97%	0%	3%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	CARGO APRON	AP CARGO	APRON	1/1/1999	4205	122,000	PCC	38	Very Poor	2%	76%	22%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/2009	4165	55,566	AAC	80	Satisfactory	96%	0%	4%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/2009	4160	63,255	AAC	77	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/1965	4155	125,928	AC	27	Very Poor	90%	4%	6%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/1965	4150	163,437	PCC	47	Poor	3%	43%	54%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/1987	4145	236,467	AC	41	Poor	82%	0%	18%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/1987	4140	101,751	PCC	74	Satisfactory	7%	24%	69%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/1987	4135	82,283	AC	40	Very Poor	83%	0%	17%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/1987	4130	134,443	AC	54	Poor	84%	0%	16%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/1987	4125	382,714	PCC	80	Satisfactory	7%	25%	68%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/2008	4120	774,045	AAC	90	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/1987	4115	419,303	PCC	84	Satisfactory	11%	7%	82%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/1987	4110	351,727	AC	45	Poor	79%	0%	21%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/1987	4105	191,226	AC	20	Serious	78%	0%	22%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/2011	4104	17,411	AC	91	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/2011	4103	128,100	PCC	96	Good	0%	0%	100%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY TANGO	TW T	TAXIWAY	1/1/2010	2115	12,220	AC	94	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY TANGO	TW T	TAXIWAY	1/1/2010	2110	3,577	AC	94	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY TANGO	TW T	TAXIWAY	1/1/2010	2105	92,279	AC	91	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY S	TW S	TAXIWAY	1/1/2005	1910	21,896	AAC	78	Satisfactory	100%	0%	0%

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PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY S	TW S	TAXIWAY	1/1/2012	1907	12,223	AAC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY S	TW S	TAXIWAY	1/1/1993	1905	8,021	AC	71	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	1/1/1993	1870	11,699	AC	56	Fair	73%	0%	27%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	1/1/1989	1860	6,030	AAC	80	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	1/1/1989	1855	4,386	AC	68	Fair	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	1/1/1989	1850	6,567	AAC	76	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	1/1/1989	1840	5,642	AAC	69	Fair	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	1/1/1989	1830	5,642	AAC	57	Fair	96%	0%	4%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	1/1/1993	1820	21,358	AC	73	Satisfactory	84%	0%	16%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	1/1/1968	1810	160,215	AC	30	Very Poor	84%	0%	16%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	1/1/1968	1805	109,651	AC	50	Poor	52%	48%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	1/1/1993	1802	17,806	AC	64	Fair	68%	0%	32%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/2012	1410	7,555	AAC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/1977	1405	20,554	AC	51	Poor	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY M	TW M	TAXIWAY	1/1/1987	1355	131,178	AC	48	Poor	95%	0%	5%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY M	TW M	TAXIWAY	1/1/1987	1351	68,492	AC	68	Fair	75%	0%	25%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY M	TW M	TAXIWAY	1/1/1987	1350	88,231	AC	69	Fair	64%	0%	36%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY M	TW M	TAXIWAY	1/1/1993	1320	76,878	AC	62	Fair	73%	0%	27%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY M	TW M	TAXIWAY	1/1/1987	1310	30,200	AC	56	Fair	72%	0%	28%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY K	TW K	TAXIWAY	1/1/2012	1107	16,079	AAC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY K	TW K	TAXIWAY	1/1/1993	1105	44,577	AC	68	Fair	96%	0%	4%

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PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2011	1095	18,071	AAC	81	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2012	1090	15,319	AAC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2012	1085	30,169	AAC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2001	1080	31,205	AC	76	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2011	1075	44,085	AAC	97	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2012	1070	111,418	AC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2012	1065	60,344	AC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2012	1060	64,222	AC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2012	1055	66,993	AC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2012	1045	60,450	AC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2005	1040	23,384	AC	94	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2005	1030	18,415	AC	89	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2012	1025	47,670	AAC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2005	1020	13,956	AC	90	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2012	1010	23,886	AAC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	8/18/2005	1005	231,869	AC	91	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	1/1/1987	835	11,285	AC	39	Very Poor	72%	0%	28%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	1/1/1987	830	23,068	AC	63	Fair	83%	0%	17%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	1/1/2012	823	27,284	AAC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	1/1/1987	820	11,343	AC	60	Fair	97%	0%	3%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	1/1/2012	815	24,793	AAC	100	Good	0%	0%	0%

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PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	1/1/1987	810	96,357	AAC	62	Fair	98%	0%	2%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	1/1/1993	805	24,318	AC	71	Satisfactory	86%	0%	14%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY G	TW G	TAXIWAY	1/1/1987	720	61,336	AC	57	Fair	75%	11%	14%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY G	TW G	TAXIWAY	1/1/2012	713	63,240	AAC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY G	TW G	TAXIWAY	1/1/1993	710	26,223	AAC	78	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2009	655	33,394	AC	90	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2009	650	63,404	AC	91	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2009	645	32,086	AC	88	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2009	642	23,550	AC	94	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2009	640	139,389	AC	94	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/1983	632	9,566	AC	43	Poor	71%	0%	29%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/1978	630	21,542	AC	29	Very Poor	91%	0%	9%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2012	613	36,665	AAC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/1999	610	30,269	AAC	59	Fair	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/1983	605	204,484	AC	53	Poor	80%	0%	20%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2012	603	356,001	AAC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2012	535	22,500	AAC	95	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/1995	509	94,013	AC	33	Very Poor	73%	27%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/1995	502	67,339	AAC	58	Fair	91%	0%	9%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/1978	501	15,998	AAC	52	Poor	82%	0%	18%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/1986	420	36,938	AC	54	Poor	76%	14%	10%

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PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2010	411	94,513	AC	82	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2012	407	20,943	AAC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/1978	405	103,139	AAC	57	Fair	98%	0%	2%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2012	365	35,084	AAC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2012	363	36,739	AAC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2001	360	84,630	AAC	70	Fair	98%	0%	2%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2012	358	25,028	AAC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/1978	355	10,974	AAC	60	Fair	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2008	350	52,239	AAC	70	Fair	85%	0%	15%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2012	340	95,233	AAC	97	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2012	333	26,094	AAC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/1999	330	7,655	AAC	52	Poor	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/1978	325	380,575	AAC	62	Fair	79%	0%	21%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2010	314	17,797	AAC	91	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2010	312	34,281	AAC	90	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/1999	310	183,688	AAC	69	Fair	97%	0%	3%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2012	308	30,862	AAC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/1999	305	19,351	AAC	63	Fair	84%	0%	16%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2012	303	30,106	AAC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2012	302	39,033	AAC	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2003	301	115,678	AC	68	Fair	67%	0%	33%

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PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2011	235	32,479	AAC	87	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2009	230	28,602	AAC	81	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/1987	225	40,559	AC	60	Fair	94%	0%	6%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/1993	220	123,136	AC	51	Poor	69%	14%	17%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/1978	215	70,883	AAC	63	Fair	77%	0%	23%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/1978	210	118,057	AAC	47	Poor	80%	0%	20%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/1978	205	88,749	AAC	53	Poor	79%	0%	21%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2009	125	98,076	AAC	91	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2009	120	30,335	AAC	84	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/1988	110	85,741	AC	56	Fair	77%	0%	23%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/1987	105	104,366	AC	59	Fair	78%	0%	22%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2003	103	128,712	AC	83	Satisfactory	100%	0%	0%
PHK	GA	PALM BEACH COUNTY GLADES AIRPORT	4	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/1999	6110	263,794	AAC	63	Fair	78%	0%	22%
PHK	GA	PALM BEACH COUNTY GLADES AIRPORT	4	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/1999	6105	45,000	AAC	68	Fair	80%	0%	20%
PHK	GA	PALM BEACH COUNTY GLADES AIRPORT	4	APRON AT T-HANGARS	AP T-HANG	APRON	12/25/1999	4205	17,777	AC	85	Satisfactory	100%	0%	0%
PHK	GA	PALM BEACH COUNTY GLADES AIRPORT	4	APRON	AP	APRON	1/1/2013	4105	183,075	AAC	100	Good	0%	0%	0%
PHK	GA	PALM BEACH COUNTY GLADES AIRPORT	4	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1999	130	9,646	AC	89	Good	100%	0%	0%
PHK	GA	PALM BEACH COUNTY GLADES AIRPORT	4	TAXIWAY ECHO	TW E	TAXIWAY	1/1/1999	125	8,846	AC	76	Satisfactory	100%	0%	0%
PHK	GA	PALM BEACH COUNTY GLADES AIRPORT	4	TAXIWAY CHARLIE	TW C	TAXIWAY	1/1/1999	120	8,846	AC	91	Good	100%	0%	0%
PHK	GA	PALM BEACH COUNTY GLADES AIRPORT	4	TAXIWAY BRAVO	TW B	TAXIWAY	1/1/1999	115	8,846	AC	83	Satisfactory	100%	0%	0%
PHK	GA	PALM BEACH COUNTY GLADES AIRPORT	4	TAXIWAY DELTA	TW D	TAXIWAY	1/1/1999	110	11,359	AC	65	Fair	48%	0%	52%

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PHK	GA	PALM BEACH COUNTY GLADES AIRPORT	4	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1999	105	155,579	AC	88	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNWAY 15-33	RW 15-33	RUNWAY	6/1/2012	6330	50,000	AC	100	Good	0%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNWAY 15-33	RW 15-33	RUNWAY	6/1/2012	6325	25,000	AC	100	Good	0%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2012	6310	441,800	AAC	100	Good	0%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2012	6305	220,900	AAC	100	Good	0%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/2012	6225	15,000	AAC	100	Good	0%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/2012	6220	30,000	AAC	100	Good	0%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/1972	6210	170,476	AAC	70	Fair	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/1972	6205	340,952	AAC	69	Fair	98%	0%	2%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/2012	6115	58,320	AAC	100	Good	0%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/1968	6105	271,200	AC	75	Satisfactory	95%	0%	5%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNUP TO RUNWAY 33	AP RU 33	APRON	1/1/1950	5110	20,490	AC	70	Fair	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNUP TO RUNWAY 33	AP RU 33	APRON	6/1/2012	5105	14,310	AAC	100	Good	0%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	SOUTHWEST APRON	AP SW	APRON	1/1/2012	4410	61,737	PCC	100	Good	0%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	SOUTHWEST APRON	AP SW	APRON	1/1/2004	4405	56,959	AC	94	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	HANGAR APRON	AP HANG	APRON	12/25/1999	4320	16,033	APC	48	Poor	93%	0%	7%
PMP	GA	POMPANO BEACH AIRPARK	4	HANGAR APRON	AP HANG	APRON	12/25/1999	4315	83,687	AC	49	Poor	80%	0%	20%
PMP	GA	POMPANO BEACH AIRPARK	4	HANGAR APRON	AP HANG	APRON	12/25/1999	4310	49,019	AC	43	Poor	97%	0%	3%
PMP	GA	POMPANO BEACH AIRPARK	4	HANGAR APRON	AP HANG	APRON	12/25/1999	4305	31,764	AC	41	Poor	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	NORTH APRON - OLD RW	AP N	APRON	1/1/1972	4205	62,989	AAC	67	Fair	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	SOUTH APRON	AP S	APRON	12/25/1999	4125	177,304	AC	50	Poor	89%	0%	11%

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PMP	GA	POMPANO BEACH AIRPARK	4	SOUTH APRON	AP S	APRON	5/17/2013	4112	131,060	AC	100	Good	0%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	SOUTH APRON	AP S	APRON	1/1/1960	4110	29,789	AC	54	Poor	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	SOUTH APRON	AP S	APRON	1/1/1997	4105	203,792	AAC	70	Fair	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY M	TW M	TAXIWAY	1/1/2012	1325	16,146	AAC	100	Good	0%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY M	TW M	TAXIWAY	1/1/1970	1320	95,815	AC	72	Satisfactory	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY M	TW M	TAXIWAY	1/1/1999	1315	16,359	AC	84	Satisfactory	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY M	TW M	TAXIWAY	1/1/1999	1310	24,002	AC	90	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY M	TW M	TAXIWAY	11/1/2012	1306	29,856	AC	100	Good	0%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY M	TW M	TAXIWAY	1/1/1970	1305	27,738	AC	78	Satisfactory	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY L	TW L	TAXIWAY	6/1/2012	1215	14,830	AAC	100	Good	0%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY L	TW L	TAXIWAY	1/1/1950	1210	165,892	AC	73	Satisfactory	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY L	TW L	TAXIWAY	1/1/1950	1202	25,374	AC	86	Good	83%	0%	17%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY K	TW K	TAXIWAY	11/1/2012	1110	110,731	AC	100	Good	0%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY R	TW R	TAXIWAY	6/1/2012	810	32,856	AC	100	Good	0%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY R	TW R	TAXIWAY	6/1/2012	805	58,303	AC	100	Good	0%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY B	TW B	TAXIWAY	1/1/1972	710	118,013	AAC	68	Fair	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY F	TW F	TAXIWAY	1/1/2012	615	18,178	AAC	100	Good	0%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY F	TW F	TAXIWAY	1/1/2008	612	15,543	AAC	92	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY F	TW F	TAXIWAY	1/1/1972	610	117,893	AAC	67	Fair	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY E	TW E	TAXIWAY	1/1/2012	505	12,246	AAC	100	Good	0%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY D	TW D	TAXIWAY	1/1/2008	420	23,098	AAC	89	Good	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY D	TW D	TAXIWAY	11/1/2012	415	36,063	AAC	100	Good	0%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY D	TW D	TAXIWAY	1/1/1972	405	118,679	AAC	72	Satisfactory	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY C	TW C	TAXIWAY	11/1/2012	360	9,668	AAC	100	Good	0%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY C	TW C	TAXIWAY	11/1/2012	350	6,807	AAC	100	Good	0%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY C	TW C	TAXIWAY	1/1/1970	305	26,289	AC	72	Satisfactory	84%	0%	16%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY A	TW A	TAXIWAY	1/1/1997	115	15,903	AAC	69	Fair	88%	0%	12%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY A	TW A	TAXIWAY	11/1/2012	105	55,629	AAC	100	Good	0%	0%	0%
SUA	GA	WITHAM FIELD	4	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/1985	6305	477,366	AAC	77	Satisfactory	100%	0%	0%
SUA	GA	WITHAM FIELD	4	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/2010	6205	476,657	AAC	87	Good	86%	0%	14%
SUA	GA	WITHAM FIELD	4	RUNWAY 12-30	RW 12-30	RUNWAY	1/1/1998	6120	47,800	APC	88	Good	100%	0%	0%
SUA	GA	WITHAM FIELD	4	RUNWAY 12-30	RW 12-30	RUNWAY	1/1/1998	6105	470,000	APC	82	Satisfactory	100%	0%	0%
SUA	GA	WITHAM FIELD	4	RUNWAY 12-30	RW 12-30	RUNWAY	1/1/1998	6102	65,000	AC	78	Satisfactory	100%	0%	0%
SUA	GA	WITHAM FIELD	4	RUN-UP APRON AT TAXIWAY D	AP TW D RU	APRON	1/1/2010	5105	20,042	AC	75	Satisfactory	34%	0%	66%
SUA	GA	WITHAM FIELD	4	HELICOPTER PAD	AP H	APRON	1/1/2010	4505	27,270	AC	80	Satisfactory	100%	0%	0%
SUA	GA	WITHAM FIELD	4	RUN-UP APRON AT RW 12	AP RU	APRON	1/1/2008	4305	7,180	AC	94	Good	100%	0%	0%
SUA	GA	WITHAM FIELD	4	EAST APRON	AP E	APRON	12/25/1999	4235	45,261	AC	41	Poor	86%	0%	14%
SUA	GA	WITHAM FIELD	4	EAST APRON	AP E	APRON	7/1/2011	4231	17,884	AC	98	Good	100%	0%	0%
SUA	GA	WITHAM FIELD	4	EAST APRON	AP E	APRON	1/1/2000	4230	114,996	AC	87	Good	84%	0%	16%
SUA	GA	WITHAM FIELD	4	EAST APRON	AP E	APRON	1/1/2003	4229	132,210	AC	93	Good	100%	0%	0%
SUA	GA	WITHAM FIELD	4	EAST APRON	AP E	APRON	1/1/2000	4227	98,326	AC	82	Satisfactory	68%	0%	32%
SUA	GA	WITHAM FIELD	4	EAST APRON	AP E	APRON	1/1/2011	4225	17,825	AC	96	Good	100%	0%	0%

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SUA	GA	WITHAM FIELD	4	EAST APRON	AP E	APRON	12/25/1999	4220	32,840	AC	88	Good	100%	0%	0%
SUA	GA	WITHAM FIELD	4	EAST APRON	AP E	APRON	12/25/1999	4215	49,210	AC	71	Satisfactory	85%	0%	15%
SUA	GA	WITHAM FIELD	4	EAST APRON	AP E	APRON	12/25/1999	4210	27,315	AC	69	Fair	91%	0%	9%
SUA	GA	WITHAM FIELD	4	EAST APRON	AP E	APRON	12/25/1999	4205	212,528	AC	81	Satisfactory	89%	0%	11%
SUA	GA	WITHAM FIELD	4	WEST APRON	AP W	APRON	1/1/2006	4125	12,050	PCC	54	Poor	14%	49%	37%
SUA	GA	WITHAM FIELD	4	WEST APRON	AP W	APRON	12/25/1999	4120	142,350	AC	67	Fair	60%	0%	40%
SUA	GA	WITHAM FIELD	4	WEST APRON	AP W	APRON	12/25/1999	4115	34,042	AC	69	Fair	64%	0%	36%
SUA	GA	WITHAM FIELD	4	WEST APRON	AP W	APRON	1/1/1942	4110	52,617	PCC	42	Poor	12%	54%	34%
SUA	GA	WITHAM FIELD	4	WEST APRON	AP W	APRON	1/1/1942	4108	35,266	PCC	49	Poor	22%	43%	35%
SUA	GA	WITHAM FIELD	4	WEST APRON	AP W	APRON	1/1/1942	4107	48,600	PCC	45	Poor	13%	33%	54%
SUA	GA	WITHAM FIELD	4	WEST APRON	AP W	APRON	12/25/1999	4105	57,734	AC	40	Very Poor	95%	0%	5%
SUA	GA	WITHAM FIELD	4	TAXIWAY C1	TW C1	TAXIWAY	1/1/2010	505	47,957	AC	83	Satisfactory	24%	0%	76%
SUA	GA	WITHAM FIELD	4	TAXIWAY D	TW D	TAXIWAY	1/1/2010	412	12,313	AC	80	Satisfactory	47%	0%	53%
SUA	GA	WITHAM FIELD	4	TAXIWAY D	TW D	TAXIWAY	1/1/2010	405	194,959	AC	94	Good	100%	0%	0%
SUA	GA	WITHAM FIELD	4	TAXIWAY C	TW C	TAXIWAY	12/25/1999	330	134,221	AC	30	Very Poor	89%	10%	1%
SUA	GA	WITHAM FIELD	4	TAXIWAY C	TW C	TAXIWAY	1/1/2008	325	11,412	AC	72	Satisfactory	100%	0%	0%
SUA	GA	WITHAM FIELD	4	TAXIWAY C	TW C	TAXIWAY	1/1/2010	310	89,071	AC	79	Satisfactory	73%	27%	0%
SUA	GA	WITHAM FIELD	4	TAXIWAY C	TW C	TAXIWAY	1/1/2010	306	13,276	AC	84	Satisfactory	100%	0%	0%
SUA	GA	WITHAM FIELD	4	TAXIWAY C	TW C	TAXIWAY	1/1/2010	305	84,032	AC	92	Good	100%	0%	0%
SUA	GA	WITHAM FIELD	4	TAXIWAY B	TW B	TAXIWAY	1/1/2010	208	14,524	AC	49	Poor	100%	0%	0%
SUA	GA	WITHAM FIELD	4	TAXIWAY B	TW B	TAXIWAY	1/1/1942	205	61,173	AC	34	Very Poor	88%	12%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
SUA	GA	WITHAM FIELD	4	TAXIWAY A	TW A	TAXIWAY	1/1/2008	136	3,434	AC	79	Satisfactory	88%	0%	12%
SUA	GA	WITHAM FIELD	4	TAXIWAY A	TW A	TAXIWAY	1/1/2008	135	2,735	AC	94	Good	100%	0%	0%
SUA	GA	WITHAM FIELD	4	TAXIWAY A	TW A	TAXIWAY	1/1/2010	130	17,932	AC	82	Satisfactory	59%	0%	41%
SUA	GA	WITHAM FIELD	4	TAXIWAY A1	TW A1	TAXIWAY	1/1/2010	125	14,021	AC	93	Good	100%	0%	0%
SUA	GA	WITHAM FIELD	4	TAXIWAY A	TW A	TAXIWAY	1/1/2008	110	145,460	AAC	91	Good	100%	0%	0%
SUA	GA	WITHAM FIELD	4	TAXIWAY A	TW A	TAXIWAY	1/1/2008	105	81,771	AC	81	Satisfactory	58%	0%	42%
SUA	GA	WITHAM FIELD	4	TAXIWAY A	TW A	TAXIWAY	1/1/2008	102	31,861	AC	92	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2004	6310	46,630	AAC	82	Satisfactory	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2014	6305	442,500	AAC	100	Good	0%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	RUNWAY 12L-30R	RW 12L-30R	RUNWAY	1/1/2010	6220	67,500	AAC	90	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	RUNWAY 12L-30R	RW 12L-30R	RUNWAY	1/1/2010	6215	26,250	AAC	94	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	RUNWAY 12L-30R	RW 12L-30R	RUNWAY	1/1/2010	6210	56,350	AAC	94	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	RUNWAY 12L-30R	RW 12L-30R	RUNWAY	1/1/2010	6205	112,700	AAC	94	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	RUNWAY 12R-30L	RW 12R-30L	RUNWAY	1/1/2011	6115	31,500	AAC	94	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	RUNWAY 12R-30L	RW 12R-30L	RUNWAY	1/1/2004	6110	573,090	AAC	76	Satisfactory	73%	21%	6%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	RUNWAY 12R-30L	RW 12R-30L	RUNWAY	1/1/2004	6105	162,750	AAC	91	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	RUN UP APRON AT TW F	AP RU TW F	APRON	1/1/2010	5515	21,640	AAC	89	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	RUN UP APRON AT TW F	AP RU TW F	APRON	1/1/2010	5506	9,375	AAC	93	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	RUN UP APRON AT TW F	AP RU TW F	APRON	1/1/1988	5505	28,145	AC	70	Fair	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	NE APRON - AIRCRAFT SERVICE AREA	AP NE	APRON	1/1/2002	5410	51,735	AC	66	Fair	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	NE APRON - AIRCRAFT SERVICE AREA	AP NE	APRON	1/1/1992	5405	214,560	AAC	46	Poor	77%	0%	23%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	RUN-UP APRON AT RW 30L	AP RU 30L	APRON	1/1/1988	5305	52,790	AC	64	Fair	94%	0%	6%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	APRON	AP RU 12R	APRON	1/1/1989	5205	137,850	AC	58	Fair	98%	0%	2%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	RUN-UP APRON AT RW 4	AP RU RW 4	APRON	1/1/1979	5110	35,780	AC	90	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	RUN-UP APRON AT RW 4	AP RU RW 4	APRON	1/1/2003	5105	26,770	AC	66	Fair	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	WEST APRON	AP W	APRON	7/31/2008	4415	14,800	PCC	72	Satisfactory	7%	57%	36%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	WEST APRON	AP W	APRON	1/1/1999	4410	41,220	AC	65	Fair	69%	0%	31%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	WEST APRON	AP W	APRON	1/1/2004	4405	221,810	AC	75	Satisfactory	95%	0%	5%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	WEST APRON	AP W	APRON	7/31/2008	4315	34,190	PCC	97	Good	50%	0%	50%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	WEST APRON	AP W	APRON	12/25/1999	4310	88,260	AC	59	Fair	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	WEST APRON	AP W	APRON	7/31/2008	4305	24,110	PCC	100	Good	0%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/2002	4250	50,500	PCC	100	Good	0%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/1988	4245	108,037	AC	48	Poor	86%	0%	14%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/2002	4240	259,873	APC	64	Fair	81%	0%	19%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/1985	4235	22,860	PCC	4	Failed	4%	89%	7%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	7/31/2008	4230	28,600	AC	59	Fair	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/1992	4220	40,080	APC	54	Poor	90%	0%	10%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/2002	4215	238,274	AC	57	Fair	86%	0%	14%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/2002	4210	24,230	AC	54	Poor	77%	0%	23%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/2002	4205	230,110	AC	58	Fair	97%	0%	3%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	SW APRON	AP SW	APRON	7/31/2008	4115	45,980	PCC	23	Serious	12%	80%	8%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	SW APRON	AP SW	APRON	1/1/1991	4110	2,787	PCC	77	Satisfactory	39%	61%	0%

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VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	SW APRON	AP SW	APRON	1/1/2002	4105	213,450	AC	41	Poor	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2010	630	5,753	AAC	90	Good	92%	0%	8%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2010	625	6,881	AAC	86	Good	50%	0%	50%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2010	620	6,771	AAC	91	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2010	615	7,310	AAC	89	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2010	612	30,660	AAC	87	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2010	611	21,000	AAC	93	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2010	610	49,875	AAC	93	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2010	605	21,000	AAC	93	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2014	515	35,421	AAC	100	Good	0%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2014	505	16,517	AAC	100	Good	0%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2010	420	15,157	AAC	94	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/1960	418	35,525	AC	91	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/1960	417	10,390	AC	88	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/1987	415	20,180	AC	87	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/1988	414	10,800	AC	86	Good	98%	0%	2%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2011	410	14,680	AAC	90	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2004	405	25,540	AAC	61	Fair	78%	15%	7%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2004	390	52,960	AAC	81	Satisfactory	64%	0%	36%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY C4	TW C4	TAXIWAY	1/1/2011	385	13,853	AAC	94	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY C4	TW C4	TAXIWAY	1/1/1988	370	16,730	AC	72	Satisfactory	52%	42%	6%

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VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY C3	TW C3	TAXIWAY	1/1/1998	365	14,320	AAC	63	Fair	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY C3	TW C3	TAXIWAY	1/1/2004	360	25,780	AAC	71	Satisfactory	59%	41%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY C2	TW C2	TAXIWAY	1/1/1998	356	12,737	AAC	83	Satisfactory	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY C2	TW C2	TAXIWAY	1/1/1998	355	13,241	AAC	63	Fair	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY C2	TW C2	TAXIWAY	1/1/1988	354	7,778	AC	54	Poor	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY C2	TW C2	TAXIWAY	1/1/2004	350	25,100	AAC	66	Fair	63%	31%	6%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY C1	TW C1	TAXIWAY	1/1/1993	345	26,250	AAC	56	Fair	53%	0%	47%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY C1	TW C1	TAXIWAY	1/1/1988	340	15,970	AAC	87	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY C1	TW C1	TAXIWAY	1/1/2004	335	14,750	AAC	79	Satisfactory	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY C1	TW C1	TAXIWAY	1/1/1988	330	29,250	AC	53	Poor	90%	0%	10%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/1998	325	82,640	AAC	66	Fair	96%	0%	4%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/1998	320	42,775	AAC	72	Satisfactory	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/1998	315	54,690	AAC	58	Fair	93%	0%	7%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2011	312	34,425	AAC	89	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2011	310	48,100	AAC	88	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2011	306	37,255	AAC	92	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/1989	305	96,797	AC	65	Fair	89%	0%	11%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/1989	206	4,560	AAC	72	Satisfactory	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/1989	205	73,425	AC	68	Fair	98%	0%	2%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2014	201	10,353	AC	100	Good	0%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY A1	TW A1	TAXIWAY	1/1/2014	155	11,073	AC	100	Good	0%	0%	0%

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VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY B-1	TW B1	TAXIWAY	1/1/2014	152	8,073	AC	100	Good	0%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY B-1	TW B1	TAXIWAY	1/1/2004	151	5,576	AC	79	Satisfactory	87%	0%	13%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY A1	TW A1	TAXIWAY	1/1/1988	150	7,244	AC	75	Satisfactory	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2010	143	3,723	AAC	90	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2014	142	14,590	AAC	100	Good	0%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/1987	135	52,226	AC	67	Fair	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2014	134	9,625	AC	100	Good	0%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2004	130	9,282	AAC	88	Good	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2004	125	8,250	AAC	71	Satisfactory	40%	55%	5%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2004	120	14,780	AAC	79	Satisfactory	68%	0%	32%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2004	115	5,740	AAC	60	Fair	100%	0%	0%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2004	110	29,000	AAC	72	Satisfactory	97%	0%	3%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2004	105	59,360	AAC	81	Satisfactory	94%	0%	6%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2003	102	25,470	AC	80	Satisfactory	55%	0%	45%
VRB	PR	VERO BEACH MUNICIPAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2014	101	12,340	AC	100	Good	0%	0%	0%
X10	GA	BELLE GLADE STATE MUNICIPAL AIRPORT	4	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1970	6105	185,850	AC	13	Serious	100%	0%	0%
X10	GA	BELLE GLADE STATE MUNICIPAL AIRPORT	4	APRON	AP	APRON	7/31/2008	4115	8,960	AC	13	Serious	39%	61%	0%
X10	GA	BELLE GLADE STATE MUNICIPAL AIRPORT	4	APRON	AP	APRON	1/1/2006	4110	14,200	AC	6	Failed	50%	50%	0%
X10	GA	BELLE GLADE STATE MUNICIPAL AIRPORT	4	APRON	AP	APRON	1/1/2012	4105	21,440	AAC	93	Good	100%	0%	0%
X10	GA	BELLE GLADE STATE MUNICIPAL AIRPORT	4	TAXIWAY	TW	TAXIWAY	1/1/2006	115	6,140	AC	13	Serious	40%	60%	0%
X10	GA	BELLE GLADE STATE MUNICIPAL AIRPORT	4	TAXIWAY	TW	TAXIWAY	1/1/1970	110	8,430	AC	25	Serious	100%	0%	0%

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X10	GA	BELLE GLADE STATE MUNICIPAL AIRPORT	4	TAXIWAY	TW	TAXIWAY	1/1/1970	105	11,360	AC	0	Failed	47%	53%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	Runway 10-28	RW 10-28	RUNWAY	1/1/2004	6320	15,376	AC	90	Good	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	Runway 10-28	RW 10-28	RUNWAY	1/1/2004	6315	45,750	AC	95	Good	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	Runway 10-28	RW 10-28	RUNWAY	1/1/2004	6310	44,362	AC	93	Good	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	Runway 10-28	RW 10-28	RUNWAY	1/1/2004	6305	134,512	AC	89	Good	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2003	6205	295,188	AAC	84	Satisfactory	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	APRON TERMINAL	AP TERM	APRON	1/1/2008	5710	3,600	PCC	100	Good	0%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	APRON TERMINAL	AP TERM	APRON	1/1/2005	5705	32,590	AC	93	Good	71%	0%	29%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	SOUTHEAST APRON	AP SE	APRON	1/1/2009	5615	10,290	AC	92	Good	41%	0%	59%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	SOUTHEAST APRON	AP SE	APRON	1/1/2005	5610	21,960	AC	95	Good	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	SOUTHEAST APRON	AP SE	APRON	1/1/1943	5605	100,723	AC	44	Poor	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	E RUN UP APRON	AP RU E	APRON	1/1/2004	5510	13,002	AC	90	Good	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	SW RUN UP APRON	AP RU SW	APRON	1/1/2005	5405	19,866	AC	91	Good	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	T-HANGAR APRON AREA	AP T-HANG	APRON	1/1/2003	5305	28,960	AC	90	Good	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	WEST APRON	AP W	APRON	1/1/2004	5120	20,635	AC	92	Good	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	WEST APRON	AP W	APRON	1/1/1943	5115	31,900	AC	23	Serious	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	WEST APRON	AP W	APRON	1/1/2005	5105	133,925	AC	90	Good	97%	0%	3%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2011	700	29,416	AC	100	Good	0%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	TAXIWAY BRAVO	TW B	TAXIWAY	1/1/2004	610	119,314	AC	90	Good	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	TAXIWAY CONNECTOR	TW CONN	TAXIWAY	1/1/2004	515	23,637	AC	84	Satisfactory	64%	0%	36%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/2004	425	7,067	AC	66	Fair	48%	0%	52%

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X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/2004	420	60,300	AC	91	Good	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/2005	415	16,667	AC	89	Good	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/2005	405	57,743	AAC	91	Good	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	TAXIWAY CHARLIE	TW C	TAXIWAY	1/1/1943	306	11,251	AC	37	Very Poor	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	TAXIWAY CHARLIE	TW C	TAXIWAY	1/1/1943	305	51,194	AC	26	Very Poor	64%	36%	0%
COI	GA	MERRITT ISLAND	5	RUNWAY 11-29	RW 11-29	RUNWAY	1/1/2002	6105	270,225	AAC	69	Fair	100%	0%	0%
COI	GA	MERRITT ISLAND	5	RUN-UP APRON AT RW 29	AP RU RW29	APRON	1/1/2002	5105	14,226	AAC	82	Satisfactory	100%	0%	0%
COI	GA	MERRITT ISLAND	5	SW APRON	AP SW	APRON	1/1/2003	4310	10,214	AC	85	Satisfactory	100%	0%	0%
COI	GA	MERRITT ISLAND	5	SW APRON	AP SW	APRON	1/1/2003	4305	37,682	AC	89	Good	38%	0%	62%
COI	GA	MERRITT ISLAND	5	NORTH APRON	AP N	APRON	1/1/2005	4230	42,203	AAC	73	Satisfactory	90%	0%	10%
COI	GA	MERRITT ISLAND	5	NORTH APRON	AP N	APRON	1/1/2005	4225	26,238	AAC	80	Satisfactory	57%	0%	43%
COI	GA	MERRITT ISLAND	5	NORTH APRON	AP N	APRON	1/1/2005	4220	33,609	AAC	82	Satisfactory	88%	0%	12%
COI	GA	MERRITT ISLAND	5	NORTH APRON	AP N	APRON	1/1/2005	4218	48,875	AAC	78	Satisfactory	100%	0%	0%
COI	GA	MERRITT ISLAND	5	NORTH APRON	AP N	APRON	1/1/2005	4215	139,109	AAC	73	Satisfactory	92%	0%	8%
COI	GA	MERRITT ISLAND	5	NORTH APRON	AP N	APRON	1/1/2005	4205	24,860	AAC	25	Serious	100%	0%	0%
COI	GA	MERRITT ISLAND	5	NORTH APRON	AP N	APRON	1/1/1990	4203	2,202	PCC	58	Fair	0%	60%	40%
COI	GA	MERRITT ISLAND	5	NORTH APRON	AP N	APRON	1/1/2011	4202	3,023	PCC	99	Good	0%	0%	100%
COI	GA	MERRITT ISLAND	5	SOUTH APRON	AP S	APRON	1/1/1996	4115	89,396	AAC	25	Serious	100%	0%	0%
COI	GA	MERRITT ISLAND	5	SOUTH APRON	AP S	APRON	1/1/1996	4111	13,470	AAC	25	Serious	100%	0%	0%
COI	GA	MERRITT ISLAND	5	SOUTH APRON	AP S	APRON	1/1/1996	4110	63,200	AAC	25	Serious	100%	0%	0%
COI	GA	MERRITT ISLAND	5	SOUTH APRON	AP S	APRON	1/1/1996	4106	19,960	AAC	20	Serious	82%	0%	18%

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COI	GA	MERRITT ISLAND	5	SOUTH APRON	AP S	APRON	1/1/1996	4105	97,600	AAC	28	Very Poor	89%	0%	11%
COI	GA	MERRITT ISLAND	5	TAXIWAY ALPHA 4	TW A4	TAXIWAY	1/1/2002	605	5,387	AC	83	Satisfactory	100%	0%	0%
COI	GA	MERRITT ISLAND	5	TAXIWAY ALPHA 3	TW A3	TAXIWAY	1/1/2002	505	4,513	AAC	80	Satisfactory	100%	0%	0%
COI	GA	MERRITT ISLAND	5	TAXIWAY BRAVO 2	TW B2	TAXIWAY	1/1/2005	410	4,298	AAC	78	Satisfactory	100%	0%	0%
COI	GA	MERRITT ISLAND	5	TAXIWAY ALPHA 2	TW A2	TAXIWAY	1/1/2002	405	4,513	AAC	82	Satisfactory	100%	0%	0%
COI	GA	MERRITT ISLAND	5	TAXIWAY BRAVO 1	TW B1	TAXIWAY	1/1/2005	315	4,046	AAC	70	Fair	84%	0%	16%
COI	GA	MERRITT ISLAND	5	TAXIWAY ALPHA 1	TW A1	TAXIWAY	1/1/2002	305	10,739	AAC	65	Fair	88%	0%	12%
COI	GA	MERRITT ISLAND	5	TAXIWAY BRAVO 4	TW B4	TAXIWAY	1/1/2005	216	5,450	AAC	75	Satisfactory	100%	0%	0%
COI	GA	MERRITT ISLAND	5	TAXIWAY B	TW B	TAXIWAY	1/1/2005	210	57,150	AAC	72	Satisfactory	100%	0%	0%
COI	GA	MERRITT ISLAND	5	TAXIWAY B	TW B	TAXIWAY	1/1/2005	205	12,750	AAC	65	Fair	100%	0%	0%
COI	GA	MERRITT ISLAND	5	TAXIWAY B	TW B	TAXIWAY	1/1/2011	203	9,788	AC	98	Good	100%	0%	0%
COI	GA	MERRITT ISLAND	5	TAXIWAY A	TW A	TAXIWAY	1/1/2002	110	9,043	AAC	78	Satisfactory	65%	0%	35%
COI	GA	MERRITT ISLAND	5	TAXIWAY A	TW A	TAXIWAY	1/1/2002	105	125,133	AAC	79	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 7R-25L	RW 7R-25L	RUNWAY	1/1/1978	6305	304,491	AAC	54	Poor	92%	0%	8%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/1990	6240	25,050	AC	72	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/1990	6235	50,100	AC	65	Fair	85%	0%	15%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/2011	6230	24,996	AAC	91	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/2011	6225	49,991	AAC	92	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/1990	6220	167,500	AAC	64	Fair	96%	0%	4%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/1990	6215	335,000	AAC	61	Fair	80%	0%	20%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/1990	6210	75,000	AC	66	Fair	100%	0%	0%

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DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/1990	6205	150,000	AC	66	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 7L-25R	RW 7L-25R	RUNWAY	1/1/2011	6165	190,000	AAC	95	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 7L-25R	RW 7L-25R	RUNWAY	1/1/2011	6160	95,000	AAC	94	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 7L-25R	RW 7L-25R	RUNWAY	1/1/2011	6135	410,000	AAC	95	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 7L-25R	RW 7L-25R	RUNWAY	1/1/2011	6130	205,000	AAC	93	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 7L-25R	RW 7L-25R	RUNWAY	1/1/2011	6125	150,000	AAC	95	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 7L-25R	RW 7L-25R	RUNWAY	1/1/2011	6115	75,000	AAC	94	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 7L-25R	RW 7L-25R	RUNWAY	1/1/2011	6110	250,000	AC	95	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 7L-25R	RW 7L-25R	RUNWAY	1/1/2011	6108	50,000	AC	95	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 7L-25R	RW 7L-25R	RUNWAY	1/1/2011	6107	125,000	PCC	99	Good	0%	0%	100%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 7L-25R	RW 7L-25R	RUNWAY	1/1/2011	6102	25,000	AC	94	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUN-UP APRONS FOR RW 7L-25R	AP RU	APRON	1/1/2004	5120	36,468	AC	87	Good	87%	0%	13%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUN-UP APRONS FOR RW 7L-25R	AP RU	APRON	1/1/2004	5115	34,645	AC	77	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUN-UP APRONS FOR RW 7L-25R	AP RU	APRON	12/25/1999	5110	41,243	AC	74	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	Apron P-71	AP P-71	APRON	1/1/2011	5106	88,636	AC	93	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUN-UP APRONS FOR RW 7L-25R	AP RU	APRON	12/25/1999	5105	85,073	AC	87	Good	86%	0%	14%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5		AP NW	APRON	1/1/2004	4605	39,816	AC	86	Good	76%	0%	24%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	SE APRON	AP SE	APRON	12/25/1999	4505	320,704	AC	66	Fair	95%	0%	5%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	CYDI APRON	AP CYDI	APRON	12/25/1999	4410	83,000	AC	74	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	CYDI APRON	AP CYDI	APRON	1/1/1997	4405	120,000	AC	64	Fair	97%	0%	3%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NOVA APRON	AP NOVA	APRON	1/1/2007	4321	32,663	AAC	57	Fair	79%	0%	21%

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DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NOVA APRON	AP NOVA	APRON	1/1/1987	4315	67,645	AC	55	Poor	95%	0%	5%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NOVA APRON	AP NOVA	APRON	1/1/1979	4310	59,583	APC	29	Very Poor	97%	0%	3%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NOVA APRON	AP NOVA	APRON	1/1/1979	4305	91,213	AAC	22	Serious	94%	0%	6%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NE APRON - CFS NASCAR GA JET CTR	AP NE	APRON	1/1/1983	4265	21,786	AC	26	Very Poor	92%	0%	8%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NE APRON - CFS NASCAR GA JET CTR	AP NE	APRON	1/1/1979	4260	29,243	AC	30	Very Poor	94%	0%	6%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NE APRON - CFS NASCAR GA JET CTR	AP NE	APRON	1/1/1979	4250	159,612	AAC	17	Serious	69%	0%	31%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NE APRON - CFS NASCAR GA JET CTR	AP NE	APRON	1/1/1983	4240	121,234	APC	30	Very Poor	55%	0%	45%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NE APRON - CFS NASCAR GA JET CTR	AP NE	APRON	1/1/1979	4230	357,983	APC	17	Serious	94%	3%	3%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NE APRON - CFS NASCAR GA JET CTR	AP NE	APRON	1/1/1990	4225	40,632	APC	64	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NE APRON - CFS NASCAR GA JET CTR	AP NE	APRON	1/1/1987	4220	82,496	APC	7	Failed	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NE APRON - CFS NASCAR GA JET CTR	AP NE	APRON	1/1/1987	4215	80,092	AAC	34	Very Poor	88%	4%	8%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NE APRON - CFS NASCAR GA JET CTR	AP NE	APRON	4/1/2012	4207	44,925	AAC	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NE APRON - CFS NASCAR GA JET CTR	AP NE	APRON	1/1/1987	4205	7,398	AAC	49	Poor	92%	0%	8%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TERMINAL APRON	AP TERM	APRON	1/1/1991	4105	582,603	PCC	90	Good	17%	0%	83%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY Y	TW Y	TAXIWAY	1/1/2013	2390	24,801	AC	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W5	TW W5	TAXIWAY	1/1/2004	2385	25,427	AC	80	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W5	TW W5	TAXIWAY	1/1/1990	2380	53,247	AC	63	Fair	95%	0%	5%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W4	TW W4	TAXIWAY	1/1/1990	2370	31,045	AAC	67	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W	TW W	TAXIWAY	1/1/1990	2360	63,511	AC	66	Fair	84%	0%	16%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W3	TW W3	TAXIWAY	1/1/1987	2350	17,896	AAC	59	Fair	91%	0%	9%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W	TW W	TAXIWAY	1/1/1990	2340	65,927	AAC	60	Fair	82%	0%	18%

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DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W	TW W	TAXIWAY	1/1/2011	2337	19,432	AAC	92	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W	TW W	TAXIWAY	1/1/1987	2335	30,312	AAC	32	Very Poor	76%	0%	24%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W2	TW W2	TAXIWAY	1/1/2013	2331	33,454	AC	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W	TW W	TAXIWAY	1/1/1990	2320	85,362	AAC	62	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W1	TW W1	TAXIWAY	1/1/1990	2310	26,958	AC	70	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W	TW W	TAXIWAY	1/1/1990	2305	96,831	AC	69	Fair	87%	0%	13%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/1987	1950	12,691	AC	27	Very Poor	51%	0%	49%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/1979	1945	12,764	AC	69	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/2007	1943	4,916	AAC	75	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/2007	1941	4,548	AAC	75	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/1987	1940	16,591	AC	65	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/1967	1935	10,788	AC	40	Very Poor	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/1967	1932	38,647	AC	37	Very Poor	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/1990	1925	14,180	AAC	47	Poor	98%	0%	2%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S1	TW S1	TAXIWAY	1/1/2004	1918	7,695	AC	80	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/1987	1915	15,855	AC	57	Fair	98%	0%	2%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/2004	1914	28,587	AC	72	Satisfactory	91%	0%	9%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/1967	1910	13,097	AC	28	Very Poor	98%	0%	2%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/1967	1905	71,963	AC	46	Poor	91%	9%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N9	TW N9	TAXIWAY	1/1/2011	1482	29,206	AAC	95	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N9	TW N9	TAXIWAY	1/1/1987	1480	15,457	AAC	59	Fair	92%	0%	8%

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DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N8	TW N8	TAXIWAY	1/1/2011	1472	20,214	AAC	95	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N8	TW N8	TAXIWAY	1/1/1987	1470	26,922	AC	62	Fair	97%	0%	3%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N	TW N	TAXIWAY	1/1/1979	1468	28,777	AC	58	Fair	97%	0%	3%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N7	TW N7	TAXIWAY	1/1/2011	1467	12,803	AAC	89	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N7	TW N7	TAXIWAY	1/1/1987	1465	18,045	AAC	61	Fair	97%	0%	3%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N6	TW N6	TAXIWAY	1/1/2011	1462	15,786	AAC	87	Good	89%	0%	11%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N6	TW N6	TAXIWAY	1/1/1987	1460	34,517	AAC	45	Poor	85%	0%	15%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N	TW N	TAXIWAY	1/1/1991	1459	62,897	PCC	90	Good	17%	0%	83%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N	TW N	TAXIWAY	1/1/1992	1457	29,986	AC	59	Fair	87%	0%	13%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N5	TW N5	TAXIWAY	1/1/2011	1455	20,210	AAC	95	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N5	TW N5	TAXIWAY	1/1/1987	1450	43,840	AC	63	Fair	97%	0%	3%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N4	TW N4	TAXIWAY	1/1/2011	1445	28,723	AAC	91	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N4	TW N4	TAXIWAY	1/1/1987	1440	31,034	AAC	40	Very Poor	66%	0%	34%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N3	TW N3	TAXIWAY	1/1/1987	1430	32,608	AAC	42	Poor	70%	0%	30%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N3	TW N3	TAXIWAY	1/1/2011	1425	16,929	AAC	95	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N2	TW N2	TAXIWAY	1/1/1987	1420	21,342	AAC	50	Poor	97%	0%	3%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N2	TW N2	TAXIWAY	1/1/2011	1418	21,853	AAC	95	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N1	TW N1	TAXIWAY	1/1/2007	1415	29,146	AAC	76	Satisfactory	96%	0%	4%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N1	TW N1	TAXIWAY	1/1/2007	1410	29,146	AAC	95	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N	TW N	TAXIWAY	1/1/2011	1409	14,291	AAC	89	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N	TW N	TAXIWAY	1/1/1987	1408	581,372	AAC	40	Very Poor	78%	4%	18%

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DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N	TW N	TAXIWAY	1/1/2007	1405	208,454	AAC	81	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N	TW N	TAXIWAY	1/1/2011	1403	25,360	AAC	91	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P8	TW P8	TAXIWAY	12/25/1999	845	44,090	AC	87	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P8	TW P8	TAXIWAY	12/25/1999	840	20,781	AC	95	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P	TW P	TAXIWAY	12/25/1999	835	29,002	AC	71	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P	TW P	TAXIWAY	12/25/1999	830	48,571	AC	77	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P	TW P	TAXIWAY	12/25/1999	825	22,371	AC	73	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P3	TW P3	TAXIWAY	1/1/2011	815	16,587	AC	75	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P3	TW P3	TAXIWAY	1/1/2011	812	20,077	AC	89	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P	TW P	TAXIWAY	12/25/1999	810	56,250	AC	71	Satisfactory	96%	0%	4%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P	TW P	TAXIWAY	12/25/1999	805	382,754	AC	75	Satisfactory	97%	0%	3%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P	TW P	TAXIWAY	1/1/2011	803	16,216	AAC	95	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY T1	TW T1	TAXIWAY	1/1/2004	710	7,695	AC	77	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY T	TW T	TAXIWAY	1/1/2004	705	73,170	AC	77	Satisfactory	96%	0%	4%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1992	560	43,589	AC	63	Fair	97%	0%	3%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E4	TW E4	TAXIWAY	1/1/1978	550	16,161	AC	62	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E3	TW E3	TAXIWAY	1/1/1978	540	15,297	AC	59	Fair	91%	0%	9%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1999	536	3,600	AC	64	Fair	91%	0%	9%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1978	535	3,227	AC	63	Fair	97%	0%	3%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1978	530	3,453	AC	33	Very Poor	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1987	523	3,374	AAC	60	Fair	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E2	TW E2	TAXIWAY	1/1/2013	521	28,827	AC	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1988	519	16,966	AAC	91	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1978	515	144,503	AC	65	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	12/25/1999	512	5,710	AC	86	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E1	TW E1	TAXIWAY	1/1/1992	510	19,231	AC	64	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	12/25/1999	507	13,372	AC	74	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1992	505	65,061	AC	66	Fair	98%	0%	2%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P4	TW P4	TAXIWAY	1/1/2011	322	35,149	AC	95	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P4	TW P4	TAXIWAY	12/25/1999	320	24,387	AC	68	Fair	96%	0%	4%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY TO CYDI APRON	TW CYDI AP	TAXIWAY	12/25/1999	315	37,476	AC	75	Satisfactory	94%	0%	6%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P5	TW P5	TAXIWAY	1/1/2011	312	30,515	AC	95	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P5	TW P5	TAXIWAY	12/25/1999	310	28,495	AC	71	Satisfactory	97%	0%	3%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY TO CYDI APRON	TW CYDI AP	TAXIWAY	12/25/1999	308	14,482	AC	61	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY TO CYDI APRON	TW CYDI AP	TAXIWAY	1/1/1997	305	14,984	AC	71	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1992	125	41,659	AC	57	Fair	85%	15%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1992	120	59,961	AC	65	Fair	96%	0%	4%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1992	115	15,920	AC	58	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1990	107	10,850	AAC	53	Poor	95%	0%	5%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1979	105	58,371	AAC	31	Very Poor	84%	0%	16%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1997	6230	23,925	AAC	77	Satisfactory	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1997	6225	36,375	AAC	81	Satisfactory	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1997	6220	12,533	AAC	75	Satisfactory	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1997	6218	9,392	AAC	78	Satisfactory	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1996	6215	206,250	AAC	67	Fair	85%	13%	2%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1997	6210	30,000	AAC	59	Fair	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	RUNWAY 12-30	RW 12-30	RUNWAY	8/1/2014	6105	600,000	AAC	100	Good	0%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	RUN-UP APRON	AP RU	APRON	8/1/2014	5405	26,054	AC	100	Good	0%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	SOUTH APRON	AP S	APRON	7/31/2008	5305	95,271	AC	76	Satisfactory	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	SOUTH APRON	AP S	APRON	1/1/1991	5105	41,994	AC	76	Satisfactory	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	APRON T-HANGARS	AP T-HANG	APRON	12/25/1999	4305	97,487	AC	90	Good	89%	0%	11%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	EAST APRON	AP EAST	APRON	12/25/1970	4210	41,350	AC	42	Poor	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	EAST APRON	AP EAST	APRON	12/25/1970	4205	41,776	AC	47	Poor	59%	27%	14%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	SE APRON	AP SE	APRON	1/1/2006	4135	20,923	AC	94	Good	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	SE APRON	AP SE	APRON	1/1/2006	4120	110,466	AC	95	Good	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	SE APRON	AP SE	APRON	1/1/2006	4115	80,300	AC	94	Good	84%	0%	16%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	SE APRON	AP SE	APRON	1/1/2001	4112	205,700	AC	68	Fair	95%	0%	5%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	SE APRON	AP SE	APRON	1/1/2006	4110	268,252	AC	95	Good	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	TAXIWAY G	TW G	TAXIWAY	1/1/2010	605	54,040	AAC	94	Good	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	TAXIWAY D	TW D	TAXIWAY	8/1/2014	460	19,529	AAC	100	Good	0%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	TAXIWAY D	TW D	TAXIWAY	8/1/2014	455	175,362	AC	100	Good	0%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	TAXIWAY D	TW D	TAXIWAY	8/1/2014	450	151,788	AAC	100	Good	0%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	TAXIWAY C	TW C	TAXIWAY	1/1/1996	306	6,924	AAC	73	Satisfactory	100%	0%	0%

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DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	TAXIWAY C	TW C	TAXIWAY	1/1/1991	305	16,073	AC	75	Satisfactory	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	TAXIWAY B	TW B	TAXIWAY	1/1/1985	220	107,725	AC	70	Fair	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	TAXIWAY B	TW B	TAXIWAY	1/1/1996	215	8,194	AAC	65	Fair	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	TAXIWAY B	TW B	TAXIWAY	1/1/1997	206	9,163	AAC	72	Satisfactory	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	TAXIWAY B	TW B	TAXIWAY	1/1/1942	205	30,655	AC	63	Fair	96%	0%	4%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	WEST RAMP	WEST RAMP	APRON	1/1/1980	165	20,603	AC	47	Poor	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	WEST RAMP	WEST RAMP	APRON	1/1/1942	162	18,029	AC	50	Poor	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	WEST RAMP	WEST RAMP	APRON	1/1/1991	160	27,682	AC	41	Poor	96%	0%	4%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	WEST RAMP	WEST RAMP	APRON	1/1/1991	150	118,968	AC	40	Very Poor	99%	0%	1%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	TAXIWAYS A	TW A	TAXIWAY	1/1/1996	115	70,685	AC	82	Satisfactory	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	TAXIWAYS A	TW A	TAXIWAY	1/1/1992	110	102,400	AC	77	Satisfactory	86%	0%	14%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	TAXIWAYS A	TW A	TAXIWAY	1/1/1996	106	7,575	AAC	69	Fair	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	5	TAXIWAYS A	TW A	TAXIWAY	1/1/1991	105	35,618	AC	69	Fair	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 2-20	RW 2-20	RUNWAY	1/1/1977	6450	25,000	AAC	48	Poor	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 2-20	RW 2-20	RUNWAY	1/1/1943	6445	37,952	AC	38	Very Poor	95%	0%	5%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 2-20	RW 2-20	RUNWAY	1/1/2014	6435	10,000	AAC	100	Good	0%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 2-20	RW 2-20	RUNWAY	1/1/1977	6430	5,000	AAC	56	Fair	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 2-20	RW 2-20	RUNWAY	1/1/1943	6425	266,650	AC	40	Very Poor	92%	7%	1%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 2-20	RW 2-20	RUNWAY	1/1/1943	6405	78,400	AC	38	Very Poor	84%	13%	3%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	AP RW 15-33	AP RW15-33	APRON	1/1/1943	6345	46,228	AC	37	Very Poor	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/1943	6210	24,503	AAC	85	Satisfactory	100%	0%	0%

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EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/1989	6205	324,750	AAC	72	Satisfactory	97%	0%	3%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/2008	6202	25,875	AAC	82	Satisfactory	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 11-29	RW 11-29	RUNWAY	1/1/2014	6105	431,900	AAC	100	Good	0%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	South Aprons	AP S	APRON	12/25/1999	4220	8,835	PCC	14	Serious	6%	77%	17%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	South Aprons	AP S	APRON	1/1/1943	4215	59,414	PCC	16	Serious	1%	77%	22%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/2012	4190	32,616	PCC	100	Good	0%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1965	4185	17,272	PCC	1	Failed	3%	73%	24%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1991	4165	9,517	PCC	4	Failed	1%	43%	56%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1975	4160	10,001	AAC	51	Poor	98%	0%	2%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1986	4145	17,888	AC	74	Satisfactory	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1980	4140	60,486	AC	29	Very Poor	56%	0%	44%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1975	4135	5,831	AC	39	Very Poor	86%	9%	5%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1997	4130	40,106	PCC	34	Very Poor	2%	58%	40%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1975	4115	8,775	PCC	8	Failed	1%	94%	5%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1980	4110	1,950	PCC	13	Serious	2%	93%	5%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1965	4105	10,564	PCC	4	Failed	1%	64%	35%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1984	4104	4,212	AC	45	Poor	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1984	4102	29,874	PCC	7	Failed	1%	73%	26%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2014	520	25,532	AC	100	Good	0%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	7/1/2011	515	52,311	AC	88	Good	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2014	510	29,187	AAC	100	Good	0%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2014	505	20,344	AAC	100	Good	0%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2014	425	66,245	AAC	100	Good	0%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2002	420	15,749	PCC	0	Failed	1%	71%	28%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/1943	415	115,004	AC	35	Very Poor	89%	0%	11%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2002	405	50,628	AC	73	Satisfactory	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2012	345	86,977	AC	100	Good	0%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2010	340	9,650	AC	89	Good	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2002	325	48,581	AC	69	Fair	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2002	320	33,766	AC	72	Satisfactory	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2002	315	33,766	AC	72	Satisfactory	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2002	310	36,433	AAC	45	Poor	85%	0%	15%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2002	215	106,223	AC	70	Fair	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2002	210	66,780	AC	79	Satisfactory	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2002	125	4,303	AC	66	Fair	96%	0%	4%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2013	115	6,997	AAC	100	Good	0%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	7/1/2011	110	16,319	AC	88	Good	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1977	105	93,280	AAC	58	Fair	99%	0%	1%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2011	102	22,287	AC	88	Good	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/2014	6265	30,100	AC	100	Good	0%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/2014	6260	30,000	AC	100	Good	0%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/2014	6235	175,000	AAC	100	Good	0%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/1998	6226	39,999	AAC	74	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 6-24	RW 6-24	RUNWAY	10/17/2014	6225	30,000	AAC	100	Good	0%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/2014	6215	185,000	AAC	100	Good	0%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2005	6185	50,100	AAC	85	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2005	6175	30,000	APC	75	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2005	6165	30,000	AAC	73	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2005	6150	30,000	AAC	82	Satisfactory	99%	0%	1%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2005	6145	300,000	AAC	81	Satisfactory	96%	0%	4%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2005	6125	80,000	AAC	75	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2005	6115	30,000	APC	68	Fair	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2005	6105	50,000	AAC	88	Good	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NORTH APRON	AP N	APRON	1/1/2004	5305	95,900	AC	90	Good	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	WEST APRON TO T-HANGARS	AP W T-HAN	APRON	1/1/2005	5215	139,404	AC	61	Fair	55%	0%	45%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	WEST APRON TO T-HANGARS	AP W T-HAN	APRON	1/1/2006	5210	221,395	AC	80	Satisfactory	81%	0%	19%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUN-UP APRONS AT RW 6-24	AP RU 6-24	APRON	1/1/2012	5203	34,907	AC	100	Good	0%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUN-UP APRONS AT RW 6-24	AP RU 6-24	APRON	1/1/2007	5202	27,901	AC	84	Satisfactory	65%	0%	35%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUN-UP APRONS AT RW 15-33	AP RU15-33	APRON	5/1/2013	5115	28,204	AC	100	Good	0%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUN-UP APRONS AT RW 15-33	AP RU15-33	APRON	1/1/2013	5110	29,707	AAC	100	Good	0%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUN-UP APRONS AT RW 15-33	AP RU15-33	APRON	1/1/2002	5105	11,667	AAC	56	Fair	95%	0%	5%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	EAST T-HANGARS	T-HAN EAST	APRON	12/25/2000	4810	35,911	AC	61	Fair	96%	0%	4%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	APRON AT SOUTH T-HANGARS	AP S T-HAN	APRON	1/1/2010	4805	18,639	AC	78	Satisfactory	100%	0%	0%

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ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	APRON AT SOUTH T-HANGARS	AP S T-HAN	APRON	1/1/2013	4715	48,245	AC	100	Good	0%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	APRON AT SOUTH T-HANGARS	AP S T-HAN	APRON	12/25/1999	4710	23,832	AC	30	Very Poor	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	APRON AT SOUTH T-HANGARS	AP S T-HAN	APRON	12/25/1999	4705	32,170	AC	90	Good	70%	0%	30%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY AT SOUTH APRON	TW AP S	TAXIWAY	1/1/1943	4620	21,907	AC	25	Serious	82%	18%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	SOUTH AP NORTH FROM SOUTH T-HANGAR	AP S	APRON	1/1/2006	4615	2,232	PCC	17	Serious	7%	64%	29%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	SOUTH AP NORTH FROM SOUTH T-HANGAR	AP S	APRON	12/25/1999	4610	15,063	AC	69	Fair	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	SOUTH AP NORTH FROM SOUTH T-HANGAR	AP S	APRON	12/25/1999	4608	139,565	AC	37	Very Poor	62%	38%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	SOUTH AP NORTH FROM SOUTH T-HANGAR	AP S	APRON	1/1/2004	4605	96,551	AAC	82	Satisfactory	80%	0%	20%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	WEST APRON TO T-HANGARS	AP W T-HAN	APRON	12/25/1999	4525	5,498	APC	19	Serious	87%	0%	13%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	WEST APRON TO T-HANGARS	AP W T-HAN	APRON	1/1/2012	4520	7,931	AC	100	Good	0%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	WEST APRON TO T-HANGARS	AP W T-HAN	APRON	1/1/2009	4515	8,387	AC	81	Satisfactory	80%	0%	20%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	WEST APRON TO T-HANGARS	AP W T-HAN	APRON	12/25/1999	4510	25,944	PCC	4	Failed	1%	80%	19%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	WEST APRON TO T-HANGARS	AP W T-HAN	APRON	1/1/1997	4505	41,443	AC	67	Fair	93%	0%	7%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NW APRON	AP NW	APRON	1/1/2007	4430	51,322	PCC	94	Good	0%	45%	55%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NW APRON	AP NW	APRON	1/1/2007	4425	20,243	PCC	95	Good	0%	81%	19%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NW APRON	AP NW	APRON	1/1/2005	4420	50,085	PCC	63	Fair	4%	72%	24%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NW APRON	AP NW	APRON	1/1/2005	4415	30,431	PCC	76	Satisfactory	0%	62%	38%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NW APRON	AP NW	APRON	1/1/1942	4410	43,500	PCC	11	Serious	4%	59%	37%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NW APRON	AP NW	APRON	1/1/1997	4405	28,060	AC	42	Poor	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	CENTRAL NW APRON	AP C NW	APRON	12/25/1999	4320	8,640	PCC	84	Satisfactory	0%	39%	61%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	CENTRAL NW APRON	AP C NW	APRON	12/25/1999	4315	18,257	PCC	33	Very Poor	3%	79%	18%

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ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	CENTRAL NW APRON	AP C NW	APRON	12/25/1999	4310	40,539	PCC	80	Satisfactory	10%	23%	67%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	CENTRAL NW APRON	AP C NW	APRON	1/1/1994	4305	154,557	AC	56	Fair	98%	0%	2%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	CENTER APRON	AP CENTER	APRON	1/1/2007	4210	4,590	PCC	95	Good	0%	0%	100%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	CENTER APRON	AP CENTER	APRON	1/1/1994	4205	271,842	AC	54	Poor	80%	0%	20%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NORTH APRON	AP N	APRON	12/25/1999	4130	24,770	AC	34	Very Poor	91%	0%	9%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1973	4115	79,830	AAC	54	Poor	94%	0%	6%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1973	4110	267,148	AC	33	Very Poor	99%	0%	1%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	CONNECTOR BETWEEN TW B & NORTH AP	TW N RAMP	TAXIWAY	1/1/1994	910	3,963	AC	48	Poor	86%	0%	14%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	CONNECTOR BETWEEN TW B & NORTH AP	TW N RAMP	TAXIWAY	1/1/2012	905	20,863	AAC	100	Good	0%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	CONNECTOR TAXIWAY	TW CONN NW	TAXIWAY	1/1/1994	850	22,390	AC	48	Poor	98%	0%	2%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY H	TW H	TAXIWAY	1/1/2014	810	3,833	AAC	100	Good	0%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY H	TW H	TAXIWAY	1/1/1999	805	42,962	AC	79	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY G	TW G	TAXIWAY	1/1/2014	715	8,902	AAC	100	Good	0%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY G	TW G	TAXIWAY	1/1/1999	710	8,914	AAC	80	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY G	TW G	TAXIWAY	1/1/1999	705	12,550	AAC	86	Good	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY F	TW F	TAXIWAY	1/1/2005	620	10,868	AC	88	Good	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY INTO WEST APRON	TW W APRON	TAXIWAY	1/1/2005	615	3,458	AC	77	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY F	TW F	TAXIWAY	12/25/1999	610	25,681	AC	49	Poor	83%	0%	17%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY F	TW F	TAXIWAY	1/1/1997	605	36,483	AC	55	Poor	81%	0%	19%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY E AND EAST TW	TW E	TAXIWAY	1/1/2004	525	8,728	AAC	81	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY E AND EAST TW	TW E	TAXIWAY	1/1/2002	522	18,292	AAC	62	Fair	85%	0%	15%

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ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/1991	410	56,652	AC	62	Fair	92%	0%	8%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY INTO WEST APRON	TW W APRON	TAXIWAY	1/1/2005	408	11,176	AC	82	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/1991	405	101,976	AC	59	Fair	88%	0%	12%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/1991	404	8,876	AC	31	Very Poor	80%	0%	20%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2014	402	6,915	AAC	100	Good	0%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2014	330	8,784	AAC	100	Good	0%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2007	325	29,284	AC	94	Good	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/1991	320	59,345	AC	53	Poor	68%	0%	32%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2012	220	101,625	AC	100	Good	0%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/1994	215	22,300	AC	59	Fair	83%	0%	17%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/1994	212	12,603	AC	68	Fair	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/1986	210	10,931	AC	61	Fair	94%	0%	6%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/1991	208	4,463	AAC	59	Fair	79%	0%	21%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/1991	206	6,615	AAC	61	Fair	66%	0%	34%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2002	205	71,686	AAC	64	Fair	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2014	202	4,394	AAC	100	Good	0%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY E AND EAST TW	TW E	TAXIWAY	1/1/2002	165	18,990	AAC	94	Good	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY A3	TW A3	TAXIWAY	1/1/2002	160	17,109	AAC	56	Fair	98%	0%	2%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY A2	TW A2	TAXIWAY	1/1/2002	155	19,150	AAC	89	Good	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2014	135	9,646	AAC	100	Good	0%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2013	130	81,689	AAC	100	Good	0%	0%	0%

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ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2005	127	32,304	AAC	77	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1994	126	53,500	AC	56	Fair	68%	18%	14%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2002	120	12,450	AAC	82	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY E AND EAST TW	TW E	TAXIWAY	1/1/2002	119	4,289	AAC	84	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2002	110	115,000	AAC	84	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY A1	TW A1	TAXIWAY	1/1/2002	105	29,349	AAC	87	Good	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY A1	TW A1	TAXIWAY	1/1/2002	104	4,928	APC	55	Poor	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2002	102	63,803	AAC	90	Good	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RUNWAY 3-21	RW 3-21	RUNWAY	1/1/2011	6210	244,273	AAC	98	Good	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RUNWAY 3-21	RW 3-21	RUNWAY	1/1/2011	6205	242,833	AC	96	Good	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2009	6130	50,000	AC	99	Good	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2009	6125	50,000	AC	98	Good	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RUNWAY 13-31	RW 13-31	RUNWAY	12/12/2009	6120	15,000	AC	93	Good	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RUNWAY 13-31	RW 13-31	RUNWAY	12/12/2009	6115	15,000	AC	93	Good	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2000	6110	250,000	AC	73	Satisfactory	98%	0%	2%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2000	6105	250,000	AC	69	Fair	61%	0%	39%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RUNUP APRON	AP RU	APRON	1/1/2009	5305	54,952	AC	98	Good	59%	0%	41%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RUNUP APRON	AP RU	APRON	1/1/2008	5205	36,679	AC	91	Good	73%	0%	27%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RE-FUELING APRON	AP RFUEL	APRON	1/1/1989	4505	25,329	AC	31	Very Poor	95%	0%	5%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXILANE TO APRON	APRON TL	APRON	1/1/1982	4305	10,698	AC	35	Very Poor	69%	16%	15%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	APRON T-HANGAR	AP T-HANG	APRON	1/1/2003	4205	45,127	AC	71	Satisfactory	92%	0%	8%

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LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1942	4140	8,600	PCC	12	Serious	13%	87%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1942	4135	27,179	PCC	32	Very Poor	11%	48%	41%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	NORTH APRON	AP N	APRON	1/1/2008	4130	56,108	PCC	97	Good	0%	65%	35%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	NORTH APRON	AP N	APRON	1/1/2005	4125	60,749	AC	69	Fair	84%	0%	16%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	NORTH APRON	AP N	APRON	12/25/2000	4120	6,600	PCC	63	Fair	0%	66%	34%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXILANE TO T-HANGARS	TL T-HANG	TAXIWAY	12/25/2000	4115	20,585	AC	90	Good	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXILANE TO T-HANGARS	TL T-HANG	TAXIWAY	12/25/2000	4110	14,559	AC	70	Fair	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1989	4105	323,324	AC	64	Fair	76%	22%	2%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2014	710	23,819	AC	100	Good	0%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2004	705	33,012	AC	69	Fair	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2011	700	142,878	AAC	83	Satisfactory	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY J	TW J	TAXIWAY	1/1/2011	600	26,600	AAC	96	Good	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2011	500	8,617	AC	94	Good	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2002	400	22,621	AC	60	Fair	27%	0%	73%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2009	300	27,917	AC	88	Good	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2002	205	6,084	AAC	71	Satisfactory	92%	0%	8%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2011	200	76,570	AC	92	Good	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY A3	TW A3	TAXIWAY	1/1/1989	140	4,673	AC	72	Satisfactory	91%	0%	9%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY A2	TW A2	TAXIWAY	1/1/1989	130	4,287	AC	69	Fair	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY A1	TW A1	TAXIWAY	1/1/1989	120	4,869	AC	64	Fair	85%	0%	15%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2009	115	62,194	AC	94	Good	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2000	110	113,411	AC	81	Satisfactory	79%	0%	21%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2014	105	80,652	AC	100	Good	0%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2009	100	82,757	AC	96	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1992	6315	6,900	AAC	54	Poor	98%	0%	2%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1992	6310	6,900	AAC	57	Fair	86%	0%	14%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1992	6305	211,297	AC	69	Fair	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2011	6220	17,500	AAC	91	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2011	6215	8,750	AAC	96	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1991	6210	565,132	AAC	61	Fair	85%	11%	4%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1991	6205	282,566	AAC	76	Satisfactory	96%	0%	4%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2011	6204	17,500	AAC	90	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2011	6203	8,750	AAC	95	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1998	6110	475,000	AAC	74	Satisfactory	95%	0%	5%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1998	6105	950,000	AAC	58	Fair	86%	10%	4%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	CENTER APRON	AP CENTER	APRON	1/1/1995	4998	48,745	PCC	74	Satisfactory	0%	26%	74%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	APRON SOUTHWEST	AP SW	APRON	1/1/2013	4730	101,878	AC	100	Good	0%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	APRON SOUTHWEST	AP SW	APRON	1/1/2008	4720	146,718	AC	80	Satisfactory	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	APRON SOUTHWEST	AP SW	APRON	1/1/2008	4710	216,728	AC	80	Satisfactory	90%	0%	10%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	CENTER APRON	AP CENTER	APRON	1/1/2009	4520	55,946	AC	92	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	CENTER APRON	AP CENTER	APRON	1/1/2009	4515	2,842	APC	70	Fair	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	CENTER APRON	AP CENTER	APRON	1/1/2009	4510	23,048	PCC	91	Good	0%	0%	100%

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MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2014	4425	253,400	PCC	100	Good	0%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2014	4420	129,420	AC	100	Good	0%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2014	4415	14,188	APC	100	Good	0%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	EAST APRON	AP E	APRON	12/25/1999	4410	100,915	AC	45	Poor	98%	0%	2%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2004	4407	69,765	AAC	85	Satisfactory	92%	0%	8%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/1998	4406	12,949	APC	50	Poor	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2004	4404	76,125	APC	88	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	WEST APRON	AP W	APRON	1/1/1942	4330	52,136	PCC	5	Failed	11%	83%	6%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	WEST APRON	AP W	APRON	1/1/1942	4325	45,350	PCC	0	Failed	5%	94%	1%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	WEST APRON	AP W	APRON	1/1/1979	4320	75,950	AC	57	Fair	98%	0%	2%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	WEST APRON	AP W	APRON	1/1/2012	4315	57,374	AAC	67	Fair	81%	0%	19%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	WEST APRON	AP W	APRON	12/25/1994	4312	8,547	PCC	13	Serious	2%	78%	20%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	WEST APRON	AP W	APRON	1/1/2012	4310	47,311	AAC	91	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	WEST APRON	AP W	APRON	1/1/2012	4305	34,199	AAC	94	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TERMINAL APRON	AP TERM	APRON	1/1/2009	4210	344,919	AAC	82	Satisfactory	77%	0%	23%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TERMINAL APRON	AP TERM	APRON	1/1/1989	4205	290,074	PCC	80	Satisfactory	0%	10%	90%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	NORTH GA APRON	AP N GA	APRON	1/1/2013	4145	7,860	AAC	100	Good	0%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	NORTH GA APRON	AP N GA	APRON	1/1/2010	4140	23,711	AC	94	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	NORTH GA APRON	AP N GA	APRON	1/1/2010	4135	22,180	APC	86	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	NORTH GA APRON	AP N GA	APRON	1/1/2006	4130	97,785	AC	76	Satisfactory	89%	0%	11%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	NORTH GA APRON	AP N GA	APRON	1/1/2003	4125	51,200	PCC	91	Good	0%	0%	100%

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MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	NORTH GA APRON	AP N GA	APRON	1/1/2003	4120	96,139	AC	69	Fair	92%	0%	8%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	NORTH GA APRON	AP N GA	APRON	1/1/2003	4115	162,260	PCC	96	Good	0%	0%	100%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	NORTH GA APRON	AP N GA	APRON	1/1/1982	4110	127,070	AC	59	Fair	97%	0%	3%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	NORTH GA APRON	AP N GA	APRON	1/1/1986	4105	95,800	AC	67	Fair	99%	0%	1%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	THRESHOLD TO RW 27L	RW 27L THR	RUNWAY	1/1/2001	3315	34,034	AAC	76	Satisfactory	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	THRESHOLD TO RW 27L	RW 27L THR	RUNWAY	1/1/2001	3310	68,068	AAC	72	Satisfactory	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY V	TW V	TAXIWAY	1/1/2012	2210	13,665	AAC	94	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY V	TW V	TAXIWAY	1/1/2012	2205	14,782	AAC	94	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	CONNECTOR TAXIWAY TO TERMINAL APRON	TW CONN AP	TAXIWAY	1/1/1989	2110	8,354	AC	86	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY T	TW T	TAXIWAY	1/1/2001	2015	54,727	AC	84	Satisfactory	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY T	TW T	TAXIWAY	1/1/1986	2005	47,619	AAC	83	Satisfactory	91%	0%	9%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2009	1820	49,954	AAC	87	Good	90%	0%	10%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2009	1810	61,999	AAC	85	Satisfactory	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/1998	1807	14,115	AAC	69	Fair	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2009	1805	61,344	AAC	90	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY Q	TW Q	TAXIWAY	1/1/2006	1735	15,616	AAC	88	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY Q	TW Q	TAXIWAY	1/1/2006	1732	4,295	AAC	91	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY Q	TW Q	TAXIWAY	1/1/2004	1725	106,628	AAC	83	Satisfactory	95%	0%	5%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY Q	TW Q	TAXIWAY	1/1/2004	1722	7,921	AAC	72	Satisfactory	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY Q	TW Q	TAXIWAY	1/1/2009	1720	54,194	AAC	88	Good	92%	0%	8%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY Q	TW Q	TAXIWAY	1/1/2007	1710	12,104	AAC	83	Satisfactory	100%	0%	0%

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MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY Q	TW Q	TAXIWAY	1/1/2007	1705	91,926	AAC	75	Satisfactory	95%	0%	5%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY V	TW V	TAXIWAY	1/1/2013	1610	36,715	AC	100	Good	0%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY V	TW V	TAXIWAY	1/1/2009	1605	61,171	AAC	87	Good	85%	0%	15%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY V	TW V	TAXIWAY	1/1/1998	1602	10,398	AAC	70	Fair	59%	0%	41%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY N	TW N	TAXIWAY	1/1/2009	1405	34,529	AAC	93	Good	86%	0%	14%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY N	TW N	TAXIWAY	1/1/1998	1404	10,300	AAC	81	Satisfactory	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY M	TW M	TAXIWAY	1/1/2003	1325	5,526	AAC	88	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY M	TW M	TAXIWAY	1/1/2003	1320	5,526	AAC	75	Satisfactory	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY M	TW M	TAXIWAY	1/1/2003	1315	50,873	AC	77	Satisfactory	85%	0%	15%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY M	TW M	TAXIWAY	1/1/2003	1312	16,404	AC	71	Satisfactory	94%	0%	6%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY M	TW M	TAXIWAY	1/1/2003	1305	8,625	AAC	70	Fair	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY L	TW L	TAXIWAY	1/1/2009	1210	34,316	AAC	74	Satisfactory	79%	0%	21%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY L	TW L	TAXIWAY	1/1/1998	1204	10,453	AAC	75	Satisfactory	83%	0%	17%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2014	1140	23,583	AC	100	Good	0%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2006	1135	82,706	AAC	78	Satisfactory	96%	0%	4%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2011	1132	21,084	AC	92	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2006	1130	76,184	AAC	82	Satisfactory	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2006	1125	94,533	AAC	80	Satisfactory	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2006	1120	9,926	AAC	70	Fair	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2006	1116	6,760	AAC	76	Satisfactory	93%	0%	7%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2006	1115	145,056	AAC	78	Satisfactory	96%	0%	4%

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MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2006	1110	5,207	AAC	84	Satisfactory	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2006	1105	101,687	AAC	81	Satisfactory	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY F	TW F	TAXIWAY	1/1/2013	810	64,381	AC	100	Good	0%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY V2	TW V2	TAXIWAY	1/1/2013	720	8,446	AC	100	Good	0%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY V1	TW V1	APRON	1/1/2008	710	11,452	AC	88	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY G	TW G	TAXIWAY	1/1/2010	605	40,977	AC	94	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY S1	TW S1	TAXIWAY	1/1/2014	525	19,360	AC	100	Good	0%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY S1	TW S1	TAXIWAY	1/1/2009	520	14,644	AC	76	Satisfactory	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/2010	515	18,556	AC	87	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/2004	510	68,429	AAC	63	Fair	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/2006	505	18,700	AAC	55	Poor	98%	0%	2%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2012	455	32,702	AAC	90	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2012	450	23,692	AAC	94	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2001	416	8,423	AC	80	Satisfactory	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2001	415	19,192	AC	82	Satisfactory	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/1979	412	4,498	AC	63	Fair	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/1979	410	104,051	AC	63	Fair	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2008	408	7,930	AAC	84	Satisfactory	99%	0%	1%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2012	405	8,073	AAC	87	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2003	350	71,723	AC	79	Satisfactory	81%	0%	19%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2003	340	20,582	AAC	84	Satisfactory	100%	0%	0%

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MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/1991	330	108,166	AC	75	Satisfactory	88%	0%	12%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2009	320	41,105	AAC	91	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2004	315	63,222	AAC	71	Satisfactory	98%	0%	2%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2004	310	13,011	AAC	77	Satisfactory	92%	0%	8%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2007	305	43,008	AAC	84	Satisfactory	84%	0%	16%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2009	132	58,319	AAC	92	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2009	130	36,222	AAC	88	Good	100%	0%	0%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2009	120	691,660	AAC	75	Satisfactory	96%	0%	4%
MLB	PR	MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2009	105	38,493	AAC	78	Satisfactory	75%	0%	25%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2013	6205	150,450	AAC	100	Good	0%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2008	6195	60,000	AC	93	Good	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2008	6190	30,000	AC	92	Good	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6135	189,000	AAC	97	Good	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6125	94,500	AAC	96	Good	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6110	373,275	AAC	95	Good	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6105	373,275	AAC	94	Good	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	NORTH APRON	AP N	APRON	1/1/2000	4210	41,762	AC	70	Fair	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	NORTH APRON	AP N	APRON	1/1/2000	4205	19,584	AC	86	Good	76%	0%	24%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	CENTRAL APRON	AP CENTER	APRON	7/1/2009	4135	122,764	AC	95	Good	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	CENTRAL APRON	AP CENTER	APRON	1/1/1991	4130	19,665	AAC	77	Satisfactory	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	CENTRAL APRON	AP CENTER	APRON	1/1/1983	4125	30,574	AC	70	Fair	100%	0%	0%

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OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	CENTRAL APRON	AP CENTER	APRON	1/1/1991	4120	95,753	AAC	67	Fair	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	CENTRAL APRON	AP CENTER	APRON	1/1/1991	4115	118,772	AAC	70	Fair	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	CENTRAL APRON	AP CENTER	APRON	1/1/1991	4110	83,395	AAC	67	Fair	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	CENTRAL APRON	AP CENTER	APRON	1/1/1991	4105	168,599	AAC	69	Fair	98%	0%	2%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A11	TW A11	TAXIWAY	1/1/2008	596	60,866	AC	88	Good	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY TO NORTH APRON	TW AP N	TAXIWAY	1/1/2000	595	33,921	AC	81	Satisfactory	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	1/1/2009	592	23,718	AC	94	Good	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A1	TW A1	TAXIWAY	1/1/2009	590	19,687	AAC	97	Good	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	1/1/2000	585	76,028	AC	56	Fair	97%	0%	3%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	1/1/2000	580	18,904	AC	59	Fair	89%	0%	11%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A6	TW A6	TAXIWAY	1/1/1940	575	15,173	AC	91	Good	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A6	TW A6	TAXIWAY	1/1/2000	570	6,990	AC	79	Satisfactory	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A6	TW A6	TAXIWAY	1/1/2000	565	21,849	AC	94	Good	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A6	TW A6	TAXIWAY	1/1/2000	560	13,073	AC	80	Satisfactory	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A10	TW A10	TAXIWAY	1/1/2008	555	34,000	AC	100	Good	0%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A7	TW A7	TAXIWAY	1/1/2000	550	52,374	AC	93	Good	66%	0%	34%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A9	TW A9	TAXIWAY	1/1/1988	545	19,957	AC	36	Very Poor	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A	TW A	TAXIWAY	1/1/1988	540	124,047	AC	28	Very Poor	91%	9%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A10	TW A10	TAXIWAY	1/1/2008	539	9,840	AC	90	Good	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A8	TW A8	TAXIWAY	1/1/1988	535	25,759	AC	27	Very Poor	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A6	TW A6	TAXIWAY	1/1/1977	530	14,829	AAC	36	Very Poor	100%	0%	0%

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OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A5	TW A5	TAXIWAY	1/1/1977	525	16,153	AAC	82	Satisfactory	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A4	TW A4	TAXIWAY	1/1/1977	520	16,927	AAC	93	Good	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A3	TW A3	TAXIWAY	1/1/1977	516	17,350	AAC	92	Good	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A3	TW A3	TAXIWAY	1/1/1977	515	3,791	AAC	48	Poor	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A3	TW A3	TAXIWAY	1/1/2009	514	11,036	AAC	85	Satisfactory	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A2	TW A2	TAXIWAY	1/1/1985	510	12,915	AC	84	Satisfactory	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A	TW A	TAXIWAY	1/1/1977	505	226,008	AAC	45	Poor	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A1	TW A1	TAXIWAY	1/1/2007	501	21,165	AC	82	Satisfactory	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	CONNECTOR TAXIWAY TW E AND RW 8-26	TW CONN	TAXIWAY	1/1/2013	305	15,806	AAC	100	Good	0%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY B	TW B	TAXIWAY	1/1/1985	106	6,834	AC	58	Fair	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY B	TW B	TAXIWAY	1/1/1985	105	84,332	AC	58	Fair	95%	0%	5%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/2008	6210	29,188	AAC	74	Satisfactory	95%	0%	5%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/2008	6205	341,312	AAC	76	Satisfactory	85%	0%	15%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/1977	6105	292,950	AAC	67	Fair	98%	0%	2%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	RUN-UP APRON	AP RU	APRON	1/1/2013	5115	28,289	AC	100	Good	0%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	RUN-UP APRON	AP RU	APRON	1/1/2013	5110	28,383	AC	100	Good	0%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	AP T HANG	AP T HANG	APRON	1/1/2005	4410	54,829	AC	71	Satisfactory	100%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	EAST APRON - HANGAR AREA	AP E	APRON	1/1/1984	4305	56,773	AC	24	Serious	75%	18%	7%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	CENTER APRON	AP CENTER	APRON	1/1/1992	4205	134,535	AAC	46	Poor	98%	0%	2%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	CENTER APRON	AP CENTER	APRON	7/31/2008	4204	5,932	AC	53	Poor	100%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	WEST APRON	AP W	APRON	1/1/1992	4105	164,592	AC	67	Fair	96%	0%	4%

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OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	WEST APRON	AP W	APRON	1/1/1992	4102	22,255	AC	29	Very Poor	72%	0%	28%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	1/1/1992	2004	17,255	PCC	31	Very Poor	2%	98%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY F	TW F	TAXIWAY	1/1/1984	650	6,273	AC	48	Poor	84%	0%	16%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY F	TW F	TAXIWAY	1/1/1984	605	41,694	AC	51	Poor	97%	0%	3%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2013	510	29,167	AC	100	Good	0%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1990	505	56,507	AAC	41	Poor	100%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2013	410	14,057	AC	100	Good	0%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/1984	405	74,127	AAC	43	Poor	82%	0%	18%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2013	305	35,470	AAC	100	Good	0%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2013	210	9,041	AC	100	Good	0%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/1977	205	21,305	AAC	37	Very Poor	89%	0%	11%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2013	115	11,172	AC	100	Good	0%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2013	110	11,172	AC	100	Good	0%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2013	100	155,988	AC	100	Good	0%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/1999	6205	445,836	AAC	74	Satisfactory	84%	0%	16%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	RUNWAY 7-25	RW 7-25	RUNWAY	1/2/2001	6110	300,250	AAC	84	Satisfactory	92%	0%	8%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	RUNWAY 7-25	RW 7-25	RUNWAY	1/2/2001	6105	600,500	AAC	74	Satisfactory	96%	0%	4%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	RUN-UP APRONS	AP RU	APRON	1/1/2001	5120	41,840	AC	82	Satisfactory	54%	0%	46%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	RUN-UP APRONS	AP RU	APRON	1/1/2001	5115	36,282	AC	81	Satisfactory	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	RUN-UP APRONS	AP RU	APRON	1/1/2001	5110	25,880	AC	89	Good	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	SE SEGMEN OF WEST APRON	AP W SEGM	APRON	1/1/2012	4810	79,030	AAC	86	Good	58%	0%	42%

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ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	SE SEGMEN OF WEST APRON	AP W SEGM	APRON	1/1/2001	4805	182,930	AAC	66	Fair	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	W APRON	AP W	APRON	1/1/1997	4665	38,581	PCC	31	Very Poor	9%	34%	57%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	W APRON	AP W	APRON	1/1/1997	4660	35,372	AC	31	Very Poor	90%	0%	10%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	W APRON	AP W	APRON	12/1/1998	4650	130,382	APC	59	Fair	95%	0%	5%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	W APRON	AP W	APRON	12/1/1998	4640	75,563	AAC	62	Fair	85%	0%	15%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	W APRON	AP W	APRON	1/1/1999	4610	260,825	AC	55	Poor	94%	0%	6%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	W APRON	AP W	APRON	1/1/2002	4605	35,100	AAC	73	Satisfactory	93%	0%	7%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NE APRON	AP NE	APRON	1/1/2007	4320	53,040	AAC	79	Satisfactory	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NE APRON	AP NE	APRON	1/1/2007	4315	24,518	AAC	79	Satisfactory	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NE APRON	AP NE	APRON	12/25/1999	4312	8,541	AC	61	Fair	55%	0%	45%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NE APRON	AP NE	APRON	1/1/1984	4305	52,643	AC	50	Poor	80%	20%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	GA APRON	AP GA	APRON	12/25/1999	4230	23,614	AC	68	Fair	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	GA APRON	AP GA	APRON	1/1/1984	4205	608,475	AC	59	Fair	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1960	4175	48,997	AC	83	Satisfactory	69%	0%	31%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1984	4170	88,377	AAC	70	Fair	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	9/1/2012	4169	72,939	AC	100	Good	0%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/2005	4168	24,538	PCC	0	Failed	0%	100%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1984	4167	28,916	AC	8	Failed	81%	19%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	9/1/2012	4166	20,175	AC	100	Good	0%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1984	4165	26,116	AC	8	Failed	89%	0%	11%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1991	4162	3,391	AC	74	Satisfactory	100%	0%	0%

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ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/2002	4158	119,181	AAC	10	Failed	94%	0%	6%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1984	4155	336,085	AC	53	Poor	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1968	4145	122,500	AC	36	Very Poor	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1979	4140	237,860	AC	34	Very Poor	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1978	4125	140,429	AC	7	Failed	70%	30%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1979	4105	200,966	AC	10	Failed	88%	12%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E4	TW E4	TAXIWAY	12/25/2015	1110	18,006	AAC	100	Good	0%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E4	TW E4	TAXIWAY	1/1/1991	1105	5,703	AC	78	Satisfactory	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E4	TW E4	TAXIWAY	1/1/1977	1080	8,393	AAC	58	Fair	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E4	TW E4	TAXIWAY	1/1/1977	1070	130,837	AAC	54	Poor	98%	0%	2%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E6	TW E6	TAXIWAY	12/25/2015	820	11,139	AC	100	Good	0%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY H	TW H	TAXIWAY	1/1/1983	806	62,452	AC	56	Fair	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E6	TW E6	TAXIWAY	1/1/1984	805	17,742	AC	59	Fair	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY G	TW G	TAXIWAY	1/1/1988	710	9,812	AC	59	Fair	77%	0%	23%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY G	TW G	TAXIWAY	1/1/1984	705	30,099	AC	57	Fair	82%	0%	18%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/1999	610	27,266	AC	88	Good	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY F	TW F	TAXIWAY	1/1/1984	605	54,815	AC	52	Poor	98%	0%	2%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E5	TW E5	TAXIWAY	1/1/1991	560	13,215	AC	76	Satisfactory	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	12/25/2015	550	52,982	AAC	100	Good	0%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	12/25/2015	545	8,134	AAC	100	Good	0%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	12/25/2015	540	21,996	AAC	100	Good	0%	0%	0%

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ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	12/25/2015	530	45,391	AAC	100	Good	0%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E3	TW E3	TAXIWAY	1/1/1983	522	2,869	AC	50	Poor	89%	0%	11%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E3	TW E3	TAXIWAY	1/1/1983	520	8,273	AC	62	Fair	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E2	TW E2	TAXIWAY	1/1/1983	512	2,687	AC	80	Satisfactory	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E2	TW E2	TAXIWAY	1/1/1983	510	9,644	AC	52	Poor	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1983	505	78,110	AC	72	Satisfactory	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E1	TW E1	TAXIWAY	1/1/1977	501	5,073	AC	60	Fair	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A5	TW A5	TAXIWAY	1/1/1997	425	9,443	AAC	77	Satisfactory	96%	0%	4%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E3	TW E3	TAXIWAY	1/1/1984	420	36,384	AC	62	Fair	66%	0%	34%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E3	TW E3	TAXIWAY	1/1/1977	417	8,311	AC	29	Very Poor	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A5	TW A5	TAXIWAY	1/1/1997	405	37,115	AAC	78	Satisfactory	94%	0%	6%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1963	150	60,358	AC	65	Fair	75%	0%	25%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A4	TW A4	TAXIWAY	1/1/1999	140	15,668	AC	73	Satisfactory	73%	0%	27%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A3	TW A3	TAXIWAY	1/1/1997	130	56,163	AAC	74	Satisfactory	69%	0%	31%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1997	125	271,468	AAC	75	Satisfactory	89%	0%	11%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A2	TW A2	TAXIWAY	1/1/1997	120	30,935	AAC	69	Fair	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	12/25/2015	118	9,702	AAC	100	Good	0%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1984	117	22,912	AC	68	Fair	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1984	116	17,575	AC	68	Fair	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1984	115	31,090	AC	65	Fair	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1999	114	10,625	AC	80	Satisfactory	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A6	TW A6	TAXIWAY	1/1/2001	113	27,094	AC	95	Good	61%	0%	39%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1997	111	15,536	AAC	85	Satisfactory	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	12/25/2015	105	20,389	AAC	100	Good	0%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2001	104	12,155	AC	71	Satisfactory	93%	0%	7%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/1999	103	62,250	AAC	67	Fair	77%	0%	23%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/1991	102	9,348	AC	57	Fair	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2008	6410	217,575	AC	83	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1997	6405	267,511	AC	66	Fair	92%	0%	8%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9C-27C	RW 9C-27C	RUNWAY	1/1/1975	6305	268,321	AAC	83	Satisfactory	93%	0%	7%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9C-27C	RW 9C-27C	RUNWAY	1/1/1975	6304	8,514	AAC	73	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2004	6295	20,500	AAC	76	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2004	6290	41,000	AAC	78	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1984	6285	27,000	AAC	74	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6280	70,125	AAC	78	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1984	6255	20,153	AAC	68	Fair	99%	0%	1%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6250	40,200	AAC	79	Satisfactory	95%	0%	5%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6245	7,989	APC	76	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6240	7,500	APC	83	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6233	10,262	APC	59	Fair	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6232	11,500	APC	80	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6231	9,324	APC	74	Satisfactory	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6230	16,000	APC	69	Fair	89%	0%	11%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1984	6225	15,745	AAC	80	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2004	6217	27,370	AAC	90	Good	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1943	6216	27,000	PCC	78	Satisfactory	31%	0%	69%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1943	6215	54,000	PCC	84	Satisfactory	0%	0%	100%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1984	6210	241,125	AAC	64	Fair	94%	0%	6%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6205	241,125	AAC	76	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2012	6170	70,000	AC	100	Good	0%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2012	6165	140,000	AC	100	Good	0%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2012	6160	30,000	AAC	100	Good	0%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2012	6155	60,000	AAC	100	Good	0%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2012	6150	18,000	APC	100	Good	0%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2012	6145	36,000	APC	100	Good	0%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2009	6110	432,000	APC	86	Good	94%	0%	6%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2009	6105	864,000	APC	87	Good	82%	0%	18%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2000	4610	15,598	AC	77	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	APRON SOUTH EAST	AP SE	APRON	1/1/2008	4605	20,623	AC	85	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	EAST APRON	AP E	APRON	12/25/1999	4510	45,632	PCC	65	Fair	30%	0%	70%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	EAST APRON	AP E	APRON	12/25/1999	4505	15,664	PCC	36	Very Poor	12%	44%	44%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	WEST APRON	AP W	APRON	1/1/2006	4410	27,986	PCC	59	Fair	18%	75%	7%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	WEST APRON	AP W	APRON	12/25/1999	4405	32,907	AC	24	Serious	80%	20%	0%

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SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	FBO APRON	FBO AP	APRON	1/1/2004	4315	57,936	AC	78	Satisfactory	86%	0%	14%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	NORTH APRON	AP N	APRON	1/1/2005	4310	244,780	AC	83	Satisfactory	77%	0%	23%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	FBO APRON	FBO AP	APRON	1/1/1994	4305	231,730	AC	53	Poor	97%	0%	3%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/2014	4290	371,774	PCC	100	Good	0%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/2014	4285	328,190	PCC	100	Good	0%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/2014	4280	150,479	PCC	100	Good	0%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/2014	4275	24,000	PCC	100	Good	0%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/1943	4270	279,553	AC	59	Fair	89%	0%	11%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/1961	4250	17,924	AAC	36	Very Poor	83%	0%	17%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/1953	4240	148,058	PCC	46	Poor	14%	0%	86%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/1957	4227	327,212	PCC	63	Fair	4%	0%	96%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/1957	4225	95,132	PCC	91	Good	0%	0%	100%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/2014	4215	403,062	PCC	100	Good	0%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/1961	4205	222,336	APC	68	Fair	98%	0%	2%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TERMINAL APRON - CENTER	AP TERM	APRON	1/1/1996	4140	162,648	AC	70	Fair	89%	0%	11%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TERMINAL APRON - CENTER	AP TERM	APRON	1/1/2007	4125	12,900	AC	92	Good	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TERMINAL APRON - CENTER	AP TERM	APRON	1/1/2007	4120	331,039	PCC	94	Good	29%	0%	71%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TERMINAL APRON - CENTER	AP TERM	APRON	1/1/1996	4115	169,731	AAC	72	Satisfactory	92%	0%	8%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TERMINAL APRON - CENTER	AP TERM	APRON	1/1/1996	4112	35,804	PCC	87	Good	0%	29%	71%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TERMINAL APRON - CENTER	AP TERM	APRON	1/1/1996	4111	84,441	PCC	81	Satisfactory	0%	10%	90%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TERMINAL APRON - CENTER	AP TERM	APRON	1/1/1996	4110	114,673	PCC	82	Satisfactory	0%	0%	100%

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SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TERMINAL APRON - CENTER	AP TERM	APRON	1/1/1965	4105	138,631	PCC	85	Satisfactory	11%	0%	89%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY S4	TW S4	TAXIWAY	1/1/2008	1940	14,379	AC	85	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY S3	TW S3	TAXIWAY	1/1/2008	1930	13,494	AC	78	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/2008	1925	115,395	AC	86	Good	94%	0%	6%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY S2	TW S2	TAXIWAY	1/1/2004	1920	23,285	AC	73	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY S1	TW S1	TAXIWAY	1/1/2004	1915	22,553	AC	76	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/2004	1910	117,287	AC	79	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/2004	1905	23,187	AC	88	Good	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2009	1826	17,896	AAC	94	Good	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2004	1825	21,271	AAC	80	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/1977	1820	22,019	AC	51	Poor	55%	42%	3%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2009	1818	8,265	AAC	71	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2009	1817	24,202	AAC	80	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2000	1815	54,955	AAC	72	Satisfactory	45%	0%	55%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/1992	1814	10,046	AAC	86	Good	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2008	1812	22,615	AAC	75	Satisfactory	95%	0%	5%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2004	1810	15,757	AC	65	Fair	82%	0%	18%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2009	1806	17,488	AAC	85	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/1977	1805	217,227	AC	57	Fair	96%	0%	4%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2008	1804	14,001	AAC	80	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY P	TW P	TAXIWAY	1/1/1955	1510	3,848	PCC	17	Serious	0%	100%	0%

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SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY P	TW P	TAXIWAY	1/1/1955	1505	18,518	AC	28	Very Poor	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY M	TW M	TAXIWAY	1/1/1975	1305	30,807	AC	62	Fair	85%	0%	15%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY M	TW M	TAXIWAY	1/1/1975	1304	27,969	AC	85	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY L	TW L	TAXIWAY	1/1/2004	1220	46,072	AC	72	Satisfactory	99%	0%	1%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY L	TW L	TAXIWAY	1/1/1991	1209	24,382	AAC	71	Satisfactory	95%	0%	5%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY L	TW L	TAXIWAY	1/1/1991	1208	97,725	AAC	51	Poor	51%	0%	49%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY L	TW L	TAXIWAY	1/1/2009	1207	20,672	AAC	83	Satisfactory	52%	0%	48%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY L	TW L	TAXIWAY	1/1/1975	1205	16,841	AC	74	Satisfactory	83%	0%	17%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2000	1110	57,970	AC	69	Fair	97%	0%	3%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2000	1107	59,520	AAC	68	Fair	95%	0%	5%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2000	1105	46,155	APC	49	Poor	87%	0%	13%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY K1	TW K1	TAXIWAY	1/1/2004	1005	65,060	AC	73	Satisfactory	64%	0%	36%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B10	TW B10	TAXIWAY	1/1/2013	620	25,251	PCC	100	Good	0%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2013	615	150,303	AC	100	Good	0%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B8	TW B8	TAXIWAY	1/1/2004	610	65,457	AAC	68	Fair	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2004	605	197,906	AAC	63	Fair	66%	21%	13%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2009	506	17,009	AAC	94	Good	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1977	505	20,305	AC	59	Fair	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/1975	355	31,708	APC	64	Fair	96%	0%	4%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2004	350	128,042	AC	77	Satisfactory	79%	0%	21%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2000	320	19,167	AAC	59	Fair	89%	0%	11%

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SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2000	315	218,691	AAC	58	Fair	84%	7%	9%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2000	308	18,750	AC	61	Fair	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2000	307	33,750	AC	66	Fair	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2009	252	19,042	AAC	92	Good	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B2	TW B2	TAXIWAY	1/1/2009	250	85,247	APC	67	Fair	97%	0%	3%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B8	TW B8	TAXIWAY	1/1/2013	230	70,444	AAC	100	Good	0%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B7	TW B7	TAXIWAY	1/1/2004	225	110,778	APC	73	Satisfactory	97%	0%	3%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B4	TW B4	TAXIWAY	1/1/1990	220	38,169	AC	62	Fair	90%	0%	10%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B3	TW B3	TAXIWAY	1/1/1990	217	18,604	AC	75	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B4	TW B4	TAXIWAY	1/1/1990	216	18,607	AC	70	Fair	75%	0%	25%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B3	TW B3	TAXIWAY	1/1/1990	215	38,169	AC	58	Fair	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2004	205	408,689	AAC	65	Fair	73%	0%	27%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/1997	204	82,722	AC	63	Fair	93%	0%	7%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2008	203	16,975	AAC	68	Fair	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2009	202	18,286	AAC	87	Good	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY A3	TW A3	TAXIWAY	1/1/2004	116	26,430	AC	81	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY A3	TW A3	TAXIWAY	1/1/2004	115	38,137	AC	60	Fair	95%	0%	5%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2004	110	190,899	AC	75	Satisfactory	98%	0%	2%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	FBO APRON CONN	FBO APCONN	APRON	1/1/1994	105	72,100	AC	40	Very Poor	69%	29%	2%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1998	6210	440,000	AC	59	Fair	75%	0%	25%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1998	6205	49,743	AAC	65	Fair	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2004	6150	65,950	AAC	73	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2004	6145	131,900	AAC	72	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2004	6130	50,000	AAC	72	Satisfactory	95%	0%	5%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2004	6125	100,000	AAC	71	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2004	6110	250,000	AAC	67	Fair	98%	0%	2%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2004	6105	500,000	AAC	67	Fair	98%	0%	2%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	WEST APRON	AP W	APRON	1/1/2014	4310	30,464	AAC	82	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	WEST APRON	AP W	APRON	1/1/2014	4305	370,471	PCC	100	Good	0%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	HELICOPTER APRON	AP HELI	APRON	1/1/2012	4260	376,884	PCC	100	Good	0%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	HELICOPTER APRON	AP HELI	APRON	1/1/2012	4255	27,840	AC	100	Good	0%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/2011	4250	38,228	PCC	98	Good	0%	0%	100%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/2008	4245	7,200	AC	77	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/2014	4241	8,553	AAC	100	Good	0%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/2014	4240	7,020	AAC	100	Good	0%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/2014	4235	66,120	PCC	100	Good	0%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/2014	4232	9,960	AAC	100	Good	0%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/1991	4230	9,576	PCC	79	Satisfactory	0%	88%	12%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/2012	4229	16,315	AC	100	Good	0%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/2014	4228	11,100	AAC	100	Good	0%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/2014	4227	6,560	AAC	100	Good	0%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/2014	4226	6,677	AAC	100	Good	0%	0%	0%

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TIX	PR	SPACE COAST REGIONAL AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/1991	4225	8,700	PCC	72	Satisfactory	0%	94%	6%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/1967	4221	5,405	AC	81	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/2014	4220	8,168	AAC	100	Good	0%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/2008	4218	95,378	AAC	81	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/2001	4217	26,589	AAC	89	Good	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/2008	4216	48,836	AAC	85	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/1971	4215	86,566	AC	51	Poor	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/2008	4211	3,845	AAC	75	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/1968	4205	101,276	AC	62	Fair	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY F	TW F	TAXIWAY	1/1/1998	605	30,388	AAC	25	Serious	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2014	525	8,165	AC	100	Good	0%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1998	515	107,697	AAC	77	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1998	510	5,825	AAC	77	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1998	505	32,371	AAC	78	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2004	410	73,750	AAC	78	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2004	408	7,500	AAC	71	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2004	404	26,461	AAC	72	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2013	315	32,856	AAC	100	Good	0%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/1986	310	116,660	AAC	69	Fair	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2004	305	46,879	AAC	72	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2013	210	234,359	AAC	100	Good	0%	0%	0%

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TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/1998	205	22,146	AAC	60	Fair	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1998	125	35,137	AAC	72	Satisfactory	95%	0%	5%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1998	120	90,638	AAC	69	Fair	95%	0%	5%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1998	115	50,000	AAC	70	Fair	98%	0%	2%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1998	112	30,000	AAC	70	Fair	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1998	110	70,000	AAC	68	Fair	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1998	105	114,651	AAC	74	Satisfactory	96%	0%	4%
X21	GA	ARTHUR DUNN AIRPARK	5	RUNWAY 15-33	RW 15-33	RUNWAY	1/2/2009	6105	211,750	AC	87	Good	93%	0%	7%
X21	GA	ARTHUR DUNN AIRPARK	5	T-HANGAR APRON	AP T-HANG	APRON	1/1/1999	4210	44,648	AC	80	Satisfactory	100%	0%	0%
X21	GA	ARTHUR DUNN AIRPARK	5	T-HANGAR APRON	AP T-HANG	APRON	1/1/1999	4205	44,768	AC	62	Fair	57%	0%	43%
X21	GA	ARTHUR DUNN AIRPARK	5	APRON	AP	APRON	1/1/2002	4110	29,292	AC	87	Good	100%	0%	0%
X21	GA	ARTHUR DUNN AIRPARK	5	APRON	AP	APRON	1/1/2002	4107	20,293	AAC	77	Satisfactory	100%	0%	0%
X21	GA	ARTHUR DUNN AIRPARK	5	APRON	AP	APRON	1/1/2002	4105	23,412	AAC	73	Satisfactory	100%	0%	0%
X21	GA	ARTHUR DUNN AIRPARK	5	APRON	AP	APRON	1/1/2002	4104	36,458	AAC	80	Satisfactory	100%	0%	0%
X21	GA	ARTHUR DUNN AIRPARK	5	TAXIWAY D	TW D	TAXIWAY	1/2/2009	405	5,221	AC	89	Good	100%	0%	0%
X21	GA	ARTHUR DUNN AIRPARK	5	TAXIWAY C	TW C	TAXIWAY	1/2/2009	320	8,484	AC	74	Satisfactory	100%	0%	0%
X21	GA	ARTHUR DUNN AIRPARK	5	TAXIWAY C	TW C	TAXIWAY	1/1/1999	310	7,500	AC	97	Good	100%	0%	0%
X21	GA	ARTHUR DUNN AIRPARK	5	TAXIWAY C	TW C	TAXIWAY	1/2/2009	305	4,330	AC	93	Good	100%	0%	0%
X21	GA	ARTHUR DUNN AIRPARK	5	TAXIWAY B	TW B	TAXIWAY	1/2/2009	210	4,915	AC	93	Good	100%	0%	0%
X21	GA	ARTHUR DUNN AIRPARK	5	TAXIWAY B	TW B	TAXIWAY	1/2/2009	205	3,904	AC	95	Good	100%	0%	0%
X21	GA	ARTHUR DUNN AIRPARK	5	TAXIWAY AP	TW AP	TAXIWAY	1/1/2002	115	4,803	AC	84	Satisfactory	100%	0%	0%

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X21	GA	ARTHUR DUNN AIRPARK	5	TAXIWAY A	TW A	TAXIWAY	1/2/2009	110	3,973	AC	85	Satisfactory	100%	0%	0%
X21	GA	ARTHUR DUNN AIRPARK	5	TAXIWAY A	TW A	TAXIWAY	1/2/2009	105	79,879	AC	90	Good	100%	0%	0%
X23	GA	UMATILLA MUNICIPAL AIRPORT	5	RUNWAY 01-19	RW 01-19	RUNWAY	1/1/2004	6105	150,000	AC	83	Satisfactory	94%	0%	6%
X23	GA	UMATILLA MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/2012	5110	36,359	AC	100	Good	0%	0%	0%
X23	GA	UMATILLA MUNICIPAL AIRPORT	5	RUN-UP APRON	AP RU	APRON	1/1/2004	5105	20,036	AC	89	Good	100%	0%	0%
X23	GA	UMATILLA MUNICIPAL AIRPORT	5	APRON AT T-HANGARS	AP T-HANG	APRON	1/1/2004	4205	21,771	AC	76	Satisfactory	100%	0%	0%
X23	GA	UMATILLA MUNICIPAL AIRPORT	5	TERMINAL APRON	AP TERM	APRON	1/1/2010	4115	13,839	AC	82	Satisfactory	100%	0%	0%
X23	GA	UMATILLA MUNICIPAL AIRPORT	5	TERMINAL APRON	AP TERM	APRON	1/1/2010	4110	19,155	AC	76	Satisfactory	100%	0%	0%
X23	GA	UMATILLA MUNICIPAL AIRPORT	5	TERMINAL APRON	AP TERM	APRON	1/1/2004	4105	30,512	AC	83	Satisfactory	100%	0%	0%
X23	GA	UMATILLA MUNICIPAL AIRPORT	5	TAXIWAY AP	TW AP	TAXIWAY	1/1/2012	105	16,035	AC	100	Good	0%	0%	0%
X35	GA	MARION COUNTY AIRPORT	5	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1942	6215	30,000	PCC	51	Poor	3%	91%	6%
X35	GA	MARION COUNTY AIRPORT	5	RUNWAY 5-23	RW 5-23	RUNWAY	12/1/2011	6210	428,000	AAC	100	Good	0%	0%	0%
X35	GA	MARION COUNTY AIRPORT	5	RUNWAY 5-23	RW 5-23	RUNWAY	12/1/2011	6205	42,000	AAC	100	Good	0%	0%	0%
X35	GA	MARION COUNTY AIRPORT	5	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/1993	6105	273,635	AC	76	Satisfactory	100%	0%	0%
X35	GA	MARION COUNTY AIRPORT	5	TERMINAL APRON	AP TERM	APRON	7/1/2013	4305	67,389	AC	100	Good	0%	0%	0%
X35	GA	MARION COUNTY AIRPORT	5	HANGAR APRON	AP HANGAR	APRON	1/1/2011	4240	42,917	AC	100	Good	0%	0%	0%
X35	GA	MARION COUNTY AIRPORT	5	HANGAR APRON	AP HANGAR	APRON	1/1/1999	4230	13,063	PCC	26	Very Poor	5%	63%	32%
X35	GA	MARION COUNTY AIRPORT	5	HANGAR APRON	AP HANGAR	APRON	1/1/1999	4220	19,093	AC	62	Fair	100%	0%	0%
X35	GA	MARION COUNTY AIRPORT	5	HANGAR APRON	AP HANGAR	APRON	1/1/1999	4210	10,197	AC	59	Fair	100%	0%	0%
X35	GA	MARION COUNTY AIRPORT	5	APRON	AP	APRON	1/1/1991	4105	127,367	AC	63	Fair	100%	0%	0%
X35	GA	MARION COUNTY AIRPORT	5	EAST TAXIWAY	TW E	TAXIWAY	1/1/1942	115	3,750	PCC	34	Very Poor	3%	92%	5%

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X35	GA	MARION COUNTY AIRPORT	5	EAST TAXIWAY	TW E	TAXIWAY	1/1/1989	110	167,582	AAC	54	Poor	91%	0%	9%
X35	GA	MARION COUNTY AIRPORT	5	EAST TAXIWAY	TW E	TAXIWAY	1/1/1993	105	15,785	AC	74	Satisfactory	100%	0%	0%
X59	GA	VALKARIA AIRPORT	5	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/1993	6210	45,000	AAC	71	Satisfactory	100%	0%	0%
X59	GA	VALKARIA AIRPORT	5	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/1943	6205	255,000	AC	27	Very Poor	100%	0%	0%
X59	GA	VALKARIA AIRPORT	5	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1993	6115	75,000	AAC	75	Satisfactory	100%	0%	0%
X59	GA	VALKARIA AIRPORT	5	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1993	6110	153,750	AAC	75	Satisfactory	100%	0%	0%
X59	GA	VALKARIA AIRPORT	5	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1993	6105	63,617	AAC	77	Satisfactory	100%	0%	0%
X59	GA	VALKARIA AIRPORT	5	APRON	AP	APRON	1/1/2010	4120	61,617	AC	82	Satisfactory	59%	0%	41%
X59	GA	VALKARIA AIRPORT	5	APRON	AP	APRON	1/1/1996	4115	8,065	AC	64	Fair	100%	0%	0%
X59	GA	VALKARIA AIRPORT	5	APRON	AP	APRON	1/1/2013	4105	397,873	AC	100	Good	0%	0%	0%
X59	GA	VALKARIA AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2013	310	8,540	AC	100	Good	0%	0%	0%
X59	GA	VALKARIA AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2013	305	125,636	AC	100	Good	0%	0%	0%
X59	GA	VALKARIA AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2013	110	37,651	AC	100	Good	0%	0%	0%
XFL	GA	FLAGLER COUNTY AIRPORT	5	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/1995	6205	487,349	AAC	55	Poor	97%	0%	3%
XFL	GA	FLAGLER COUNTY AIRPORT	5	RUNWAY 11-29	RW 11-29	RUNWAY	1/1/1988	6105	500,300	AAC	50	Poor	80%	0%	20%
XFL	GA	FLAGLER COUNTY AIRPORT	5	RUN-UP APRON AT RW 11	AP RU 11	APRON	1/1/1992	5105	30,385	AAC	57	Fair	57%	0%	43%
XFL	GA	FLAGLER COUNTY AIRPORT	5	RUN-UP APRON AT RW 11	AP RU 11	APRON	1/1/1942	5103	33,421	AC	37	Very Poor	100%	0%	0%
XFL	GA	FLAGLER COUNTY AIRPORT	5	APRON MID	AP MID	APRON	1/1/2012	4615	21,385	AC	100	Good	0%	0%	0%
XFL	GA	FLAGLER COUNTY AIRPORT	5	APRON MID	AP MID	APRON	12/1/2012	4610	38,864	AC	100	Good	0%	0%	0%
XFL	GA	FLAGLER COUNTY AIRPORT	5	APRON GA	AP GA	APRON	12/1/2012	4510	16,783	PCC	98	Good	100%	0%	0%
XFL	GA	FLAGLER COUNTY AIRPORT	5	NORTH APRON	AP N	APRON	1/1/2009	4405	30,077	PCC	92	Good	24%	62%	14%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
XFL	GA	FLAGLER COUNTY AIRPORT	5	APRON AT T-HANGARS	AP T-HANG	APRON	12/1/2012	4320	17,192	AC	100	Good	0%	0%	0%
XFL	GA	FLAGLER COUNTY AIRPORT	5	APRON AT T-HANGARS	AP T-HANG	APRON	12/25/1999	4315	9,905	AC	50	Poor	70%	0%	30%
XFL	GA	FLAGLER COUNTY AIRPORT	5	APRON AT T-HANGARS	AP T-HANG	APRON	12/25/1999	4310	16,917	AC	65	Fair	80%	0%	20%
XFL	GA	FLAGLER COUNTY AIRPORT	5	APRON AT T-HANGARS	AP T-HANG	APRON	12/25/1999	4305	16,802	PCC	94	Good	35%	0%	65%
XFL	GA	FLAGLER COUNTY AIRPORT	5	EAST APRON	AP E	APRON	1/1/2004	4210	12,000	PCC	75	Satisfactory	6%	38%	56%
XFL	GA	FLAGLER COUNTY AIRPORT	5	EAST APRON	AP E	APRON	1/1/2007	4205	65,412	AC	73	Satisfactory	99%	0%	1%
XFL	GA	FLAGLER COUNTY AIRPORT	5	APRON	AP	APRON	1/1/2012	4135	110,983	AC	100	Good	0%	0%	0%
XFL	GA	FLAGLER COUNTY AIRPORT	5	APRON	AP	APRON	1/1/1992	4130	10,275	PCC	26	Very Poor	7%	73%	20%
XFL	GA	FLAGLER COUNTY AIRPORT	5	APRON	AP	APRON	1/1/1992	4125	25,668	PCC	85	Satisfactory	46%	0%	54%
XFL	GA	FLAGLER COUNTY AIRPORT	5	APRON	AP	APRON	1/1/1992	4120	9,798	PCC	31	Very Poor	13%	71%	16%
XFL	GA	FLAGLER COUNTY AIRPORT	5	APRON	AP	APRON	1/1/1950	4115	20,847	AC	40	Very Poor	96%	0%	4%
XFL	GA	FLAGLER COUNTY AIRPORT	5	APRON	AP	APRON	1/1/2012	4110	48,363	AC	100	Good	0%	0%	0%
XFL	GA	FLAGLER COUNTY AIRPORT	5	APRON	AP	APRON	1/1/1942	4105	26,244	PCC	1	Failed	8%	92%	0%
XFL	GA	FLAGLER COUNTY AIRPORT	5	TAXIWAY F	TW F	TAXIWAY	12/1/2012	602	25,816	AAC	100	Good	0%	0%	0%
XFL	GA	FLAGLER COUNTY AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2004	520	23,992	AC	69	Fair	80%	0%	20%
XFL	GA	FLAGLER COUNTY AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	12/1/2013	515	139,435	AAC	100	Good	0%	0%	0%
XFL	GA	FLAGLER COUNTY AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	12/1/2013	512	19,204	AAC	100	Good	0%	0%	0%
XFL	GA	FLAGLER COUNTY AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	12/1/2013	510	71,339	AAC	100	Good	0%	0%	0%
XFL	GA	FLAGLER COUNTY AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	12/1/2013	505	21,067	AAC	100	Good	0%	0%	0%
XFL	GA	FLAGLER COUNTY AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/1992	415	22,202	AAC	55	Poor	83%	0%	17%
XFL	GA	FLAGLER COUNTY AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/1942	414	4,612	AC	65	Fair	24%	76%	0%

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XFL	GA	FLAGLER COUNTY AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/1942	410	108,629	AC	40	Very Poor	90%	9%	1%
XFL	GA	FLAGLER COUNTY AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/1942	407	8,075	AC	32	Very Poor	91%	0%	9%
XFL	GA	FLAGLER COUNTY AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/1942	405	30,433	AC	17	Serious	63%	37%	0%
XFL	GA	FLAGLER COUNTY AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2007	315	105,368	AC	43	Poor	98%	0%	2%
XFL	GA	FLAGLER COUNTY AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/1942	310	24,779	AC	49	Poor	94%	0%	6%
XFL	GA	FLAGLER COUNTY AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/1942	307	10,190	AC	45	Poor	100%	0%	0%
XFL	GA	FLAGLER COUNTY AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/1992	305	29,821	AAC	59	Fair	100%	0%	0%
XFL	GA	FLAGLER COUNTY AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/1992	205	88,038	AC	66	Fair	92%	0%	8%
XFL	GA	FLAGLER COUNTY AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1982	110	17,576	AAC	37	Very Poor	100%	0%	0%
XFL	GA	FLAGLER COUNTY AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1942	105	206,336	AC	50	Poor	85%	15%	0%
XFL	GA	FLAGLER COUNTY AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1982	104	7,358	AAC	38	Very Poor	100%	0%	0%
XFL	GA	FLAGLER COUNTY AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1992	102	22,177	AAC	63	Fair	94%	0%	6%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2003	6110	168,000	AAC	57	Fair	97%	0%	3%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2003	6105	312,000	AAC	60	Fair	99%	0%	1%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	WEST APRON	AP W	APRON	1/1/2006	4215	63,198	AAC	71	Satisfactory	63%	0%	37%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	WEST APRON	AP W	APRON	1/1/2003	4210	82,435	AC	57	Fair	73%	24%	3%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	WEST APRON	AP W	APRON	1/1/2003	4205	77,458	AC	74	Satisfactory	82%	14%	4%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	EAST APRON	AP E	APRON	1/1/2003	4150	61,226	AC	39	Very Poor	57%	35%	8%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	EAST APRON	AP E	APRON	1/1/2003	4145	189,743	AAC	53	Poor	91%	0%	9%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	EAST APRON	AP E	APRON	1/1/2003	4130	44,897	AAC	44	Poor	91%	0%	9%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	EAST APRON	AP E	APRON	1/1/2003	4125	94,962	AAC	48	Poor	75%	0%	25%

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EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	EAST APRON	AP E	APRON	1/1/2003	4120	66,920	AAC	30	Very Poor	48%	10%	42%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	EAST APRON	AP E	APRON	1/1/2003	4115	50,253	AAC	41	Poor	74%	0%	26%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	EAST APRON	AP E	APRON	1/1/2003	4110	17,663	AAC	57	Fair	97%	0%	3%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	EAST APRON	AP E	APRON	1/1/2003	4105	87,201	AAC	55	Poor	86%	0%	14%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/2003	610	33,366	AAC	41	Poor	83%	15%	2%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/2003	605	51,537	AAC	64	Fair	68%	21%	11%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	1/1/2003	520	6,166	AAC	48	Poor	87%	0%	13%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	1/1/2003	510	15,362	AAC	50	Poor	93%	0%	7%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	1/1/2003	507	7,250	AAC	71	Satisfactory	85%	0%	15%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	1/1/2003	505	11,124	AAC	58	Fair	73%	20%	7%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/2003	305	20,166	AAC	68	Fair	96%	0%	4%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY B	TW B	TAXIWAY	1/1/2003	205	39,917	AAC	63	Fair	84%	12%	4%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY A10	TW A10	TAXIWAY	1/1/2014	165	2,531	PCC	100	Good	0%	0%	0%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY A9	TW A9	TAXIWAY	1/1/2014	160	2,531	PCC	100	Good	0%	0%	0%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY A8	TW A8	TAXIWAY	1/1/2014	155	1,992	PCC	100	Good	0%	0%	0%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY A7	TW A7	TAXIWAY	1/1/2014	150	1,991	PCC	100	Good	0%	0%	0%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	1/11/2003	110	54,795	AAC	55	Poor	39%	26%	35%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	1/1/2003	107	30,037	AAC	71	Satisfactory	65%	35%	0%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	1/1/2003	105	149,579	AAC	71	Satisfactory	65%	32%	3%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/1985	6110	125,200	AAC	62	Fair	100%	0%	0%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/1985	6105	375,600	AAC	61	Fair	100%	0%	0%

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MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	APRON E	AP E	APRON	1/1/1999	4510	17,050	AC	57	Fair	100%	0%	0%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	APRON E	AP E	APRON	9/1/2007	4505	35,198	AAC	72	Satisfactory	100%	0%	0%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	T-HANGAR APRONS	AP T-HAN	APRON	12/25/1999	4405	37,434	AC	79	Satisfactory	59%	0%	41%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	JET CENTER APRON	AP JET CTR	APRON	1/1/1990	4320	5,504	AC	30	Very Poor	26%	0%	74%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	JET CENTER APRON	AP JET CTR	APRON	12/25/1999	4315	60,631	AC	54	Poor	55%	0%	45%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	JET CENTER APRON	AP JET CTR	APRON	1/1/1987	4310	17,801	PCC	31	Very Poor	6%	72%	22%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	JET CENTER APRON	AP JET CTR	APRON	1/1/1990	4305	112,985	AC	42	Poor	66%	0%	34%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TERMINAL APRON	AP TERM	APRON	1/1/1994	4220	87,363	PCC	65	Fair	5%	35%	60%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TERMINAL APRON	AP TERM	APRON	1/1/1999	4210	18,371	AC	59	Fair	43%	0%	57%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TERMINAL APRON	AP TERM	APRON	1/1/1978	4205	20,012	AAC	59	Fair	60%	0%	40%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	APRON AT FLIGHT CENTER	AP FLGHT C	APRON	12/25/1999	4125	14,266	AC	83	Satisfactory	100%	0%	0%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	APRON AT FLIGHT CENTER	AP FLGHT C	APRON	1/1/1998	4120	18,521	AC	64	Fair	100%	0%	0%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	APRON AT FLIGHT CENTER	AP FLGHT C	APRON	1/1/1966	4115	35,147	AC	59	Fair	81%	0%	19%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	APRON AT FLIGHT CENTER	AP FLGHT C	APRON	1/1/1983	4110	4,020	PCC	44	Poor	0%	70%	30%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	APRON AT FLIGHT CENTER	AP FLGHT C	APRON	1/1/1983	4105	269,634	AC	65	Fair	58%	23%	19%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	12/25/1999	405	43,530	AC	82	Satisfactory	100%	0%	0%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	1/1/1998	310	7,468	AAC	83	Satisfactory	100%	0%	0%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	1/1/1983	305	9,290	AAC	63	Fair	80%	0%	20%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/1998	210	3,873	AAC	65	Fair	84%	0%	16%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/1998	205	6,247	AAC	70	Fair	59%	0%	41%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/1998	155	5,103	AAC	70	Fair	80%	0%	20%

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MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/1998	152	5,537	AAC	80	Satisfactory	100%	0%	0%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TAXIWAY B	TW B	TAXIWAY	1/1/1998	151	10,711	AAC	61	Fair	87%	0%	13%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	12/25/1999	115	50,654	AC	69	Fair	100%	0%	0%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	1/1/1998	105	252,877	AAC	66	Fair	72%	15%	13%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/2/2002	6410	100,600	AAC	63	Fair	74%	0%	26%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/2/2002	6405	330,300	AAC	71	Satisfactory	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY HOTEL	TW H	TAXIWAY	1/1/1989	6355	12,262	AAC	63	Fair	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY HOTEL	TW H	TAXIWAY	1/1/2009	6346	29,637	AAC	70	Fair	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY HOTEL	TW H	TAXIWAY	1/1/2009	6345	24,981	AAC	73	Satisfactory	96%	0%	4%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY HOTEL	TW H	TAXIWAY	1/1/2015	6340	22,875	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY HOTEL	TW H	TAXIWAY	1/1/1985	6335	22,875	AAC	66	Fair	95%	0%	5%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY HOTEL	TW H	TAXIWAY	1/1/1994	6326	89,179	AC	59	Fair	86%	0%	14%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY HOTEL	TW H	TAXIWAY	1/1/1994	6325	89,179	AC	58	Fair	86%	0%	14%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY HOTEL	TW H	TAXIWAY	1/1/2009	6324	27,651	AAC	67	Fair	59%	0%	41%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY HOTEL	TW H	TAXIWAY	1/1/2009	6323	23,324	AAC	70	Fair	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY HOTEL	TW H	TAXIWAY	1/1/2015	6320	146,625	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY HOTEL	TW H	TAXIWAY	1/1/2009	6315	146,625	AAC	76	Satisfactory	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY HOTEL	TW H	TAXIWAY	1/1/1966	6306	41,939	AC	48	Poor	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY HOTEL	TW H	TAXIWAY	1/1/2009	6305	36,541	AAC	68	Fair	56%	0%	44%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 12-30	RW 12-30	RUNWAY	6/29/2012	6230	9,250	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 12-30	RW 12-30	RUNWAY	6/29/2012	6225	18,500	AAC	100	Good	0%	0%	0%

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OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 12-30	RW 12-30	RUNWAY	6/29/2012	6220	9,000	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 12-30	RW 12-30	RUNWAY	6/29/2012	6215	18,000	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 12-30	RW 12-30	RUNWAY	1/1/1994	6210	321,750	AC	57	Fair	86%	0%	14%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 12-30	RW 12-30	RUNWAY	1/1/1994	6205	643,500	AC	48	Poor	90%	0%	10%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	5/6/2013	6140	18,500	APC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	5/6/2013	6135	9,250	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1989	6130	31,700	APC	63	Fair	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1989	6125	15,850	AAC	68	Fair	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1989	6120	700,000	AAC	60	Fair	92%	8%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2009	6115	350,000	AAC	59	Fair	90%	10%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1989	6110	31,500	APC	67	Fair	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	5/6/2013	6107	18,500	APC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1989	6105	15,750	APC	63	Fair	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	5/6/2013	6102	9,250	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	T-HANGAR APRON	AP T-HANG	APRON	1/1/2014	4520	97,995	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	T-HANGAR APRON	AP T-HANG	APRON	1/1/1994	4515	26,770	AAC	47	Poor	77%	0%	23%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	T-HANGAR APRON	AP T-HANG	APRON	1/1/1985	4510	88,298	AC	60	Fair	88%	0%	12%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	T-HANGAR APRON	AP T-HANG	APRON	1/1/2008	4509	77,185	AAC	73	Satisfactory	88%	0%	12%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	T-HANGAR APRON	AP T-HANG	APRON	1/1/1945	4507	53,955	AC	38	Very Poor	93%	0%	7%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	T-HANGAR APRON	AP T-HANG	APRON	1/1/1985	4505	121,286	AC	47	Poor	85%	0%	15%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	SE APRON	AP SE	APRON	1/1/1985	4405	41,364	AC	50	Poor	85%	0%	15%

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OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	NE APRON	AP NE	APRON	1/1/1985	4305	707,659	AC	46	Poor	92%	0%	8%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	EAST APRON	AP E	APRON	1/1/1986	4230	55,350	AC	36	Very Poor	60%	33%	7%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	EAST APRON	AP E	APRON	1/1/1986	4225	126,677	AC	60	Fair	95%	0%	5%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	EAST APRON	AP E	APRON	1/1/2014	4220	73,845	AC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	EAST APRON	AP E	APRON	1/1/2014	4215	259,136	AC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	EAST APRON	AP E	APRON	1/1/1988	4210	209,760	AC	43	Poor	94%	0%	6%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	EAST APRON	AP E	APRON	1/1/1986	4205	49,389	AC	49	Poor	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	CENTER APRON	AP CENTER	APRON	1/2/2001	4145	44,820	AAC	55	Poor	97%	0%	3%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	CENTER APRON	AP CENTER	APRON	1/1/2001	4140	72,314	AAC	65	Fair	57%	0%	43%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	CENTER APRON	AP CENTER	APRON	1/1/1955	4135	51,051	PCC	37	Very Poor	13%	59%	28%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	CENTER APRON	AP CENTER	APRON	1/1/1955	4130	12,508	PCC	38	Very Poor	12%	47%	41%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	CENTER APRON	AP CENTER	APRON	1/1/1955	4125	35,700	PCC	25	Serious	5%	40%	55%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	CENTER APRON	AP CENTER	APRON	1/1/2014	4122	41,758	PCC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	CENTER APRON	AP CENTER	APRON	1/1/2009	4112	45,995	PCC	82	Satisfactory	0%	0%	100%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	CENTER APRON	AP CENTER	APRON	1/1/1955	4110	207,861	PCC	40	Very Poor	12%	37%	51%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	CENTER APRON	AP CENTER	APRON	1/2/2001	4105	316,721	AAC	31	Very Poor	40%	44%	16%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY Y5	TW Y5	TAXIWAY	1/1/1994	2630	34,246	AC	50	Poor	78%	0%	22%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY Y	TW Y	TAXIWAY	1/1/1994	2620	117,770	AC	50	Poor	71%	0%	29%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY Y	TW Y	TAXIWAY	1/1/1994	2615	9,286	AAC	65	Fair	69%	0%	31%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY Y	TW Y	TAXIWAY	1/1/1966	2610	157,256	AC	48	Poor	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY Y	TW Y	TAXIWAY	1/1/1966	2605	27,058	AC	59	Fair	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY V	TW V	TAXIWAY	1/1/1994	2505	55,249	AC	71	Satisfactory	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY T	TW T	TAXIWAY	1/1/1994	2025	55,600	AC	56	Fair	94%	0%	6%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY T1	TW T1	TAXIWAY	1/1/1994	2020	45,497	AC	50	Poor	98%	0%	2%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	1/1/1994	2015	87,770	AC	60	Fair	81%	0%	19%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY T	TW T	TAXIWAY	1/1/1994	2010	106,822	AC	58	Fair	63%	0%	37%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY T	TW T	TAXIWAY	1/1/1994	2005	477,685	AC	58	Fair	91%	0%	9%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY S	TW S	TAXIWAY	1/1/2015	1935	30,114	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY S	TW S	TAXIWAY	1/1/2015	1930	26,928	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY S	TW S	TAXIWAY	1/1/1994	1920	43,292	AAC	50	Poor	17%	57%	26%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY S	TW S	TAXIWAY	1/1/1994	1905	24,572	AC	69	Fair	93%	0%	7%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY R	TW R	TAXIWAY	1/1/2002	1810	39,059	AAC	70	Fair	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY R	TW R	TAXIWAY	1/1/2002	1805	19,740	AAC	75	Satisfactory	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/1945	1660	43,446	AC	19	Serious	60%	33%	7%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/1985	1655	21,542	AC	51	Poor	87%	0%	13%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/1945	1650	15,814	AC	61	Fair	71%	0%	29%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/2007	1645	103,782	AAC	52	Poor	17%	31%	52%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/1988	1640	17,062	AC	49	Poor	88%	0%	12%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/2014	1635	8,849	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/2002	1630	99,886	AAC	62	Fair	97%	0%	3%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/2002	1625	17,633	AAC	65	Fair	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/1992	1620	194,846	AC	69	Fair	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/1992	1615	46,478	AC	75	Satisfactory	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/1992	1605	27,547	AC	68	Fair	97%	0%	3%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY N	TW N	TAXIWAY	1/1/1975	1435	62,417	PCC	78	Satisfactory	9%	0%	91%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY N	TW N	TAXIWAY	1/1/1975	1430	37,642	PCC	70	Fair	0%	0%	100%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY N	TW N	TAXIWAY	1/1/2015	1425	28,200	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY N	TW N	TAXIWAY	1/1/2014	1423	178,575	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY N	TW N	TAXIWAY	6/1/2001	1422	213,445	AC	68	Fair	55%	43%	2%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY N	TW N	TAXIWAY	1/1/2014	1420	104,780	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY N	TW N	TAXIWAY	1/1/2014	1415	7,149	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY N	TW N	TAXIWAY	1/1/2014	1412	8,390	APC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY N	TW N	TAXIWAY	1/1/1975	1410	17,555	PCC	61	Fair	0%	13%	87%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY N1	TW N1	TAXIWAY	1/1/1975	1405	62,408	PCC	78	Satisfactory	8%	0%	92%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY Y2	TW Y2	TAXIWAY	1/1/1966	1060	41,211	AC	48	Poor	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY Y1	TW Y1	TAXIWAY	1/1/1966	1050	21,687	AC	58	Fair	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY J	TW J	TAXIWAY	1/1/1994	1040	57,601	AC	59	Fair	97%	0%	3%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY J	TW J	TAXIWAY	1/1/1994	1035	27,134	AC	52	Poor	94%	0%	6%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY J	TW J	TAXIWAY	1/1/1965	1030	19,750	AC	61	Fair	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY J	TW J	TAXIWAY	1/1/1992	1025	19,915	AC	58	Fair	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY J	TW J	TAXIWAY	1/1/1992	1015	22,454	AC	71	Satisfactory	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY J	TW J	TAXIWAY	1/1/2014	1010	37,647	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/2002	745	11,813	AAC	69	Fair	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/1975	740	7,729	AC	61	Fair	84%	0%	16%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/1975	735	125,082	AC	68	Fair	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/1994	730	82,966	AC	67	Fair	92%	0%	8%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/1994	725	16,579	AC	50	Poor	98%	0%	2%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/1975	722	74,916	AC	68	Fair	98%	0%	2%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/1966	720	48,767	AC	66	Fair	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/1975	717	11,256	AC	63	Fair	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/2014	715	11,007	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/2014	710	37,767	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY F	TW F	TAXIWAY	1/1/2015	635	42,867	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY F	TW F	TAXIWAY	1/1/2015	630	5,620	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY F	TW F	TAXIWAY	1/1/2002	615	14,748	AAC	67	Fair	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY F	TW F	TAXIWAY	1/1/2014	610	37,289	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/1992	520	17,228	AC	55	Poor	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/2/2001	515	192,692	AAC	59	Fair	34%	44%	22%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/1967	510	40,471	AC	66	Fair	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/1989	505	6,116	AAC	64	Fair	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	1/1/1994	410	71,495	AAC	54	Poor	83%	0%	17%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	1/1/1994	405	30,808	AAC	55	Poor	91%	0%	9%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/1988	330	13,347	AC	51	Poor	96%	0%	4%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/2013	327	8,000	AC	100	Good	0%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/1988	320	100,755	AC	54	Poor	70%	22%	8%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/2014	315	15,689	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/2014	312	5,722	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/2014	310	37,647	AAC	100	Good	0%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY B	TW B	TAXIWAY	1/1/1985	220	39,650	AC	57	Fair	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY B	TW B	TAXIWAY	1/1/1985	215	7,653	AC	51	Poor	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY B	TW B	TAXIWAY	1/1/1985	210	4,748	AC	60	Fair	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY B	TW B	TAXIWAY	1/1/1985	205	130,079	AC	61	Fair	100%	0%	0%
OPF	RL	OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY B	TW B	TAXIWAY	1/1/1945	202	43,883	AC	42	Poor	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1997	6311	10,050	AC	72	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1997	6310	230,000	AAC	78	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2011	6309	10,000	AAC	76	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2011	6307	50,000	AC	81	Satisfactory	95%	0%	5%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1997	6306	20,100	AC	72	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1997	6305	460,000	AAC	72	Satisfactory	99%	0%	1%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2011	6304	20,000	AAC	73	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2011	6302	100,000	AC	73	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2004	6210	200,100	AAC	75	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2004	6205	400,200	AAC	72	Satisfactory	98%	0%	2%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1997	6131	20,200	AC	71	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1997	6126	10,100	AC	68	Fair	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1965	6110	230,000	AC	78	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1997	6109	10,000	AC	70	Fair	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1965	6105	460,000	AC	73	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1997	6104	20,000	AC	64	Fair	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	SOUTHEAST APRON	AP SE	APRON	12/25/1999	4410	45,220	AC	60	Fair	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTHEAST APRON	AP NE	APRON	12/25/1999	4330	2,700	PCC	77	Satisfactory	0%	0%	100%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTHEAST APRON	AP NE	APRON	12/25/1999	4325	49,524	AC	75	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTHEAST APRON	AP NE	APRON	12/25/1999	4320	9,216	PCC	88	Good	17%	0%	83%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTHEAST APRON	AP NE	APRON	12/25/1999	4315	21,176	AC	68	Fair	94%	0%	6%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTHEAST APRON	AP NE	APRON	12/25/1999	4310	19,797	AC	68	Fair	72%	0%	28%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTHEAST APRON	AP NE	APRON	12/25/1999	4305	9,600	PCC	91	Good	22%	0%	78%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTH APRON	AP N	APRON	1/1/2014	4235	19,200	AC	100	Good	0%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTH APRON	AP N	APRON	12/25/1999	4230	18,795	AC	48	Poor	47%	0%	53%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTH APRON	AP N	APRON	12/25/1999	4225	69,490	AC	58	Fair	66%	0%	34%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTH APRON	AP N	APRON	1/1/1994	4220	109,500	AAC	59	Fair	77%	0%	23%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTH APRON	AP N	APRON	1/1/2006	4215	60,000	AAC	74	Satisfactory	84%	0%	16%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTH APRON	AP N	APRON	1/1/2006	4205	840,000	AAC	81	Satisfactory	86%	0%	14%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	SOUTH APRON	AP S	APRON	12/25/1999	4140	43,874	AC	52	Poor	88%	0%	12%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	SOUTH APRON	AP S	APRON	12/25/1999	4135	29,788	AC	58	Fair	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	SOUTH APRON	AP S	APRON	12/25/1999	4130	19,714	AC	35	Very Poor	46%	54%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	SOUTH APRON	AP S	APRON	12/25/1999	4125	35,371	AC	61	Fair	79%	0%	21%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	SOUTH APRON	AP S	APRON	1/1/1998	4115	832,515	AAC	77	Satisfactory	67%	0%	33%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	SOUTH APRON	AP S	APRON	1/1/1998	4110	258,843	AAC	72	Satisfactory	89%	0%	11%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	SOUTH APRON	AP S	APRON	1/1/1998	4105	192,000	AC	66	Fair	86%	0%	14%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY TO SE APRON	TW AP SE	TAXIWAY	12/25/1999	1105	42,727	AC	60	Fair	92%	0%	8%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY TO NE APRON	TW AP NE	TAXIWAY	12/25/1999	1005	44,691	AC	65	Fair	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/1998	910	138,069	AC	76	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY CC	TW CC	TAXIWAY	1/1/1998	905	7,838	AC	70	Fair	99%	0%	1%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY H	TW H	TAXIWAY	1/1/2007	815	119,042	AAC	71	Satisfactory	97%	0%	3%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY H2	TW H2	TAXIWAY	1/1/1998	810	7,744	AC	72	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY H1	TW H1	TAXIWAY	1/1/1998	805	4,802	AC	78	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/1997	710	17,106	AC	78	Satisfactory	79%	0%	21%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/2006	705	51,622	AAC	79	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY F	TW F	TAXIWAY	1/1/1998	605	57,730	AAC	81	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E5	TW E5	TAXIWAY	1/1/1999	530	32,146	AAC	77	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E5	TW E5	TAXIWAY	12/25/1999	529	26,192	AC	73	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E4	TW E4	TAXIWAY	1/1/1996	527	26,267	AC	69	Fair	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E3	TW E3	TAXIWAY	1/1/2007	525	41,823	AAC	71	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E2	TW E2	TAXIWAY	1/1/2007	520	50,474	AAC	73	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E1	TW E1	TAXIWAY	12/25/1999	516	38,835	AC	76	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E1	TW E1	TAXIWAY	1/1/2012	515	21,049	AAC	88	Good	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/2011	513	54,092	AC	81	Satisfactory	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/2007	510	32,963	AAC	85	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/2007	507	30,930	AAC	76	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/2007	505	237,686	AAC	81	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/2011	503	56,119	AC	93	Good	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY D2	TW D2	TAXIWAY	1/1/1965	420	50,463	AC	52	Poor	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY D1	TW D1	TAXIWAY	1/1/1965	415	50,475	AC	66	Fair	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	12/25/1999	412	10,004	AC	71	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	12/25/1999	411	27,092	AC	70	Fair	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	1/1/1965	410	36,142	AC	74	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	1/1/1965	405	210,898	AC	54	Poor	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY H7	TW H7	TAXIWAY	1/1/2007	370	12,809	AAC	83	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY H6	TW H6	TAXIWAY	1/1/2007	360	19,697	AAC	87	Good	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY H5	TW H5	TAXIWAY	1/1/2007	350	19,697	AAC	82	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY H4	TW H4	TAXIWAY	1/1/2007	340	17,255	AAC	85	Satisfactory	89%	0%	11%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY H3	TW H3	TAXIWAY	1/1/2007	330	18,456	AAC	79	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY C2	TW C2	TAXIWAY	1/1/1997	320	17,567	AC	66	Fair	90%	0%	10%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY C1	TW C1	TAXIWAY	1/1/1997	310	17,644	AAC	68	Fair	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY 1	TW 1	TAXIWAY	1/1/2006	270	12,843	AAC	81	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY 2	TW 2	TAXIWAY	1/1/2006	260	19,697	AAC	77	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY 3	TW 3	TAXIWAY	1/1/2006	250	19,697	AAC	80	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY 4	TW 4	TAXIWAY	1/1/2006	240	19,697	AAC	80	Satisfactory	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY 5	TW 5	TAXIWAY	1/1/2006	230	19,697	AAC	84	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY 6	TW 6	TAXIWAY	1/1/2006	220	19,697	AAC	80	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY 7	TW 7	TAXIWAY	1/1/2005	210	18,557	AAC	79	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY A3	TW A3	TAXIWAY	1/1/1965	125	32,146	AC	71	Satisfactory	97%	0%	3%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY A3	TW A3	TAXIWAY	12/25/1999	124	26,792	AC	78	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY A2	TW A2	TAXIWAY	1/1/1965	120	50,475	AC	85	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY A1	TW A1	TAXIWAY	1/1/1965	115	50,475	AC	85	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	12/25/1999	111	27,392	AC	88	Good	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	1/1/1965	110	36,180	AC	78	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	1/1/2005	108	18,500	AAC	80	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	1/1/2005	105	279,576	AAC	81	Satisfactory	100%	0%	0%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1995	6110	987,000	AAC	59	Fair	90%	0%	10%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1995	6105	588,000	AAC	61	Fair	98%	0%	2%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	APRON NORTH	AP N	APRON	1/1/1991	4105	49,500	AAC	54	Poor	100%	0%	0%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY B	TW B	TAXIWAY	1/1/1991	215	43,228	AAC	50	Poor	58%	0%	42%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY B	TW B	TAXIWAY	1/1/1991	210	5,119	AAC	68	Fair	65%	0%	35%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY B	TW B	TAXIWAY	1/1/1991	205	83,610	AAC	73	Satisfactory	87%	0%	13%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	1/1/1991	180	75,225	AAC	71	Satisfactory	79%	0%	21%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A6	TW A6	TAXIWAY	1/1/1991	176	7,437	AAC	70	Fair	60%	0%	40%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A6	TW A6	TAXIWAY	1/1/1991	173	6,394	AAC	69	Fair	90%	0%	10%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A6	TW A6	TAXIWAY	1/1/1968	170	68,780	AC	54	Poor	93%	0%	7%

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TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A5	TW A5	TAXIWAY	1/1/1991	160	107,503	AAC	73	Satisfactory	95%	0%	5%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A4	TW A4	TAXIWAY	1/1/1991	150	187,363	AAC	70	Fair	88%	0%	12%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A3	TW A3	TAXIWAY	1/1/1991	140	187,363	AAC	82	Satisfactory	100%	0%	0%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A2	TW A2	TAXIWAY	1/1/1991	130	107,503	AAC	85	Satisfactory	79%	0%	21%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A1	TW A1	TAXIWAY	1/1/1991	126	7,437	AAC	83	Satisfactory	90%	0%	10%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A1	TW A1	TAXIWAY	1/1/1991	123	6,394	AAC	76	Satisfactory	100%	0%	0%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A1	TW A1	TAXIWAY	1/1/1968	120	68,780	AC	32	Very Poor	100%	0%	0%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	1/1/1991	110	75,225	AAC	60	Fair	67%	0%	33%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	1/1/1991	105	733,373	AAC	58	Fair	52%	12%	36%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/1962	6205	224,925	AC	78	Satisfactory	97%	0%	3%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1967	6110	199,950	AC	58	Fair	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1993	6105	199,950	AAC	90	Good	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	NE APRON	AP NE	APRON	1/1/2005	4305	105,398	AC	86	Good	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	NORTH APRON	AP N	APRON	1/1/1962	4205	85,048	AC	74	Satisfactory	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	NW APRON	AP NW	APRON	1/1/2005	4110	11,958	AC	74	Satisfactory	37%	0%	63%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	NW APRON	AP NW	APRON	1/1/1967	4105	255,472	AC	67	Fair	89%	0%	11%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/1957	400	24,975	AC	51	Poor	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY TO APRON	TW AP	TAXIWAY	1/1/1994	305	10,104	AAC	46	Poor	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY TO APRON	TW AP	TAXIWAY	1/1/2005	300	4,504	AC	94	Good	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1970	295	4,189	AC	55	Poor	89%	0%	11%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1962	290	4,069	AC	65	Fair	100%	0%	0%

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X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1962	280	4,273	AC	65	Fair	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1967	270	5,369	AC	59	Fair	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1967	260	5,369	AC	59	Fair	84%	0%	16%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY A3	TW A3	TAXIWAY	1/1/1994	255	2,869	AAC	78	Satisfactory	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY A3	TW A3	TAXIWAY	1/1/1962	250	6,135	AC	65	Fair	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY A2	TW A2	TAXIWAY	1/1/1962	240	11,520	AC	59	Fair	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY A1	TW A1	TAXIWAY	1/1/1994	235	2,971	AAC	78	Satisfactory	61%	0%	39%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY A1	TW A1	TAXIWAY	1/1/1962	230	6,236	AC	60	Fair	78%	22%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1994	220	14,799	AAC	87	Good	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1962	215	112,400	AC	73	Satisfactory	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1994	210	5,600	AAC	89	Good	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1967	205	13,738	AC	59	Fair	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY BRAVO	TW B	TAXIWAY	1/1/1967	180	13,513	AC	63	Fair	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1967	160	14,699	AC	59	Fair	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY B5	TW B5	TAXIWAY	1/1/2009	155	10,114	AAC	94	Good	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY B5	TW B5	TAXIWAY	1/1/1967	150	6,211	AC	58	Fair	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY B4	TW B4	TAXIWAY	1/1/1967	140	15,569	AC	59	Fair	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY B3	TW B3	TAXIWAY	1/1/1967	130	12,237	AC	54	Poor	81%	0%	19%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY B2	TW B2	TAXIWAY	1/1/1967	120	21,223	AC	59	Fair	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY B1	TW B1	TAXIWAY	1/1/1994	110	20,223	AAC	78	Satisfactory	100%	0%	0%
X51	GA	HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY BRAVO	TW B	TAXIWAY	1/1/1967	105	192,408	AC	63	Fair	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	RUNWAY 3-21	RW 3-21	RUNWAY	1/1/1942	6210	501,500	PCC	55	Poor	0%	63%	37%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	RUNWAY 3-21	RW 3-21	RUNWAY	1/1/1942	6205	250,750	PCC	53	Poor	0%	44%	56%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1942	6110	700,000	PCC	58	Fair	0%	58%	42%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1942	6105	350,000	PCC	46	Poor	0%	39%	61%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	SOUTH APRON	AP S	APRON	1/1/2009	4225	114,556	AC	100	Good	0%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	SOUTH APRON	AP S	APRON	12/25/1999	4220	28,845	AC	67	Fair	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	SOUTH APRON	AP S	APRON	12/25/1999	4215	32,595	AC	74	Satisfactory	86%	0%	14%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	SOUTH APRON	AP S	APRON	12/25/1999	4210	52,541	AC	67	Fair	87%	0%	13%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	SOUTH APRON	AP S	APRON	1/1/1991	4205	3,398	AC	64	Fair	95%	0%	5%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/1991	4150	28,017	PCC	57	Fair	0%	70%	30%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/1989	4147	7,371	AAC	55	Poor	56%	37%	7%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/1991	4145	72,809	AC	56	Fair	66%	0%	34%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/1991	4140	222,039	AC	72	Satisfactory	52%	0%	48%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/1983	4135	59,122	AC	63	Fair	86%	0%	14%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/1942	4130	6,146	PCC	36	Very Poor	0%	97%	3%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/1975	4125	23,740	AAC	63	Fair	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/1964	4120	53,058	AC	53	Poor	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/1975	4115	35,800	AC	52	Poor	85%	14%	1%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/1975	4110	14,592	AC	52	Poor	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/1975	4105	29,444	AC	48	Poor	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY B4	TW B4	TAXIWAY	1/1/1991	230	6,246	AC	62	Fair	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY B3	TW B3	TAXIWAY	1/1/1991	225	7,309	AC	59	Fair	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY B2	TW B2	TAXIWAY	1/1/1990	220	7,309	AC	38	Very Poor	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY B1	TW B1	TAXIWAY	1/1/1991	216	45,429	AC	58	Fair	63%	0%	37%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY B1	TW B1	TAXIWAY	1/1/1942	215	63,745	PCC	58	Fair	0%	61%	39%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1991	210	118,423	AC	66	Fair	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1990	205	55,550	AC	38	Very Poor	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY B1	TW B1	TAXIWAY	1/1/1998	145	80,954	AC	72	Satisfactory	95%	0%	5%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY A9	TW A9	TAXIWAY	1/1/1942	140	31,973	PCC	69	Fair	0%	37%	63%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY A6	TW A6	TAXIWAY	1/1/1986	135	31,614	AC	20	Serious	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY A5	TW A5	TAXIWAY	1/1/1942	130	33,046	PCC	59	Fair	0%	68%	32%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY A3	TW A3	TAXIWAY	1/1/1986	125	26,322	AC	20	Serious	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY A3	TW A3	TAXIWAY	1/1/1942	120	10,836	PCC	41	Poor	0%	69%	31%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY A1	TW A1	TAXIWAY	1/1/1964	112	18,154	AC	44	Poor	94%	0%	6%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY A1	TW A1	TAXIWAY	1/1/1991	111	17,870	AAC	77	Satisfactory	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY A1	TW A1	TAXIWAY	1/1/1942	110	56,894	PCC	53	Poor	0%	37%	63%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1942	105	648,307	PCC	50	Poor	0%	23%	77%
CGC	GA	CRYSTAL RIVER AIRPORT	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2001	6120	9,750	AC	64	Fair	100%	0%	0%
CGC	GA	CRYSTAL RIVER AIRPORT	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2001	6115	9,750	AC	66	Fair	100%	0%	0%
CGC	GA	CRYSTAL RIVER AIRPORT	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2001	6110	97,275	AC	68	Fair	98%	0%	2%
CGC	GA	CRYSTAL RIVER AIRPORT	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2001	6105	225,000	AAC	69	Fair	96%	0%	4%
CGC	GA	CRYSTAL RIVER AIRPORT	7	T-HANGARS APRON	AP T-HANG	APRON	1/1/1998	4205	79,394	AC	61	Fair	88%	0%	12%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
CGC	GA	CRYSTAL RIVER AIRPORT	7	MAIN APRON	AP MAIN	APRON	1/1/2005	4120	52,333	AC	62	Fair	51%	0%	49%
CGC	GA	CRYSTAL RIVER AIRPORT	7	MAIN APRON	AP MAIN	APRON	1/1/1998	4105	117,143	AAC	54	Poor	76%	0%	24%
CGC	GA	CRYSTAL RIVER AIRPORT	7	TAXIWAY TO HANGAR	TW HANG	TAXIWAY	1/1/2011	215	36,579	AC	100	Good	0%	0%	0%
CGC	GA	CRYSTAL RIVER AIRPORT	7	CONNECTOR TAXIWAY TO AP	TW CONN	TAXIWAY	1/1/1997	210	23,053	AC	55	Poor	100%	0%	0%
CGC	GA	CRYSTAL RIVER AIRPORT	7	CONNECTOR TAXIWAY TO AP	TW CONN	TAXIWAY	1/1/1965	205	33,566	AC	59	Fair	73%	0%	27%
CGC	GA	CRYSTAL RIVER AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2009	131	8,537	AC	99	Good	100%	0%	0%
CGC	GA	CRYSTAL RIVER AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2001	130	6,848	AC	61	Fair	70%	0%	30%
CGC	GA	CRYSTAL RIVER AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2009	119	5,073	AC	89	Good	39%	0%	61%
CGC	GA	CRYSTAL RIVER AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2001	118	4,473	AC	40	Very Poor	50%	0%	50%
CGC	GA	CRYSTAL RIVER AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2001	117	7,839	AC	89	Good	100%	0%	0%
CGC	GA	CRYSTAL RIVER AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2009	116	8,548	AC	99	Good	100%	0%	0%
CGC	GA	CRYSTAL RIVER AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1965	115	4,473	AC	56	Fair	69%	0%	31%
CGC	GA	CRYSTAL RIVER AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2001	109	13,883	AC	60	Fair	24%	0%	76%
CGC	GA	CRYSTAL RIVER AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2009	105	157,438	AC	99	Good	100%	0%	0%
CLW	RL	CLEARWATER AIR PARK	7	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/2013	6130	45,750	AC	100	Good	0%	0%	0%
CLW	RL	CLEARWATER AIR PARK	7	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/2013	6120	22,500	AAC	100	Good	0%	0%	0%
CLW	RL	CLEARWATER AIR PARK	7	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/2013	6110	224,775	AAC	100	Good	0%	0%	0%
CLW	RL	CLEARWATER AIR PARK	7	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/2013	6105	15,000	AAC	100	Good	0%	0%	0%
CLW	RL	CLEARWATER AIR PARK	7	TAXIWAY CONNECTOR TO RUNWAY 34	TW CONN 34	TAXIWAY	1/1/1991	5105	1,446	AC	51	Poor	93%	0%	7%
CLW	RL	CLEARWATER AIR PARK	7	NORTH APRON	AP N	APRON	1/1/2012	4605	2,113	AC	100	Good	0%	0%	0%
CLW	RL	CLEARWATER AIR PARK	7	NORTH APRON	AP N	APRON	1/1/2003	4505	19,396	AC	54	Poor	92%	0%	8%

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CLW	RL	CLEARWATER AIR PARK	7	CENTER APRON	AP CENTER	APRON	12/15/1999	4410	17,175	AC	54	Poor	80%	20%	0%
CLW	RL	CLEARWATER AIR PARK	7	CENTER APRON	AP CENTER	APRON	12/25/1999	4405	16,498	AC	39	Very Poor	93%	0%	7%
CLW	RL	CLEARWATER AIR PARK	7	APRON AT T-HANGARS 1	AP T-HAN 1	APRON	12/25/1999	4310	12,550	AC	36	Very Poor	81%	19%	0%
CLW	RL	CLEARWATER AIR PARK	7	APRON AT T-HANGARS 1	AP T-HAN 1	APRON	12/25/1999	4305	32,026	AC	57	Fair	99%	0%	1%
CLW	RL	CLEARWATER AIR PARK	7	APRON AT T-HANGARS 3	AP T-HAN 3	APRON	1/1/1996	4205	24,739	AC	71	Satisfactory	78%	17%	5%
CLW	RL	CLEARWATER AIR PARK	7	APRON AT T-HANGARS 2	AP T-HAN 2	APRON	1/1/1996	4105	37,331	AC	65	Fair	95%	0%	5%
CLW	RL	CLEARWATER AIR PARK	7	TAXIWAY A	TW A	TAXIWAY	1/1/2013	150	15,000	AAC	100	Good	0%	0%	0%
CLW	RL	CLEARWATER AIR PARK	7	TAXIWAY A	TW A	TAXIWAY	1/1/2013	145	23,716	AC	100	Good	0%	0%	0%
CLW	RL	CLEARWATER AIR PARK	7	TAXIWAY A	TW A	TAXIWAY	1/1/2013	140	12,540	AAC	100	Good	0%	0%	0%
CLW	RL	CLEARWATER AIR PARK	7	TAXIWAY A	TW A	TAXIWAY	1/1/2013	135	22,265	AAC	100	Good	0%	0%	0%
CLW	RL	CLEARWATER AIR PARK	7	TAXIWAY A	TW A	TAXIWAY	1/1/1996	130	27,298	AC	52	Poor	86%	10%	4%
CLW	RL	CLEARWATER AIR PARK	7	TAXIWAY A-3	TW A-3	TAXIWAY	1/1/2013	125	6,967	AAC	100	Good	0%	0%	0%
CLW	RL	CLEARWATER AIR PARK	7	TAXIWAY A-2	TW A-2	TAXIWAY	1/1/2013	120	6,567	AAC	100	Good	0%	0%	0%
CLW	RL	CLEARWATER AIR PARK	7	TAXIWAY A-1	TW A-1	TAXIWAY	1/1/2013	115	6,928	AAC	100	Good	0%	0%	0%
CLW	RL	CLEARWATER AIR PARK	7	TAXIWAY A	TW A	TAXIWAY	1/1/2013	110	7,086	AAC	100	Good	0%	0%	0%
CLW	RL	CLEARWATER AIR PARK	7	TAXIWAY A	TW A	TAXIWAY	1/1/2013	107	5,097	AAC	100	Good	0%	0%	0%
CLW	RL	CLEARWATER AIR PARK	7	TAXIWAY A	TW A	TAXIWAY	1/1/2013	105	63,329	AAC	100	Good	0%	0%	0%
INF	GA	INVERNESS AIRPORT	7	RUNWAY 1-19	RW 1-19	RUNWAY	1/1/2010	6105	375,075	AC	97	Good	100%	0%	0%
INF	GA	INVERNESS AIRPORT	7	FBO APRON	AP FBO	APRON	1/1/2013	4210	129,010	AC	100	Good	0%	0%	0%
INF	GA	INVERNESS AIRPORT	7	FBO APRON	AP FBO	APRON	1/1/2013	4205	74,783	AC	100	Good	0%	0%	0%
INF	GA	INVERNESS AIRPORT	7	GA APRON	AP GA	APRON	1/1/2011	4020	72,207	AC	94	Good	100%	0%	0%

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INF	GA	INVERNESS AIRPORT	7	GA APRON	AP GA	APRON	1/1/2011	4015	26,880	AC	94	Good	100%	0%	0%
INF	GA	INVERNESS AIRPORT	7	GA APRON	AP GA	APRON	1/1/1997	4005	35,044	AC	59	Fair	100%	0%	0%
INF	GA	INVERNESS AIRPORT	7	TAXIWAY TO GA APRON	TW GA AP	TAXIWAY	1/1/1997	205	40,628	AC	63	Fair	95%	0%	5%
INF	GA	INVERNESS AIRPORT	7	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/2010	130	11,520	AC	100	Good	0%	0%	0%
INF	GA	INVERNESS AIRPORT	7	TAXIWAY A3	TW A3	TAXIWAY	1/1/2010	125	9,072	AC	100	Good	0%	0%	0%
INF	GA	INVERNESS AIRPORT	7	TAXIWAY A2	TW A2	TAXIWAY	1/1/2010	120	9,072	AC	100	Good	0%	0%	0%
INF	GA	INVERNESS AIRPORT	7	TAXIWAY A1	TW A1	TAXIWAY	1/1/2010	115	9,072	AC	94	Good	0%	0%	100%
INF	GA	INVERNESS AIRPORT	7	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/2010	110	7,298	AC	100	Good	0%	0%	0%
INF	GA	INVERNESS AIRPORT	7	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/2010	105	173,773	AC	100	Good	0%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/2002	6120	52,500	AC	61	Fair	94%	0%	6%
PCM	GA	PLANT CITY AIRPORT	7	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/1983	6115	228,796	AAC	61	Fair	96%	0%	4%
PCM	GA	PLANT CITY AIRPORT	7	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/2002	6103	15,106	AAC	51	Poor	88%	0%	12%
PCM	GA	PLANT CITY AIRPORT	7	APRON	AP	APRON	1/1/2010	4140	2,500	PCC	89	Good	0%	0%	100%
PCM	GA	PLANT CITY AIRPORT	7	APRON	AP	APRON	1/1/2008	4135	29,575	AC	74	Satisfactory	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	APRON	AP	APRON	1/1/1986	4130	77,514	AC	68	Fair	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	APRON	AP	APRON	1/1/1992	4120	46,434	AAC	76	Satisfactory	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	APRON	AP	APRON	1/1/1992	4110	45,437	AAC	68	Fair	49%	0%	51%
PCM	GA	PLANT CITY AIRPORT	7	APRON	AP	APRON	3/1/2013	4105	112,145	AC	100	Good	0%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	TAXIWAY TO HANGAR	TW HANG	TAXIWAY	1/1/2011	750	53,871	AC	100	Good	0%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	T-HANGARS TAXIWAY	TW T-HANG	TAXIWAY	1/1/1997	725	23,407	AAC	62	Fair	82%	0%	18%
PCM	GA	PLANT CITY AIRPORT	7	T-HANGARS TAXIWAY	TW T-HANG	TAXIWAY	1/1/1986	720	6,460	AC	47	Poor	100%	0%	0%

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PCM	GA	PLANT CITY AIRPORT	7	T-HANGARS TAXIWAY	TW T-HANG	TAXIWAY	1/1/1986	710	5,895	AAC	43	Poor	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	T-HANGARS TAXIWAY	TW T-HANG	TAXIWAY	1/1/1992	705	13,043	AAC	75	Satisfactory	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2001	175	3,136	AAC	95	Good	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	8/1/2013	174	4,273	AAC	100	Good	0%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	8/1/2013	170	4,870	AAC	100	Good	0%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	3/1/2013	165	6,228	AAC	100	Good	0%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2001	160	5,383	AAC	55	Poor	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2001	150	4,773	AAC	50	Poor	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	8/1/2013	120	6,040	AAC	100	Good	0%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2001	115	34,041	AC	58	Fair	90%	0%	10%
PCM	GA	PLANT CITY AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2001	110	125,294	AAC	62	Fair	100%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1994	6370	25,750	AAC	59	Fair	95%	0%	5%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1994	6365	51,500	AAC	46	Poor	91%	0%	9%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1994	6360	40,000	AAC	65	Fair	98%	0%	2%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1994	6355	80,000	AAC	37	Very Poor	50%	32%	18%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1992	6350	22,500	AAC	47	Poor	92%	0%	8%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1992	6345	45,000	AAC	40	Very Poor	72%	27%	1%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1992	6340	17,500	AAC	32	Very Poor	95%	0%	5%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1992	6335	35,000	AAC	44	Poor	93%	0%	7%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/2/2003	6330	17,023	AAC	74	Satisfactory	92%	0%	8%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/2/2003	6325	34,045	AAC	49	Poor	96%	0%	4%

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PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1994	6320	105,872	AAC	43	Poor	100%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1994	6315	211,743	AAC	42	Poor	99%	0%	1%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2006	6230	20,150	AC	23	Serious	21%	26%	53%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2006	6225	40,300	AC	67	Fair	16%	31%	53%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2012	6220	27,536	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2012	6215	55,072	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2012	6210	237,436	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2012	6205	474,873	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/1/2006	6198	46,450	AC	82	Satisfactory	100%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/1/2006	6197	92,900	AC	52	Poor	23%	0%	77%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/1/2013	6196	15,000	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/1/2013	6195	30,000	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/2/2003	6190	105,000	AAC	82	Satisfactory	95%	0%	5%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/2/2003	6185	210,000	AAC	54	Poor	50%	47%	3%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/2/2003	6180	145,000	AAC	79	Satisfactory	97%	0%	3%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/2/2003	6175	290,000	AAC	65	Fair	76%	21%	3%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/2/2003	6170	35,000	AAC	74	Satisfactory	97%	0%	3%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/2/2003	6165	70,000	AAC	72	Satisfactory	95%	0%	5%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/2/2003	6160	90,000	AAC	75	Satisfactory	77%	20%	3%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/2/2003	6155	180,000	AAC	63	Fair	58%	40%	2%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/2/2003	6150	15,000	AAC	76	Satisfactory	100%	0%	0%

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PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/2/2003	6145	30,000	AAC	71	Satisfactory	76%	24%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/2/2003	6140	10,000	AAC	77	Satisfactory	100%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/2/2003	6135	20,000	AAC	74	Satisfactory	100%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/2/2003	6120	25,000	AAC	78	Satisfactory	92%	0%	8%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/2/2003	6115	50,000	AAC	72	Satisfactory	84%	0%	16%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	RUN-UP APRON AT RW 22	AP RU RW22	APRON	1/1/1984	4305	14,458	AC	37	Very Poor	71%	0%	29%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	HOLDING APRON AT TWS M & F	AP HOLD	APRON	1/1/1984	4205	15,819	AC	41	Poor	65%	0%	35%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	APRON	AP MAIN	APRON	1/1/2003	4199	78,779	PCC	51	Poor	0%	76%	24%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	APRON	AP MAIN	APRON	1/1/1942	4195	11,250	PCC	12	Serious	8%	92%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	APRON	AP MAIN	APRON	1/1/1942	4190	18,650	PCC	28	Very Poor	10%	64%	26%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	APRON	AP MAIN	APRON	1/1/2013	4185	12,820	APC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	APRON	AP MAIN	APRON	1/1/2013	4183	39,947	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	APRON	AP MAIN	APRON	1/1/1968	4180	126,695	AC	25	Serious	95%	0%	5%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	APRON	AP MAIN	APRON	10/1/2011	4179	70,111	APC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	APRON	AP MAIN	APRON	1/1/2013	4178	49,146	APC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	APRON	AP MAIN	APRON	12/25/2015	4177	20,605	APC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	APRON	AP MAIN	APRON	12/25/1955	4176	10,965	AC	4	Failed	33%	63%	4%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	APRON	AP MAIN	APRON	1/1/1942	4175	31,006	PCC	3	Failed	3%	65%	32%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	APRON	AP MAIN	APRON	12/25/2015	4170	18,816	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	APRON	AP MAIN	APRON	1/1/2012	4165	66,409	PCC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	APRON	AP MAIN	APRON	12/25/2015	4157	84,447	AAC	100	Good	0%	0%	0%

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PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	APRON	AP MAIN	APRON	1/2/2003	4155	80,944	AAC	62	Fair	93%	0%	7%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	APRON	AP MAIN	APRON	12/25/2015	4130	9,563	APC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	APRON	AP MAIN	APRON	1/2/2003	4123	43,739	APC	53	Poor	100%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	APRON	AP MAIN	APRON	1/2/2003	4105	396,234	APC	55	Poor	80%	0%	20%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	APRON TAXIWAY SOUTH OF MAIN APRON	TW T	TAXIWAY	1/1/1997	2050	175,302	AC	22	Serious	29%	71%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY M	TW M	TAXIWAY	1/1/2012	1335	10,287	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY M	TW M	TAXIWAY	1/1/1984	1330	8,134	AC	33	Very Poor	88%	0%	12%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY M	TW M	TAXIWAY	1/1/1984	1325	213,248	AC	42	Poor	70%	20%	10%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY P	TW P	TAXIWAY	12/25/2015	1255	52,339	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY P	TW P	TAXIWAY	12/25/2015	1250	28,635	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY L	TW L	TAXIWAY	12/25/2015	1247	33,633	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY L	TW L	TAXIWAY	1/1/1986	1245	18,679	AAC	32	Very Poor	78%	20%	2%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY L	TW L	TAXIWAY	12/25/2015	1215	13,483	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY L	TW L	TAXIWAY	12/25/2015	1205	20,812	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY K	TW K	TAXIWAY	1/1/1984	1130	2,268	AC	42	Poor	78%	0%	22%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY K	TW K	TAXIWAY	1/1/1984	1125	2,136	AC	58	Fair	100%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY K	TW K	TAXIWAY	1/1/1984	1120	1,969	AC	55	Poor	100%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY K	TW K	TAXIWAY	1/1/1984	1110	19,512	AAC	78	Satisfactory	95%	0%	5%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY K	TW K	TAXIWAY	1/1/1970	1105	21,520	AC	73	Satisfactory	100%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY J	TW J	TAXIWAY	1/1/2012	1010	8,369	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY J	TW J	TAXIWAY	1/1/1984	1005	11,640	AC	46	Poor	92%	0%	8%

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PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY H	TW H	TAXIWAY	1/1/2015	815	57,784	AC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY H	TW H	TAXIWAY	1/1/1965	810	64,486	AC	6	Failed	57%	43%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY F	TW F	TAXIWAY	12/25/2015	630	27,595	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY F	TW F	TAXIWAY	12/25/2015	626	10,414	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY F	TW F	TAXIWAY	12/25/2015	620	7,753	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY F	TW F	TAXIWAY	1/1/1989	615	25,000	AAC	56	Fair	100%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY F	TW F	TAXIWAY	1/1/1989	610	7,654	AAC	41	Poor	100%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY F	TW F	TAXIWAY	1/1/2012	607	8,127	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY F	TW F	TAXIWAY	1/1/1984	605	12,798	AAC	37	Very Poor	79%	12%	9%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY D	TW D	TAXIWAY	1/1/1992	410	16,196	AAC	46	Poor	96%	0%	4%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY D	TW D	TAXIWAY	1/1/1996	407	25,816	AAC	52	Poor	100%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY D	TW D	TAXIWAY	1/1/1990	405	5,250	AAC	52	Poor	100%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY C	TW C	TAXIWAY	1/1/1992	305	42,706	AAC	36	Very Poor	81%	14%	5%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1965	220	40,656	AC	28	Very Poor	40%	60%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/2012	215	14,952	AC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1992	210	6,353	AAC	64	Fair	91%	0%	9%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1958	205	13,950	AC	56	Fair	100%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A6	TW A6	TAXIWAY	12/25/2015	180	58,658	AC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A5	TW A5	TAXIWAY	12/25/2015	175	56,987	AC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A4	TW A4	TAXIWAY	12/25/2015	170	58,588	AC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A3	TW A3	TAXIWAY	12/25/2015	168	60,311	AC	100	Good	0%	0%	0%

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PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A2	TW A2	TAXIWAY	12/25/2015	165	60,458	AC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2006	160	152,838	AC	39	Very Poor	32%	22%	46%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	12/25/2015	158	16,692	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	12/25/2015	155	7,969	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	12/25/2015	150	21,882	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	12/25/2015	140	17,486	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	12/25/2015	135	40,056	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	12/25/2015	130	361,676	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	FBO CONNECTOR	FBO CONN	APRON	12/25/2015	127	12,381	APC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	FBO CONNECTOR	FBO CONN	APRON	12/25/2015	125	9,856	APC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1968	119	3,424	AC	33	Very Poor	82%	0%	18%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1990	117	3,109	AAC	50	Poor	100%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	12/25/2015	115	203,420	AAC	100	Good	0%	0%	0%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1968	114	2,361	AC	33	Very Poor	91%	0%	9%
PIE	PR	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1990	112	3,583	AAC	66	Fair	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/1991	6215	30,125	AC	72	Satisfactory	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/1965	6210	170,116	AC	60	Fair	99%	0%	1%
SPG	RL	ALBERT WHITTED AIRPORT	7	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/2012	6208	21,525	AAC	100	Good	0%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/1965	6207	22,950	AC	38	Very Poor	71%	23%	6%
SPG	RL	ALBERT WHITTED AIRPORT	7	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/1991	6205	18,750	AC	62	Fair	77%	0%	23%
SPG	RL	ALBERT WHITTED AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1992	6110	143,200	AAC	59	Fair	99%	0%	1%

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SPG	RL	ALBERT WHITTED AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1992	6105	286,400	AAC	61	Fair	94%	0%	6%
SPG	RL	ALBERT WHITTED AIRPORT	7	APRON MIDFIELD	AP MID	APRON	1/1/2013	4415	6,767	AC	100	Good	0%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	APRON MIDFIELD	AP MID	APRON	1/1/2013	4410	15,790	AC	100	Good	0%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	APRON MIDFIELD	AP MID	APRON	1/1/2013	4405	85,370	AC	100	Good	0%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	APRON NORTHWEST	AP NW	APRON	1/1/2011	4315	32,357	AC	90	Good	87%	0%	13%
SPG	RL	ALBERT WHITTED AIRPORT	7	APRON NORTHWEST	AP NW	APRON	1/1/2006	4310	108,495	AC	89	Good	73%	0%	27%
SPG	RL	ALBERT WHITTED AIRPORT	7	WEST APRON	AP W	APRON	11/1/2002	4210	74,621	AC	67	Fair	97%	0%	3%
SPG	RL	ALBERT WHITTED AIRPORT	7	APRON	AP	APRON	1/1/1965	4145	14,186	AC	59	Fair	65%	0%	35%
SPG	RL	ALBERT WHITTED AIRPORT	7	APRON	AP	APRON	1/1/2006	4140	21,255	AC	75	Satisfactory	71%	0%	29%
SPG	RL	ALBERT WHITTED AIRPORT	7	APRON	AP	APRON	1/1/2002	4135	82,247	AAC	65	Fair	90%	0%	10%
SPG	RL	ALBERT WHITTED AIRPORT	7	APRON	AP	APRON	1/1/2002	4120	73,716	AAC	55	Poor	52%	0%	48%
SPG	RL	ALBERT WHITTED AIRPORT	7	APRON	AP	APRON	1/1/1993	4110	128,902	AC	61	Fair	88%	0%	12%
SPG	RL	ALBERT WHITTED AIRPORT	7	APRON	AP	APRON	1/1/1991	4105	44,489	AC	69	Fair	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	NORTH TAXIWAY	TW N	TAXIWAY	1/1/2002	740	33,186	AC	67	Fair	95%	0%	5%
SPG	RL	ALBERT WHITTED AIRPORT	7	NORTH TAXIWAY	TW N	TAXIWAY	1/1/2002	730	12,506	AC	71	Satisfactory	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	NORTH TAXIWAY	TW N	TAXIWAY	1/1/2002	720	13,337	AC	58	Fair	94%	0%	6%
SPG	RL	ALBERT WHITTED AIRPORT	7	NORTH TAXIWAY	TW N	TAXIWAY	1/1/2002	710	33,564	AC	68	Fair	99%	0%	1%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY ALPHA 1	TW A1	TAXIWAY	1/1/2013	620	11,150	AC	100	Good	0%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY D1	TW D1	TAXIWAY	1/1/2011	615	5,505	AC	66	Fair	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY ALPHA 1	TW A1	TAXIWAY	1/1/1987	610	11,013	AAC	27	Very Poor	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY DELTA	TW D	TAXIWAY	1/1/2011	515	23,102	AC	92	Good	100%	0%	0%

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SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY DELTA	TW D	TAXIWAY	1/1/2002	510	33,920	AC	70	Fair	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY DELTA	TW D	TAXIWAY	1/1/2011	505	8,729	AC	89	Good	93%	0%	7%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY A2	TW A2	TAXIWAY	1/1/1991	410	5,039	AC	60	Fair	62%	38%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY C	TW C	TAXIWAY	1/1/1987	310	27,794	AAC	54	Poor	97%	0%	3%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY C	TW C	TAXIWAY	1/1/1991	308	38,125	AAC	68	Fair	97%	0%	3%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY C	TW C	TAXIWAY	1/1/1991	307	34,987	AAC	58	Fair	83%	0%	17%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY C	TW C	TAXIWAY	1/1/1950	305	61,204	AC	21	Serious	61%	31%	8%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY C	TW C	TAXIWAY	1/1/1989	301	3,886	AAC	21	Serious	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1989	256	2,468	AAC	70	Fair	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1979	254	3,707	AC	61	Fair	96%	0%	4%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1987	253	3,405	AAC	26	Very Poor	85%	0%	15%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1989	252	6,613	AAC	59	Fair	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1989	251	3,286	APC	37	Very Poor	85%	0%	15%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1984	250	2,578	AAC	70	Fair	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1965	215	3,065	AC	41	Poor	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1988	210	17,315	AAC	64	Fair	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1988	205	87,561	AAC	69	Fair	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY DELTA	TW D	TAXIWAY	1/1/1991	160	2,172	AC	69	Fair	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY DELTA	TW D	TAXIWAY	1/1/1991	155	7,304	AC	64	Fair	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY DELTA	TW D	TAXIWAY	1/1/1991	150	7,348	AC	64	Fair	71%	0%	29%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1987	115	63,617	AAC	64	Fair	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1987	110	21,000	AAC	59	Fair	90%	0%	10%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1987	105	15,000	AAC	54	Poor	91%	0%	9%
TPF	RL	PETER O. KNIGHT AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2008	6205	191,017	AAC	85	Satisfactory	99%	0%	1%
TPF	RL	PETER O. KNIGHT AIRPORT	7	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2007	6110	17,800	AAC	91	Good	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2001	6105	310,500	AAC	58	Fair	89%	0%	11%
TPF	RL	PETER O. KNIGHT AIRPORT	7	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2007	6103	32,500	AC	93	Good	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	APRON	AP RU	APRON	1/1/2007	5115	16,251	AC	94	Good	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	APRON	AP RU	APRON	1/1/2008	5110	4,386	AAC	75	Satisfactory	85%	0%	15%
TPF	RL	PETER O. KNIGHT AIRPORT	7	APRON	AP RU	APRON	1/1/2008	5105	3,154	AAC	70	Fair	76%	0%	24%
TPF	RL	PETER O. KNIGHT AIRPORT	7	APRON	AP	APRON	1/1/1986	4140	14,967	AC	63	Fair	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	APRON	AP	APRON	1/1/2011	4110	150,952	AAC	84	Satisfactory	67%	0%	33%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXILANE TO EAST HANGARS	T/L HANG	TAXIWAY	1/1/2011	800	29,573	AC	94	Good	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY G	TW G	TAXIWAY	1/1/2011	750	12,333	AC	94	Good	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	1/1/1964	705	72,024	AC	53	Poor	43%	12%	45%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY E	TW E	TAXIWAY	1/1/2008	650	5,471	AAC	90	Good	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2007	630	4,673	AC	94	Good	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY F	TW F	TAXIWAY	1/1/2008	610	9,627	AAC	69	Fair	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY F	TW F	TAXIWAY	1/1/2008	605	88,517	AAC	89	Good	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY E	TW E	TAXIWAY	1/1/2011	515	4,952	AC	89	Good	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY E	TW E	TAXIWAY	1/1/1965	510	11,126	AC	59	Fair	72%	0%	28%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY E	TW E	TAXIWAY	1/1/2005	505	2,353	AAC	87	Good	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY D	TW D	TAXIWAY	1/1/1992	425	5,338	AAC	45	Poor	83%	0%	17%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY D	TW D	TAXIWAY	1/1/2011	420	41,270	AAC	94	Good	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY CENTER	TW CENTER	TAXIWAY	1/1/2008	325	33,247	AC	89	Good	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY CENTER	TW CENTER	TAXIWAY	1/1/2008	320	11,536	AC	90	Good	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY CENTER	TW CENTER	TAXIWAY	1/1/2008	315	11,056	AC	80	Satisfactory	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY C	TW C	TAXIWAY	1/1/1965	310	16,840	AC	55	Poor	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY C	TW C	TAXIWAY	1/1/2010	305	7,165	AAC	77	Satisfactory	88%	0%	12%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/2011	205	11,793	AAC	93	Good	86%	0%	14%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1992	150	4,673	AAC	57	Fair	83%	0%	17%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2008	120	5,876	AAC	80	Satisfactory	65%	0%	35%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2008	115	11,155	AAC	88	Good	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1992	105	103,252	AAC	60	Fair	96%	0%	4%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2007	104	9,170	AC	80	Satisfactory	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2007	103	5,616	AC	84	Satisfactory	67%	0%	33%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1999	6205	500,000	AC	71	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1986	6105	243,145	AC	70	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	RUN-UP APRON	AP RU	APRON	1/1/1986	5110	3,338	AC	65	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	RUN-UP APRON	AP RU	APRON	1/1/1986	5105	24,994	AAC	75	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	APRON WEST	AP W	APRON	1/1/1999	4510	37,084	AC	74	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	APRON WEST	AP W	APRON	1/1/1999	4505	28,314	AC	65	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	APRON C	AP C	APRON	1/1/1999	4405	70,926	AC	73	Satisfactory	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	T-HANGARS APRON	AP T-HANG	APRON	12/25/2009	4315	12,031	AC	83	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	T-HANGARS APRON	AP T-HANG	APRON	1/1/1974	4310	147,914	AC	100	Good	0%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	APRON C	AP C	APRON	1/1/1999	4305	424,105	AC	70	Fair	98%	0%	2%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	NORTH APRON B""	AP B - N	APRON	1/1/1986	4210	100,788	AC	100	Good	0%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	NORTH APRON B""	AP B - N	APRON	1/1/1991	4205	131,692	AC	73	Satisfactory	95%	0%	5%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	SOUTH APRON A""	AP A - S	APRON	1/1/1986	4115	4,470	AC	76	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	SOUTH APRON A""	AP A - S	APRON	1/1/1986	4110	114,381	AC	72	Satisfactory	68%	0%	32%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	SOUTH APRON A""	AP A - S	APRON	1/1/1986	4105	77,868	AC	70	Fair	90%	0%	10%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TW J	TW J	TAXIWAY	1/1/1999	715	12,020	AC	71	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TW J	TW J	TAXIWAY	1/1/1999	710	31,786	AC	69	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TW J	TW J	TAXIWAY	1/1/1999	705	61,282	AC	69	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TW F	TW F	TAXIWAY	1/1/1999	615	4,552	AC	70	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TW F	TW F	TAXIWAY	1/1/1999	610	4,871	AAC	72	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TW F	TW F	TAXIWAY	1/1/1999	605	98,237	AC	76	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TW E-4	TW E4	TAXIWAY	1/1/1999	525	8,961	AC	80	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TW E3	TW E3	TAXIWAY	1/1/1999	520	9,876	AC	80	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TW E-2	TW E2	TAXIWAY	1/1/1999	515	9,511	AC	76	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TW E-1	TW E1	TAXIWAY	1/1/1999	510	9,577	AC	76	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TW E	TW E	TAXIWAY	1/1/1999	505	145,753	AC	79	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY C	TW C	TAXIWAY	1/1/2001	405	21,767	AC	72	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY D	TW D	TAXIWAY	1/1/2001	305	31,411	AC	70	Fair	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1989	250	7,286	AC	34	Very Poor	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1989	210	15,268	AC	32	Very Poor	91%	0%	9%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1986	205	2,293	AC	68	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1986	180	4,111	AC	72	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY D	TW D	TAXIWAY	1/1/1986	170	5,063	AC	66	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1986	160	3,861	AC	65	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1986	140	3,862	AC	70	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1986	120	2,772	AC	71	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1986	105	115,430	AC	66	Fair	98%	0%	2%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2013	6219	1,000	AC	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2002	6205	473,437	AAC	67	Fair	56%	0%	44%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2013	6115	20,600	AC	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2013	6110	20,600	AC	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2013	6107	229,400	AAC	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2013	6105	229,400	AAC	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	APRON T-HANG 3	AP T-HANG3	APRON	1/1/2008	5510	164,471	AC	84	Satisfactory	47%	0%	53%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	APRON T-HANG 2	AP T-HANG2	APRON	1/1/2008	5505	85,817	AC	80	Satisfactory	88%	0%	12%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	EAST APRON	AP E	APRON	12/25/1999	5405	34,097	PCC	12	Serious	13%	87%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	APRON T-HANGARS	AP T-HANG	APRON	12/25/1999	5305	108,938	AC	46	Poor	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	APRON AT END OF TW D	AP TW D	APRON	12/25/1999	5205	26,360	AC	51	Poor	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	APRON RUN-UP 22	AP RU 22	APRON	1/1/2013	5115	47,922	AC	100	Good	0%	0%	0%

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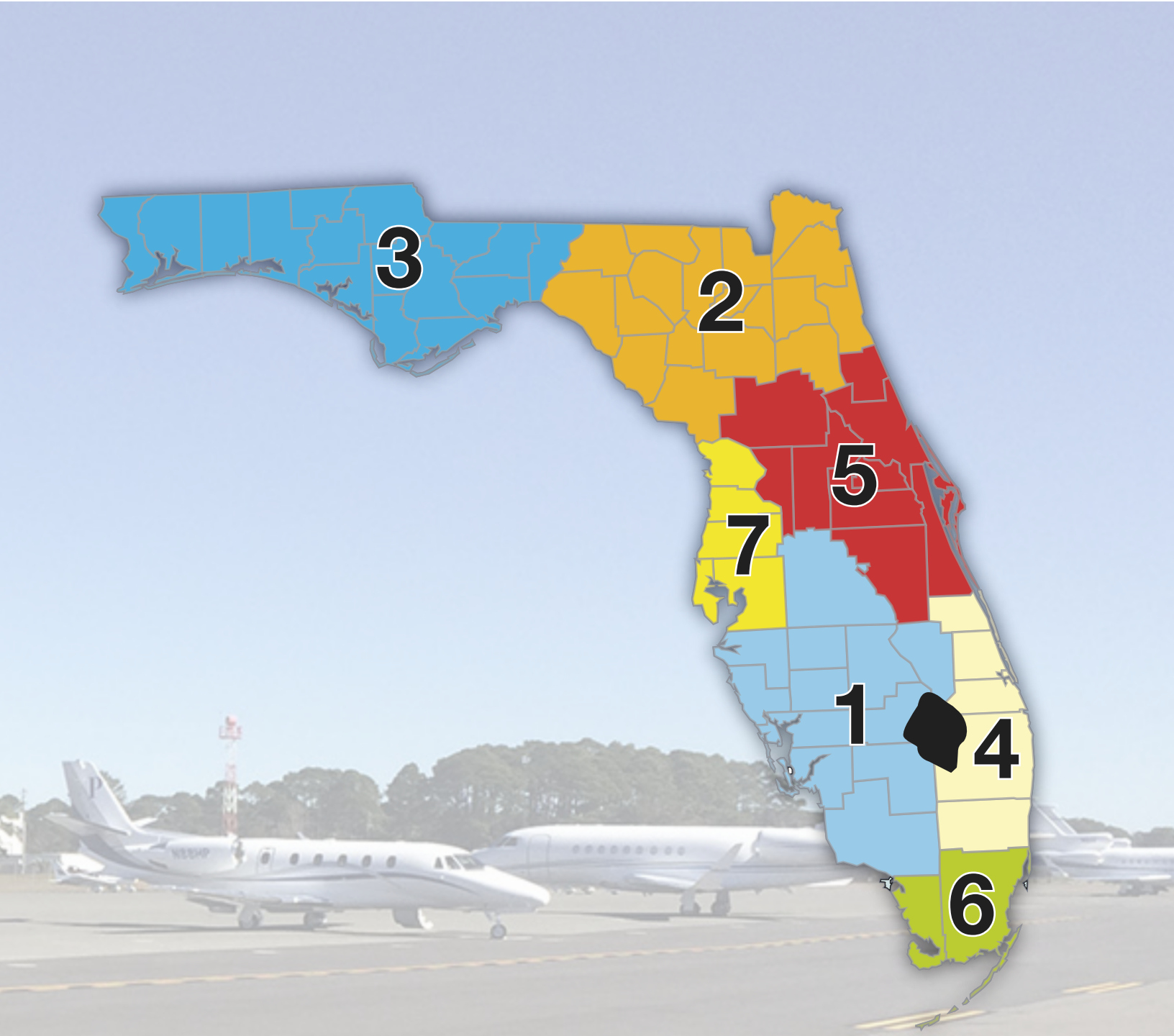
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	NORTHEAST APRON	AP NE	APRON	1/1/1942	5105	27,750	AC	40	Very Poor	98%	0%	2%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	NORTHWEST APRON	AP NW	APRON	1/1/2004	4115	12,547	AC	97	Good	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	NORTHWEST APRON	AP NW	APRON	1/1/1982	4110	5,095	AC	64	Fair	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	NORTHWEST APRON	AP NW	APRON	1/1/1970	4105	2,160	PCC	59	Fair	22%	41%	37%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY F	TW F	TAXIWAY	1/1/2002	630	24,348	AC	65	Fair	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY E	TW E	TAXIWAY	1/1/2002	610	32,964	AC	95	Good	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY C-1	TW C-1	TAXIWAY	1/1/2010	510	4,444	AAC	93	Good	74%	0%	26%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY C-1	TW C-1	TAXIWAY	1/1/1982	505	6,000	AC	62	Fair	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY D	TW D	TAXIWAY	12/25/1999	405	25,063	AC	54	Poor	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY C	TW C	TAXIWAY	1/1/2010	320	69,379	AAC	90	Good	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY A-2	TW A-2	TAXIWAY	1/1/1990	310	15,330	AAC	54	Poor	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY A-2	TW A-2	TAXIWAY	1/1/2013	305	20,430	AAC	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/2002	245	2,300	AAC	28	Very Poor	81%	0%	19%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/2002	240	31,378	AAC	54	Poor	74%	0%	26%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/2013	235	2,233	AAC	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1942	230	15,000	PCC	12	Serious	0%	91%	9%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/2013	225	6,848	AAC	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1989	220	133,310	AAC	5	Failed	74%	26%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/2013	215	11,738	AAC	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1990	212	17,871	AAC	59	Fair	75%	0%	25%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1989	210	17,898	AAC	33	Very Poor	100%	0%	0%

Airport ID	Type	Airport Name	FDOT District	Branch Name	Branch ID	Facility Use	Last Reported Construction Date	Section	Area	Type	PCI	PCI Category	Climate/Age	Load	Other
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1942	205	49,464	AC	25	Serious	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2013	120	7,558	AAC	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY A-1	TW A-1	TAXIWAY	1/1/2013	117	14,976	AAC	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY A-1	TW A-1	TAXIWAY	1/1/1996	115	17,528	AC	64	Fair	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1989	110	188,930	AC	62	Fair	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1990	107	10,000	AAC	64	Fair	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2013	106	11,603	AAC	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1990	105	72,269	AAC	60	Fair	100%	0%	0%

**NOTE: AIRPORT NETWORKS ARE SORTED BY FDOT DISTRICT THEN BY AIRPORT IDLAST CONSTRUCTION DATA PROVIDED BY AIRPORT*



FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORT OFFICE

FDOT