

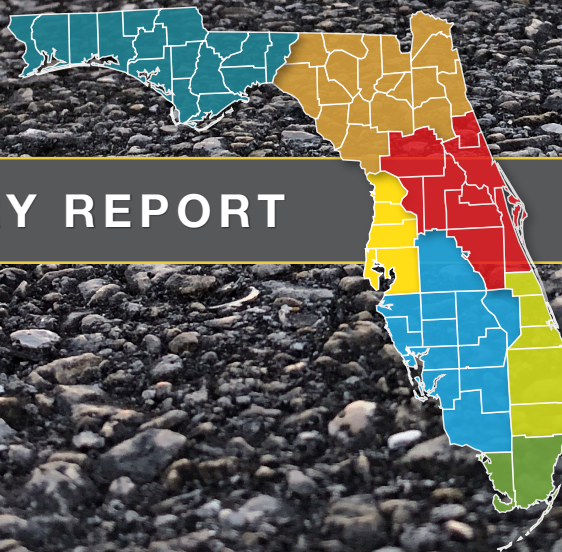
FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORTS OFFICE



STATEWIDE AIRFIELD Pavement Management Program

SUMMARY REPORT

NOVEMBER 2019



Florida Department of Transportation

Statewide Airfield Pavement Management Program

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

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Executive Summary

Executive Summary

Program Background

Airport airfield pavement infrastructure facilities represent a large capital investment in the Florida Airport System (FAS). 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.

In 2016, the Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO) selected Kimley-Horn and Associates, Inc. with subconsultants Airfield Pavement Management Systems, LLC and AVCON, Inc. to provide professional services in support of FDOT in the continued efforts of performing a system update to the Statewide Airfield Pavement Management Program (SAPMP). This work is to be completed from fiscal year 2016 through fiscal year 2019. The SAPMP has 95 public use airport facilities throughout the seven FDOT Districts that participate in the system update. The results of this system update are presented in this report and can be utilized by FDOT and the Federal Aviation Administration (FAA) to identify, prioritize, and schedule pavement maintenance, repair, and major rehabilitation projects.

Pavement condition was assessed utilizing the pavement condition index (PCI) methodology as defined in the FAA Advisory Circular (AC) **150/5380-7B “Airport Pavement Management Program (PMP)”** using the documented procedures set forth by ASTM **D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”**

Pavement deterioration, in accordance with the ASTM D5340-12, was characterized in terms of distinct distress types, severity level of distress, and quantity of distress. This information is utilized to calculate a PCI numeric that represents the overall condition of the pavement in a numeric index that ranges from 0 (a condition category of FAILED) to 100 (GOOD). The PCI methodology analyzes an overall measure of the pavement condition and provides an indication of the degree of maintenance, repair, or rehabilitation efforts that will be required to sustain functional pavement.

The tasks required for the system update at each participating airport consist of the following:

- Obtain recent and anticipated airfield pavement construction work data.
- Update airport airfield pavement system inventory records (construction history, identification, geometry, and facility classification).
- Perform PCI Survey Inspections at each participating airport.
- Update the FDOT SAPMP PAVER™ database system.
- Update the FDOT SAPMP GIS Airfield Navigation GPS enabled Maps.
- Update airfield pavement performance models and pavement condition forecasting.
- Identification of planning-level maintenance, repair, and major rehabilitation to address pavement needs based on functional PCI analysis.

- Development of planning-level opinion of probable construction costs for pavement rehabilitation.

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; 95 airports actively participate in the SAPMP Program.

In total 95 Airports were included in the SAPMP inspection efforts. **Figure E-1: Participating Airports in SAPMP** depicts the geographical location of all participating airports. **Table E-1: Participating Airports by District** lists the participating airports for each FDOT District.

Airports that participated in their inaugural inspection since joining the FDOT SAPMP Program Update for 2016-2019 consist of the following:

- District 3, Destin – Destin-Fort Walton Beach Airport

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 2, Northeast Florida Regional Airport (SGJ)
- District 5, Orlando International Airport (MCO)
- District 6, Miami International Airport (MIA)
- District 7, Tampa International Airport (TPA)

Legend

- Not Participating
- Participating
- District 1
- District 2
- District 3
- District 4
- District 5
- District 6
- District 7

Table E-1: Participating Airports by District

FDOT District	Network ID	Airport Name	Airport Classification	Inspection Phase
1	2IS	AIRGLADES AIRPORT	GA	1
1	X06	ARCADIA MUNICIPAL AIRPORT	GA	1
1	AVO	AVON PARK EXECUTIVE AIRPORT	GA	1
1	BOW	BARTOW MUNICIPAL AIRPORT	GA	1
1	X01	EVERGLADES AIRPARK	GA	1
1	IMM	IMMOKALEE REGIONAL AIRPORT	GA	1
1	X14	LABELLE MUNICIPAL AIRPORT	GA	1
1	X07	LAKE WALES MUNICIPAL AIRPORT	GA	1
1	LAL	LAKELAND LINDER INTERNATIONAL AIRPORT	RL	2
1	MKY	MARCO ISLAND AIRPORT	GA	1
1	APF	NAPLES MUNICIPAL AIRPORT	PR	2
1	OBE	OKEECHOBEE COUNTY AIRPORT	GA	1
1	FMY	PAGE FIELD	RL	2
1	PGD	PUNTA GORDA AIRPORT	PR	2
1	SRQ	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	PR	2
1	SEF	SEBRING REGIONAL AIRPORT	GA	1
1	RSW	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	PR	2
1	VNC	VENICE MUNICIPAL AIRPORT	RL	2
1	CHN	WAUCHULA MUNICIPAL AIRPORT	GA	1
1	GIF	WINTER HAVEN'S GILBERT AIRPORT	GA	1
Total Participating District 1 Airports = 20				
2	VQQ	CECIL AIRPORT	GA	1
2	CTY	CROSS CITY AIRPORT	GA	1
2	FHB	FERNANDINA BEACH MUNICIPAL AIRPORT	GA	2
2	GNV	GAINESVILLE REGIONAL AIRPORT	PR	2
2	CDK	GEORGE T. LEWIS AIRPORT	GA	1
2	HEG	HERLONG RECREATIONAL AIRPORT	RL	2
2	CRG	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	RL	2
2	JAX	JACKSONVILLE INTERNATIONAL AIRPORT	PR	2
2	42J	KEYSTONE AIRPARK	GA	1
2	LCQ	LAKE CITY GATEWAY AIRPORT	GA	1
2	28J	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	GA	1
2	40J	PERRY-FOLEY AIRPORT	GA	1
2	24J	SUWANNEE COUNTY AIRPORT	GA	1
2	X60	WILLISTON MUNICIPAL AIRPORT	GA	2
Total Participating District 2 Airports = 14				
3	AAF	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	GA	1
3	CEW	BOB SIKES AIRPORT	GA	1
3	F95	CALHOUN COUNTY AIRPORT	GA	2

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FDOT District	Network ID	Airport Name	Airport Classification	Inspection Phase
3	X13	CARRABELLE-THOMPSON AIRPORT	GA	1
3	54J	DEFUNIAK SPRINGS AIRPORT	GA	1
3	DTS	DESTIN EXECUTIVE AIRPORT	GA	1
3	VPS	DESTIN-FORT WALTON BEACH AIRPORT	PR	2
3	MAI	MARIANNA MUNICIPAL AIRPORT	GA	1
3	ECP	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	PR	2
3	PNS	PENSACOLA INTERNATIONAL AIRPORT	PR	2
3	2R4	PETER PRINCE FIELD	GA	1
3	2J9	QUINCY MUNICIPAL AIRPORT	GA	1
3	TLH	TALLAHASSEE INTERNATIONAL AIRPORT	PR	2
3	1J0	TRI-COUNTY AIRPORT	GA	1

Total Participating District 3 Airports = 14

4	X10	BELLE GLADE STATE MUNICIPAL AIRPORT	GA	1
4	BCT	BOCA RATON AIRPORT	RL	2
4	FLL	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	PR	2
4	FXE	FT. LAUDERDALE EXECUTIVE AIRPORT	RL	2
4	F45	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	RL	2
4	HWO	NORTH PERRY AIRPORT	RL	2
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
4	PMP	POMPANO BEACH AIRPARK	GA	1
4	X26	SEBASTIAN MUNICIPAL AIRPORT	GA	1
4	FPR	TREASURE COAST INTERNATIONAL AIRPORT	GA	1
4	VRB	VERO BEACH REGIONAL AIRPORT	PR	2
4	SUA	WITHAM FIELD	GA	1

Total Participating District 4 Airports = 14

5	X21	ARTHUR DUNN AIR PARK	GA	1
5	DAB	DAYTONA BEACH INTERNATIONAL AIRPORT	PR	2
5	DED	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD	RL	2
5	FIN	FLAGLER EXECUTIVE AIRPORT	GA	1
5	ISM	KISSIMMEE GATEWAY AIRPORT	RL	2
5	LEE	LEESBURG INTERNATIONAL AIRPORT	GA	2
5	X35	MARION COUNTY AIRPORT	GA	1
5	COI	MERRITT ISLAND AIRPORT	GA	1
5	EVN	NEW SMYRNA BEACH MUNICIPAL AIRPORT	RL	2
5	OCF	OCALA INTERNATIONAL/JIM TAYLOR FIELD	PR	2
5	ORL	ORLANDO EXECUTIVE AIRPORT	RL	2
5	SFB	ORLANDO SANFORD INTERNATIONAL AIRPORT	PR	2

FDOT District	Network ID	Airport Name	Airport Classification	Inspection Phase
5	MLB	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	PR	2
5	OMN	ORMOND BEACH MUNICIPAL AIRPORT	RL	2
5	TIX	SPACE COAST REGIONAL AIRPORT	PR	2
5	X23	UMATILLA MUNICIPAL AIRPORT	GA	1
5	X59	VALKARIA AIRPORT	GA	1

Total Participating District 5 Airports = 17

6	TNT	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	GA	1
6	EYW	KEY WEST INTERNATIONAL AIRPORT	PR	2
6	TMB	MIAMI EXECUTIVE AIRPORT	RL	2
6	X51	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	GA	1
6	OPF	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	RL	2
6	MTH	THE FLORIDA KEYS MARATHON AIRPORT	GA	2

Total Participating District 6 Airports = 6

7	SPG	ALBERT WHITTED AIRPORT	RL	2
7	BKV	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	GA	1
7	CLW	CLEARWATER AIR PARK	RL	2
7	CGC	CRYSTAL RIVER - CAPTAIN TOM DAVIS FIELD	GA	1
7	INF	INVERNESS AIRPORT	GA	1
7	TPF	PETER O. KNIGHT AIRPORT	RL	2
7	PCM	PLANT CITY AIRPORT	GA	1
7	PIE	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	PR	2
7	VDF	TAMPA EXECUTIVE AIRPORT	RL	2
7	ZPH	ZEPHYRHILLS MUNICIPAL AIRPORT	GA	1

Total Participating District 7 Airports = 10

Summary of Results

PAVEMENT CONDITION INDEX (LATEST INSPECTION)

Table E-2: Statewide Pavement Condition Index Summary by FDOT District

FDOT District	Airports	Area-Weighted Pavement Condition Index (PCI)				
		Runway PCI	Taxiway PCI	Taxilane PCI	Apron PCI	Overall PCI
1	20	76	73	74	68	72
2	14	74	78	67	75	75
3	14	79	72	78	71	74
4	13	83	81	65	73	78
5	17	78	71	76	66	72
6	6	62	63	38	62	62
7	10	67	67	76	70	68
System	94	75	74	70	70	73

Table E-3: Statewide Pavement Condition Index Summary by Airport

Network ID	FDOT District	Airport Type	Area-Weighted Pavement Condition Index (PCI)				
			Runway PCI	Taxiway PCI	Taxilane PCI	Apron PCI	Overall PCI
2IS	1	GA	91	59	-	37	64
APF	1	PR	82	86	100	65	75
AVO	1	GA	72	62	64	52	66
BOW	1	GA	57	73	52	49	59
CHN	1	GA	61	58	80	77	65
FMY	1	RL	100	86	-	72	84
GIF	1	GA	76	58	-	53	63
IMM	1	GA	54	61	-	83	60
LAL	1	RL	73	81	-	77	78
MKY	1	GA	94	92	-	92	93
OBE	1	GA	70	73	65	75	71
PGD	1	PR	62	60	81	72	64
RSW	1	PR	71	67	-	65	67
SEF	1	GA	85	83	49	35	62
SRQ	1	PR	86	73	88	96	82
VNC	1	RL	84	84	-	84	84
X01	1	GA	41	73	-	77	57
X06	1	GA	64	55	-	60	60
X07	1	GA	82	62	-	55	73
X14	1	GA	88	80	66	57	75
District 1			76	73	74	68	72
24J	2	GA	73	71	63	86	75
28J	2	GA	90	78	49	87	83
40J	2	GA	71	57	90	38	62
42J	2	GA	67	45	-	62	60
CDK	2	GA	28	19	-	23	27
CRG	2	RL	85	72	95	90	84
CTY	2	GA	82	55	-	46	68
FHB	2	GA	71	70	-	65	69
GNV	2	PR	76	79	63	73	76
HEG	2	RL	88	88	-	73	83
JAX	2	PR	89	82	-	82	83
LCQ	2	GA	50	92	58	63	67
VQQ	2	GA	68	80	-	74	73
X60	2	GA	84	70	-	73	73
District 2			74	78	67	75	75
1J0	3	GA	98	89	79	79	92
2J9	3	GA	56	75	-	-	63
2R4	3	GA	100	68	-	68	75
54J	3	GA	82	81	87	78	81
AAF	3	GA	69	61	-	54	64
CEW	3	GA	78	83	-	62	75
DTS	3	GA	94	51	-	43	62
ECP	3	PR	96	82	77	87	88

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Network ID	FDOT District	Airport Type	Area-Weighted Pavement Condition Index (PCI)				
			Runway PCI	Taxiway PCI	Taxilane PCI	Apron PCI	Overall PCI
F95	3	GA	85	100	-	73	85
MAI	3	GA	72	54	-	32	49
PNS	3	PR	80	74	-	81	78
TLH	3	PR	75	67	-	86	76
VPS	3	PR	-	100	-	85	88
X13	3	GA	58	49	-	62	58
District	3		79	72	78	71	74
BCT	4	RL	92	85	-	92	90
F45	4	RL	69	75	79	69	70
FLL	4	PR	98	84	-	78	84
FPR	4	GA	78	77	-	60	72
FXE	4	RL	67	83	-	88	79
HWO	4	RL	89	80	-	37	79
LNA	4	RL	74	80	-	81	78
PBI	4	PR	82	81	-	75	79
PHK	4	GA	52	78	81	92	70
PMP	4	GA	78	74	47	75	75
SUA	4	GA	94	66	74	68	79
VRB	4	PR	77	82	77	62	72
X26	4	GA	77	68	-	65	71
District	4		83	81	65	73	78
COI	5	GA	68	68	-	45	55
DAB	5	PR	76	74	-	62	72
DED	5	RL	78	81	-	63	71
EVB	5	RL	72	77	-	33	68
FIN	5	GA	75	79	67	72	76
ISM	5	RL	84	65	-	56	65
LEE	5	GA	76	82	83	63	75
MLB	5	PR	100	78	-	78	84
OCF	5	PR	87	54	-	66	71
OMN	5	RL	86	73	-	57	73
ORL	5	RL	64	65	-	46	55
SFB	5	PR	70	60	-	82	72
TIX	5	PR	59	71	-	86	72
X21	5	GA	81	82	-	67	76
X23	5	GA	78	80	74	83	79
X35	5	GA	80	98	-	70	80
X59	5	GA	95	88	-	60	76
District	5		78	71	76	66	72
EYW	6	PR	100	52	-	71	74
MTH	6	GA	51	63	-	59	58
OPF	6	RL	55	61	38	56	58
TMB	6	RL	70	73	-	68	70
TNT	6	GA	50	59	-	42	54
X51	6	GA	70	59	-	64	65

Network ID	FDOT District	Airport Type	Area-Weighted Pavement Condition Index (PCI)				
			Runway PCI	Taxiway PCI	Taxilane PCI	Apron PCI	Overall PCI
District	6		62	63	38	62	62
BKV	7	GA	50	49	-	74	55
CGC	7	GA	66	79	-	56	67
CLW	7	RL	80	77	-	63	74
INF	7	GA	89	91	61	84	87
PCM	7	GA	57	61	74	73	65
PIE	7	PR	62	72	-	69	68
SPG	7	RL	73	68	-	66	69
TPF	7	RL	92	87	94	80	88
VDF	7	RL	68	66	59	68	68
ZPH	7	GA	83	52	-	63	67
District	7		67	67	76	70	68

RUNWAY PAVEMENT CONDITION INDEX

Table E-4: 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	5901	75	91
APF	1	NAPLES MUNICIPAL AIRPORT	PR	RW 14-32	5000	100	91
APF	1	NAPLES MUNICIPAL AIRPORT	PR	RW 5-23	6600	150	78
AVO	1	AVON PARK EXECUTIVE AIRPORT	GA	RW 10-28	3844	75	74
AVO	1	AVON PARK EXECUTIVE AIRPORT	GA	RW 5-23	5374	100	71
BOW	1	BARTOW MUNICIPAL AIRPORT	GA	RW 5-23	5000	100	54
BOW	1	BARTOW MUNICIPAL AIRPORT	GA	RW 9L-27R	5000	150	82
BOW	1	BARTOW MUNICIPAL AIRPORT	GA	RW 9R-27L	4400	150	31
CHN	1	WAUCHULA MUNICIPAL AIRPORT	GA	RW 18-36	4005	75	61
FMY	1	PAGE FIELD	RL	RW 13-31	4912	150	100
FMY	1	PAGE FIELD	RL	RW 5-23	6406	150	100
GIF	1	WINTER HAVEN'S GILBERT AIRPORT	GA	RW 11-29	4001	100	66
GIF	1	WINTER HAVEN'S GILBERT AIRPORT	GA	RW 5-23	5006	100	85

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Network ID	FDOT District	Airport Name	Airport Type	Runway	Length (ft)	Width (ft)	Branch Area-Weighted PCI
IMM	1	IMMOKALEE REGIONAL AIRPORT	GA	RW 18-36	5000	150	25
IMM	1	IMMOKALEE REGIONAL AIRPORT	GA	RW 4-22	-	-	33
IMM	1	IMMOKALEE REGIONAL AIRPORT	GA	RW 9-27	5000	100	94
LAL	1	LAKELAND LINDER INTERNATIONAL AIRPORT	RL	RW 5-23	5005	150	67
LAL	1	LAKELAND LINDER INTERNATIONAL AIRPORT	RL	RW 9-27	8499	150	76
MKY	1	MARCO ISLAND AIRPORT	GA	RW 17-35	5000	100	94
OBE	1	OKEECHOBEE COUNTY AIRPORT	GA	RW 14-32	4001	75	57
OBE	1	OKEECHOBEE COUNTY AIRPORT	GA	RW 5-23	5000	100	78
PGD	1	PUNTA GORDA AIRPORT	PR	RW 15-33	5688	150	63
PGD	1	PUNTA GORDA AIRPORT	PR	RW 4-22	7193	150	61
PGD	1	PUNTA GORDA AIRPORT	PR	RW 9-27	2636	60	64
RSW	1	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	PR	RW 6-24	12000	150	71
SEF	1	SEBRING REGIONAL AIRPORT	GA	RW 01-19	5234	100	93
SEF	1	SEBRING REGIONAL AIRPORT	GA	RW 14-32	4990	100	78
SRQ	1	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	PR	RW 14-32	9500	150	85
SRQ	1	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	PR	RW 4-22	5006	150	88
VNC	1	VENICE MUNICIPAL AIRPORT	RL	RW 13-31	4999	150	77
VNC	1	VENICE MUNICIPAL AIRPORT	RL	RW 5-23	5000	150	92
X01	1	EVERGLADES AIRPARK	GA	RW 15-33	2400	60	41
X06	1	ARCADIA MUNICIPAL AIRPORT	GA	RW 6-24	3700	75	64
X07	1	LAKE WALES MUNICIPAL AIRPORT	GA	RW 17-35	3860	75	58
X07	1	LAKE WALES MUNICIPAL AIRPORT	GA	RW 6-24	3999	100	100
X14	1	LABELLE MUNICIPAL AIRPORT	GA	RW 14-32	5254	75	88
24J	2	SUWANNEE COUNTY AIRPORT	GA	RW 7-25	4005	75	73

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Network ID	FDOT District	Airport Name	Airport Type	Runway	Length (ft)	Width (ft)	Branch Area-Weighted PCI
28J	2	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	GA	RW 17-35	3510	75	92
28J	2	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	GA	RW 9-27	6000	100	89
40J	2	PERRY-FOLEY AIRPORT	GA	RW 12-30	4754	100	59
40J	2	PERRY-FOLEY AIRPORT	GA	RW 18-36	4986	100	84
42J	2	KEYSTONE AIRPARK	GA	RW 11-29	4899	75	53
42J	2	KEYSTONE AIRPARK	GA	RW 5-23	5046	100	78
CDK	2	GEORGE T. LEWIS AIRPORT	GA	RW 5-23	2355	100	28
CRG	2	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	RL	RW 14-32	4008	100	100
CRG	2	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	RL	RW 5-23	4004	100	70
CTY	2	CROSS CITY AIRPORT	GA	RW 13-31	5001	100	97
CTY	2	CROSS CITY AIRPORT	GA	RW 4-22	5005	75	65
FHB	2	FERNANDINA BEACH MUNICIPAL AIRPORT	GA	RW 13-31	5152	100	64
FHB	2	FERNANDINA BEACH MUNICIPAL AIRPORT	GA	RW 4-22	5301	100	72
FHB	2	FERNANDINA BEACH MUNICIPAL AIRPORT	GA	RW 9-27	5000	100	94
GNV	2	GAINESVILLE REGIONAL AIRPORT	PR	RW 11-29	7504	150	72
GNV	2	GAINESVILLE REGIONAL AIRPORT	PR	RW 7-25	4158	100	89
HEG	2	HERLONG RECREATIONAL AIRPORT	RL	RW 11-29	3500	100	100
HEG	2	HERLONG RECREATIONAL AIRPORT	RL	RW 7-25	3999	100	75
JAX	2	JACKSONVILLE INTERNATIONAL AIRPORT	PR	RW 14-32	7701	150	92
JAX	2	JACKSONVILLE INTERNATIONAL AIRPORT	PR	RW 8-26	10000	150	87
LCQ	2	LAKE CITY GATEWAY AIRPORT	GA	RW 10-28	8003	150	52
LCQ	2	LAKE CITY GATEWAY AIRPORT	GA	RW 5-23	4000	75	43
VQQ	2	CECIL AIRPORT	GA	RW 18L-36R	12503	200	82
VQQ	2	CECIL AIRPORT	GA	RW 18R-36L	8002	200	47

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Network ID	FDOT District	Airport Name	Airport Type	Runway	Length (ft)	Width (ft)	Branch Area-Weighted PCI
VQQ	2	CECIL AIRPORT	GA	RW 9L-27R	4439	200	45
VQQ	2	CECIL AIRPORT	GA	RW 9R-27L	8003	200	80
X60	2	WILLISTON MUNICIPAL AIRPORT	GA	RW 14-32	4979	60	87
X60	2	WILLISTON MUNICIPAL AIRPORT	GA	RW 5-23	6669	100	53
1J0	3	TRI-COUNTY AIRPORT	GA	RW 1-19	4000	75	98
2J9	3	QUINCY MUNICIPAL AIRPORT	GA	RW 14-32	2964	75	56
2R4	3	PETER PRINCE FIELD	GA	RW 18-36	3701	75	100
54J	3	DEFUNIAK SPRINGS AIRPORT	GA	RW 9-27	4146	60	82
AAF	3	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	GA	RW 14-32	5425	150	71
AAF	3	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	GA	RW 18-36	5251	150	65
AAF	3	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	GA	RW 6-24	5271	150	72
CEW	3	BOB SIKES AIRPORT	GA	RW 17-35	8005	150	78
DTS	3	DESTIN EXECUTIVE AIRPORT	GA	RW 14-32	5001	100	94
ECP	3	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	PR	RW 16-34	10000	150	96
F95	3	CALHOUN COUNTY AIRPORT	GA	RW 18-36	3100	75	85
MAI	3	MARIANNA MUNICIPAL AIRPORT	GA	RW 18-36	4896	100	100
MAI	3	MARIANNA MUNICIPAL AIRPORT	GA	RW 8-26	4895	100	45
PNS	3	PENSACOLA INTERNATIONAL AIRPORT	PR	RW 17-35	7004	150	89
PNS	3	PENSACOLA INTERNATIONAL AIRPORT	PR	RW 8-26	7000	150	70
TLH	3	TALLAHASSEE INTERNATIONAL AIRPORT	PR	RW 18-36	7000	150	57
TLH	3	TALLAHASSEE INTERNATIONAL AIRPORT	PR	RW 9-27	8000	150	91
X13	3	CARRABELLE-THOMPSON AIRPORT	GA	RW 5-23	4000	75	58
BCT	4	BOCA RATON AIRPORT	RL	RW 5-23	6276	150	92

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Network ID	FDOT District	Airport Name	Airport Type	Runway	Length (ft)	Width (ft)	Branch Area-Weighted PCI
F45	4	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	RL	RW 14-32	4300	75	70
F45	4	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	RL	RW 9R-27L	4300	100	69
FLL	4	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	PR	RW 10L-28R	9000	150	100
FLL	4	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	PR	RW 10R-28L	8000	150	97
FPR	4	TREASURE COAST INTERNATIONAL AIRPORT	GA	RW 10L-28R	4000	75	92
FPR	4	TREASURE COAST INTERNATIONAL AIRPORT	GA	RW 10R-28L	6492	150	86
FPR	4	TREASURE COAST INTERNATIONAL AIRPORT	GA	RW 14-32	4755	100	53
FXE	4	FORT LAUDERDALE EXECUTIVE AIRPORT	RL	RW 13-31	4000	100	75
FXE	4	FORT LAUDERDALE EXECUTIVE AIRPORT	RL	RW 9-27	6002	100	62
HWO	4	NORTH PERRY AIRPORT	RL	RW 01L-19R	3350	100	89
HWO	4	NORTH PERRY AIRPORT	RL	RW 01R-19L	3260	100	93
HWO	4	NORTH PERRY AIRPORT	RL	RW 10L-28R	3241	100	93
HWO	4	NORTH PERRY AIRPORT	RL	RW 10R-28L	3255	100	81
LNA	4	PALM BEACH COUNTY PARK AIRPORT	RL	RW 10-28	3489	75	79
LNA	4	PALM BEACH COUNTY PARK AIRPORT	RL	RW 16-34	3421	100	72
LNA	4	PALM BEACH COUNTY PARK AIRPORT	RL	RW 4-22	3256	75	71
PBI	4	PALM BEACH INTERNATIONAL AIRPORT	PR	RW 10L-28R	10001	150	82
PBI	4	PALM BEACH INTERNATIONAL AIRPORT	PR	RW 10R-28L	3214	75	100
PBI	4	PALM BEACH INTERNATIONAL AIRPORT	PR	RW 14-32	6926	150	78
PHK	4	PALM BEACH COUNTY GLADES AIRPORT	GA	RW 17-35	4116	75	52
PMP	4	POMPANO BEACH AIRPARK	GA	RW 10-28	3502	100	69
PMP	4	POMPANO BEACH AIRPARK	GA	RW 15-33	4918	150	92
PMP	4	POMPANO BEACH AIRPARK	GA	RW 6-24	4001	150	66

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Network ID	FDOT District	Airport Name	Airport Type	Runway	Length (ft)	Width (ft)	Branch Area-Weighted PCI
SUA	4	WITHAM FIELD	GA	RW 12-30	5828	100	100
SUA	4	WITHAM FIELD	GA	RW 16-34	4998	100	100
SUA	4	WITHAM FIELD	GA	RW 7-25	4652	100	82
VRB	4	VERO BEACH REGIONAL AIRPORT	PR	RW 12L-30R	3504	75	86
VRB	4	VERO BEACH REGIONAL AIRPORT	PR	RW 12R-30L	7314	106	68
VRB	4	VERO BEACH REGIONAL AIRPORT	PR	RW 4-22	4974	100	88
X26	4	SEBASTIAN MUNICIPAL AIRPORT	GA	RW 10-28	3199	75	81
X26	4	SEBASTIAN MUNICIPAL AIRPORT	GA	RW 5-23	4023	75	75
COI	5	MERRITT ISLAND AIRPORT	GA	RW 11-29	3601	75	68
DAB	5	DAYTONA BEACH INTERNATIONAL AIRPORT	PR	RW 16-34	6001	150	62
DAB	5	DAYTONA BEACH INTERNATIONAL AIRPORT	PR	RW 7L-25R	10500	150	90
DAB	5	DAYTONA BEACH INTERNATIONAL AIRPORT	PR	RW 7R-25L	3195	100	47
DED	5	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	RL	RW 12-30	6001	100	84
DED	5	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	RL	RW 5-23	4301	75	68
EVB	5	NEW SMYRNA BEACH MUNICIPAL AIRPORT	RL	RW 11-29	4319	75	87
EVB	5	NEW SMYRNA BEACH MUNICIPAL AIRPORT	RL	RW 2-20	4000	100	38
EVB	5	NEW SMYRNA BEACH MUNICIPAL AIRPORT	RL	RW 7-25	5000	75	98
FIN	5	FLAGLER EXECUTIVE AIRPORT	GA	RW 11-29	4999	100	100
FIN	5	FLAGLER EXECUTIVE AIRPORT	GA	RW 6-24	5000	100	50
ISM	5	KISSIMMEE GATEWAY AIRPORT	RL	RW 15-33	6001	100	81
ISM	5	KISSIMMEE GATEWAY AIRPORT	RL	RW 6-24	5001	100	86
LEE	5	LEESBURG INTERNATIONAL AIRPORT	GA	RW 13-31	6300	100	68
LEE	5	LEESBURG INTERNATIONAL AIRPORT	GA	RW 3-21	4957	100	87
MLB	5	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	PR	RW 5-23	3001	75	100

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Network ID	FDOT District	Airport Name	Airport Type	Runway	Length (ft)	Width (ft)	Branch Area-Weighted PCI
MLB	5	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	PR	RW 9L-27R	6000	150	100
MLB	5	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	PR	RW 9R-27L	10181	150	100
OCF	5	OCALA INTERNATIONAL/JIM TAYLOR FIELD	PR	RW 18-36	7467	150	87
OCF	5	OCALA INTERNATIONAL/JIM TAYLOR FIELD	PR	RW 8-26	3009	50	91
OMN	5	ORMOND BEACH MUNICIPAL AIRPORT	RL	RW 17-35	3704	100	75
OMN	5	ORMOND BEACH MUNICIPAL AIRPORT	RL	RW 8-26	4005	75	100
ORL	5	ORLANDO EXECUTIVE AIRPORT	RL	RW 13-31	4625	100	66
ORL	5	ORLANDO EXECUTIVE AIRPORT	RL	RW 7-25	6004	150	63
SFB	5	SANFORD INTERNATIONAL AIRPORT	PR	RW 18-36	6002	150	63
SFB	5	SANFORD INTERNATIONAL AIRPORT	PR	RW 9C-27C	3578	75	66
SFB	5	SANFORD INTERNATIONAL AIRPORT	PR	RW 9L-27R	11002	150	75
SFB	5	SANFORD INTERNATIONAL AIRPORT	PR	RW 9R-27L	5839	75	70
TIX	5	SPACE COAST REGIONAL AIRPORT	PR	RW 18-36	7319	150	61
TIX	5	SPACE COAST REGIONAL AIRPORT	PR	RW 9-27	5000	100	56
X21	5	ARTHUR DUNN AIR PARK	GA	RW 15-33	2961	70	81
X23	5	UMATILLA MUNICIPAL AIRPORT	GA	RW 01-19	2500	60	78
X35	5	MARION COUNTY AIRPORT	GA	RW 10-28	4702	60	71
X35	5	MARION COUNTY AIRPORT	GA	RW 5-23	5000	100	85
X59	5	VALKARIA AIRPORT	GA	RW 10-28	4000	75	89
X59	5	VALKARIA AIRPORT	GA	RW 14-32	4000	75	100
EYW	6	KEY WEST INTERNATIONAL AIRPORT	PR	RW 9-27	5076	100	100
MTH	6	THE FLORIDA KEYS MARATHON AIRPORT	GA	RW 7-25	5008	100	51
OPF	6	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	RL	RW 12-30	6800	150	48
OPF	6	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	RL	RW 9L-27R	8002	150	56

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Network ID	FDOT District	Airport Name	Airport Type	Runway	Length (ft)	Width (ft)	Branch Area-Weighted PCI
OPF	6	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	RL	RW 9R-27L	4309	100	65
TMB	6	MIAMI EXECUTIVE AIRPORT	RL	RW 13-31	4001	150	70
TMB	6	MIAMI EXECUTIVE AIRPORT	RL	RW 9L-27R	5003	150	72
TMB	6	MIAMI EXECUTIVE AIRPORT	RL	RW 9R-27L	6000	150	70
TNT	6	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	GA	RW 9-27	10499	150	50
X51	6	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	GA	RW 10-28	3000	75	67
X51	6	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	GA	RW 18-36	3999	100	72
BKV	7	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	GA	RW 3-21	5014	150	49
BKV	7	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	GA	RW 9-27	7001	150	51
CGC	7	CRYSTAL RIVER - CAPTAIN TOM DAVIS FIELD	GA	RW 9-27	4557	75	66
CLW	7	CLEARWATER AIRPARK	RL	RW 16-34	4108	75	80
INF	7	INVERNESS AIRPORT	GA	RW 1-19	5001	75	89
PCM	7	PLANT CITY AIRPORT	GA	RW 10-28	3950	75	57
PIE	7	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	PR	RW 18-36	9730	150	55
PIE	7	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	PR	RW 4-22	5903	150	74
SPG	7	ALBERT WHITTED AIRPORT	RL	RW 18-36	2864	150	57
SPG	7	ALBERT WHITTED AIRPORT	RL	RW 7-25	3677	75	100
TPF	7	PETER O. KNIGHT AIRPORT	RL	RW 18-36	2687	75	78
TPF	7	PETER O. KNIGHT AIRPORT	RL	RW 4-22	3583	100	100
VDF	7	TAMPA EXECUTIVE AIRPORT	RL	RW 18-36	3219	75	68
VDF	7	TAMPA EXECUTIVE AIRPORT	RL	RW 5-23	5000	100	68
ZPH	7	ZEPHYRHILLS MUNICIPAL AIRPORT	GA	RW 01-19	4694	100	65
ZPH	7	ZEPHYRHILLS MUNICIPAL AIRPORT	GA	RW 5-23	5000	100	100

Figure E-2 Runway Condition

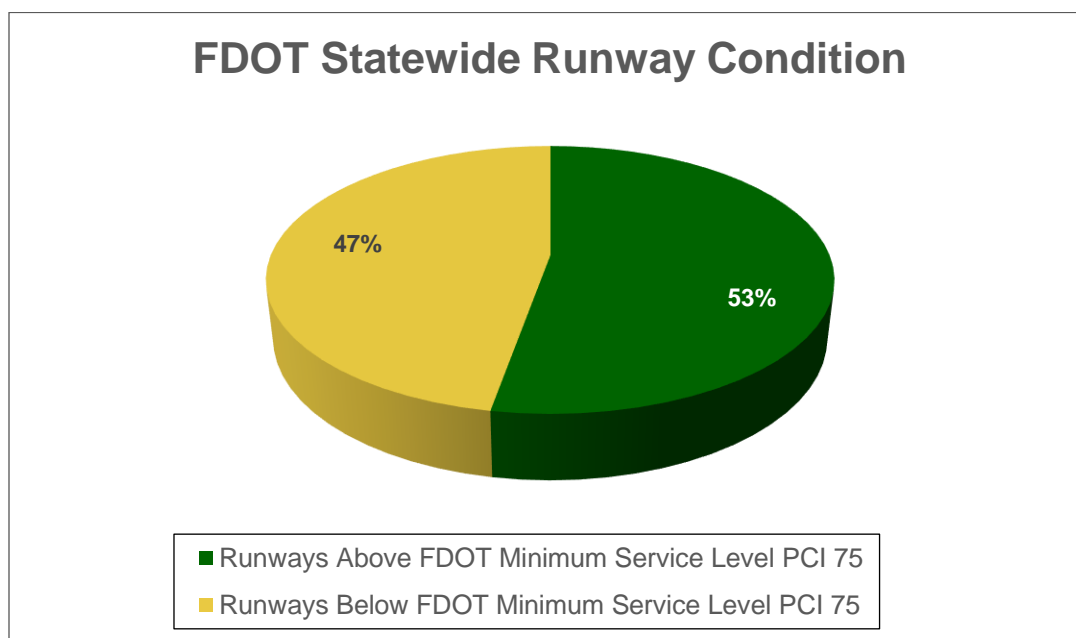
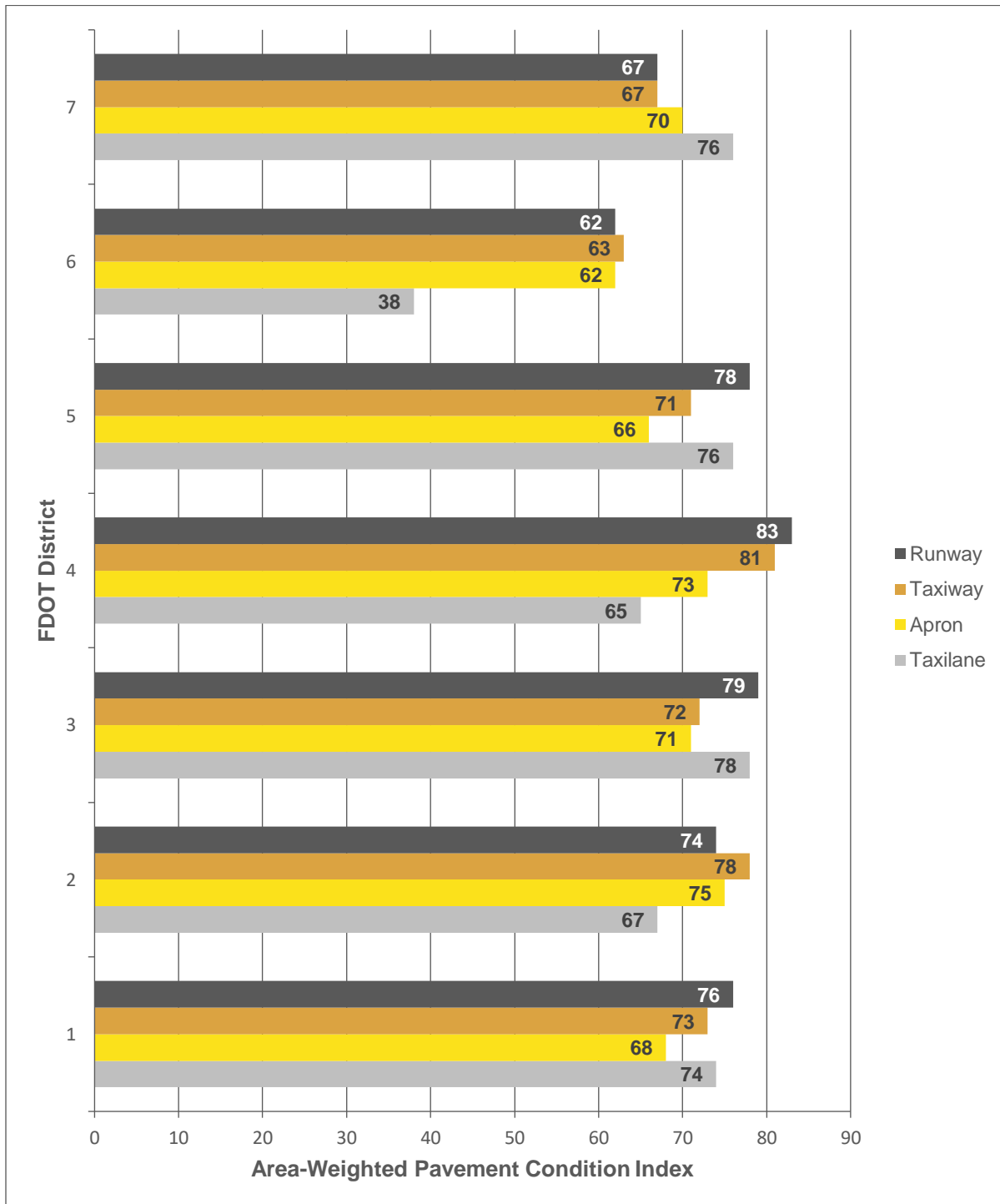


Table E-5: Statewide Summary of Area by Use by District

FDOT District	Airports	Pavement Area (Million Square Feet)				Overall
		Runway	Taxiway	Taxilane	Apron	
1	20	22.09M	23.22M	0.74M	21.95M	68.00M
2	14	19.42M	16.84M	0.42M	16.07M	52.76M
3	14	12.54M	11.40M	0.21M	12.68M	36.83M
4	13	17.29M	25.67M	0.55M	22.45M	65.95M
5	17	20.73M	20.35M	0.18M	23.09M	64.35M
6	6	8.09M	10.29M	0.11M	8.25M	26.73M
7	10	8.41M	7.35M	0.24M	5.57M	21.57M
System	94	108.56M	115.11M	2.45M	110.06M	336.18M

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



MAJOR REHABILITATION PLANNING

Table E-6 Major Rehabilitation Planning Year 1 by District

FDOT District	Weighted-Average PCI	Average Rating	Year 1 Major Rehabilitation
1	72	SATISFACTORY	\$ 247,514,000
2	75	SATISFACTORY	\$ 127,032,000
3	74	SATISFACTORY	\$ 121,125,000
4	78	SATISFACTORY	\$ 170,096,000
5	72	SATISFACTORY	\$ 267,643,000
6	62	FAIR	\$ 146,698,000
7	68	FAIR	\$ 102,490,000
System	73	SATISFACTORY	\$ 1,182,598,000

**All planning cost values have been rounded to the nearest thousand-dollar.*

Table E-7 Major Rehabilitation Planning 10-Year (2018-2029) by District

FDOT District	Weighted-Average PCI	Average Rating	10-Year Major Rehabilitation
1	72	SATISFACTORY	\$ 420,948,000
2	75	SATISFACTORY	\$ 321,565,000
3	74	SATISFACTORY	\$ 201,909,000
4	78	SATISFACTORY	\$ 321,554,000
5	72	SATISFACTORY	\$ 406,968,000
6	62	FAIR	\$ 202,311,000
7	68	FAIR	\$ 153,699,000
System	73	SATISFACTORY	\$ 2,028,954,000

**All planning cost values have been rounded to the nearest thousand-dollar.*

Table E-8 Major Rehabilitation Needs by Airport (2018-2029)

Major Rehabilitation (\$ in Millions)												
FDOT District	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
1	84.44M	0.29M	164.93M	30.64M	7.49M	13.66M	37.53M	21.75M	9.29M	27.83M	13.46M	9.66M
2	90.64M	0.49M	37.66M	5.71M	40.75M	27.32M	22.88M	34.34M	11.24M	23.01M	12.78M	14.76M
3	69.92M	2.32M	54.92M	4.43M	10.71M	6.78M	5.32M	3.66M	10.65M	13.37M	7.54M	12.31M
4	42.53M	1.47M	127.84M	3.56M	16.26M	22.23M	12.82M	18.68M	14.45M	36.39M	15.07M	10.25M
5	18.63M	2.15M	249.08M	10.59M	33.21M	6.33M	4.15M	15.94M	21.20M	8.69M	23.30M	13.71M
6	27.92M	3.76M	118.77M	2.30M	4.15M	13.01M	11.99M	11.77M	2.76M	1.16M	2.43M	2.29M
7	52.93M	1.58M	51.09M	4.39M	5.69M	7.49M	2.65M	12.89M	9.92M	1.67M	3.11M	0.29M
System	387.01M	12.05M	804.28M	61.62M	118.25M	96.81M	97.33M	119.04M	79.51M	112.12M	77.68M	63.26M

**All planning cost values have been rounded to the nearest thousand-dollar.*

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.

YEAR 1 RUNWAY MAJOR REHABILITATION NEEDS

Runway projects, based on pavement conditions at or below the Critical PCI of 65 at the time of inspection, which the State should consider as immediate needs, are listed as follows. These are not all the needs at each participating airport within the SAPMP and may not be the individual airport's priority but should be considered in development of funding programs. **Table E-9** below highlights these Runway pavement sections.

Table E-9 Year 1 Runway Major Rehabilitation Needs

Network ID	District	Branch Name	Sections with Major Rehabilitation in Year 1	Major Rehabilitation Cost
AVO	1	RUNWAY 10-28	6220	\$ 19,000
AVO	1	RUNWAY 5-23	6102	\$ 762,000
BOW	1	RUNWAY 5-23	6305, 6310, 6315	\$ 3,111,000
BOW	1	RUNWAY 9R-27L	6205, 6210, 6230	\$ 4,887,000
CHN	1	RUNWAY 18-36	6105	\$ 2,103,000
GIF	1	RUNWAY 11-29	6205	\$ 2,574,000
IMM	1	RUNWAY 18-36	6105, 6110, 6115, 6120	\$ 6,199,000
IMM	1	RUNWAY 4-22	6305, 6310	\$ 758,000
LAL	1	RUNWAY 5-23	6255	\$ 376,000
LAL	1	RUNWAY 9-27	6130, 6155, 6160	\$ 511,000
OBE	1	RUNWAY 14-32	6205	\$ 1,970,000
PGD	1	RUNWAY 15-33	6205, 6210, 6215, 6220	\$ 8,884,000
PGD	1	RUNWAY 4-22	6105, 6115, 6125	\$ 8,015,000
PGD	1	RUNWAY 9-27	6305	\$ 1,667,000
VNC	1	RUNWAY 13-31	6120, 6130	\$ 382,000
X01	1	RUNWAY 15-33	6105, 6110, 6115	\$ 982,000
X06	1	RUNWAY 6-24	6105	\$ 1,943,000
X07	1	RUNWAY 17-35	6205, 6206	\$ 2,055,000
40J	2	RUNWAY 12-30	6105, 6110, 6115, 6125, 6130	\$ 4,234,000
40J	2	RUNWAY 18-36	6305, 6310, 6325	\$ 677,000
42J	2	RUNWAY 11-29	6205, 6215, 6220	\$ 3,038,000
42J	2	RUNWAY 5-23	6105, 6110, 6130, 6135	\$ 848,000
CDK	2	RUNWAY 5-23	6105	\$ 1,565,000

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM
Statewide Airfield Pavement Evaluation Report

VOLUME

1

Network ID	District	Branch Name	Sections with Major Rehabilitation in Year 1	Major Rehabilitation Cost
CTY	2	RUNWAY 13-31	6110	\$ 309,000
CTY	2	RUNWAY 4-22	6205, 6210	\$ 2,807,000
FHB	2	RUNWAY 13-31	6215, 6225	\$ 3,439,000
FHB	2	RUNWAY 4-22	6105	\$ 2,654,000
GNV	2	RUNWAY 11-29	6202, 6225	\$ 1,484,000
LCQ	2	RUNWAY 10-28	6105, 6110, 6114, 6115, 6116, 6120	\$ 8,741,000
LCQ	2	RUNWAY 5-23	6205, 6207, 6209	\$ 2,482,000
VQQ	2	RUNWAY 18R-36L	6115, 6120	\$ 15,198,000
VQQ	2	RUNWAY 9L-27R	6414, 6415, 6417, 6420	\$ 9,281,000
X60	2	RUNWAY 5-23	6112	\$ 121,000
2J9	3	RUNWAY 14-32	6105, 6110	\$ 1,580,000
AAF	3	RUNWAY 18-36	6310	\$ 2,627,000
MAI	3	RUNWAY 8-26	6105	\$ 3,968,000
PNS	3	RUNWAY 8-26	6215, 6225, 6235, 6245, 6255	\$ 4,607,000
TLH	3	RUNWAY 18-36	6105, 6110	\$ 10,168,000
X13	3	RUNWAY 5-23	6105	\$ 2,121,000
FPR	4	RUNWAY 14-32	6205	\$ 3,398,000
FXE	4	RUNWAY 9-27	6105	\$ 5,702,000
PHK	4	RUNWAY 17-35	6105, 6110	\$ 2,179,000
PMP	4	RUNWAY 10-28	6105	\$ 1,899,000
PMP	4	RUNWAY 6-24	6205, 6210	\$ 3,528,000
VRB	4	RUNWAY 12R-30L	6110	\$ 6,304,000
DAB	5	RUNWAY 16-34	6205, 6210, 6215, 6220, 6235	\$ 8,517,000
DAB	5	RUNWAY 7R-25L	6305	\$ 3,667,000
DED	5	RUNWAY 5-23	6210	\$ 286,000
EVB	5	RUNWAY 2-20	6405, 6425, 6430, 6445, 6450	\$ 5,017,000
FIN	5	RUNWAY 6-24	6205	\$ 3,679,000
ISM	5	RUNWAY 6-24	6226	\$ 381,000
LEE	5	RUNWAY 13-31	6105, 6110	\$ 3,502,000
ORL	5	RUNWAY 7-25	6105, 6110	\$ 8,558,000
SFB	5	RUNWAY 18-36	6210, 6230, 6231, 6232, 6233, 6245, 6250, 6255, 6260, 6280, 6285, 6290	\$ 5,206,000
SFB	5	RUNWAY 9C-27C	6305	\$ 2,952,000
SFB	5	RUNWAY 9R-27L	6405	\$ 2,611,000
TIX	5	RUNWAY 18-36	6105, 6110, 6125, 6130, 6145, 6150	\$ 12,077,000
TIX	5	RUNWAY 9-27	6205, 6210	\$ 5,388,000
X35	5	RUNWAY 5-23	6215	\$ 391,000
MTH	6	RUNWAY 7-25	6105, 6110	\$ 3,598,000
OPF	6	RUNWAY 12-30	6205, 6210	\$ 10,492,000
OPF	6	RUNWAY 9L-27R	6105, 6110, 6115, 6120, 6125, 6130	\$ 10,886,000
OPF	6	RUNWAY 9R-27L	6410	\$ 956,000

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM
Statewide Airfield Pavement Evaluation Report

VOLUME

1

Network ID	District	Branch Name	Sections with Major Rehabilitation in Year 1	Major Rehabilitation Cost
TMB	6	RUNWAY 9L-27R	6104, 6109, 6126	\$ 383,000
TMB	6	RUNWAY 9R-27L	6302	\$ 951,000
TNT	6	RUNWAY 9-27	6105, 6110	\$ 11,919,000
X51	6	RUNWAY 18-36	6110	\$ 1,287,000
BKV	7	RUNWAY 3-21	6205, 6210	\$ 8,482,000
BKV	7	RUNWAY 9-27	6105, 6110	\$ 11,664,000
CGC	7	RUNWAY 9-27	6110, 6115, 6120	\$ 819,000
PCM	7	RUNWAY 10-28	6103, 6115, 6120	\$ 2,096,000
PIE	7	RUNWAY 18-36	6115, 6120, 6135, 6140, 6145, 6150, 6155, 6165, 6170, 6175, 6185, 6197	\$ 11,976,000
PIE	7	RUNWAY 4-22	6215, 6225, 6230	\$ 1,368,000
SPG	7	RUNWAY 18-36	6105, 6110	\$ 4,082,000
ZPH	7	RUNWAY 01-19	6205	\$ 3,315,000

**All planning cost values have been rounded to the nearest thousand-dollar.*

Chapter 1

Chapter 1 – Introduction

1.1 Background

The State of Florida has 128 public airports of which 100 public-use airports are recognized as part of the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems (NPIAS) that are vital to the Florida economy as well as the economy of the United States. The Florida Aviation System (FAS) provides opportunities for the State to capitalize on an increasingly global marketplace. Florida's system of commercial service and general aviation (GA) 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.

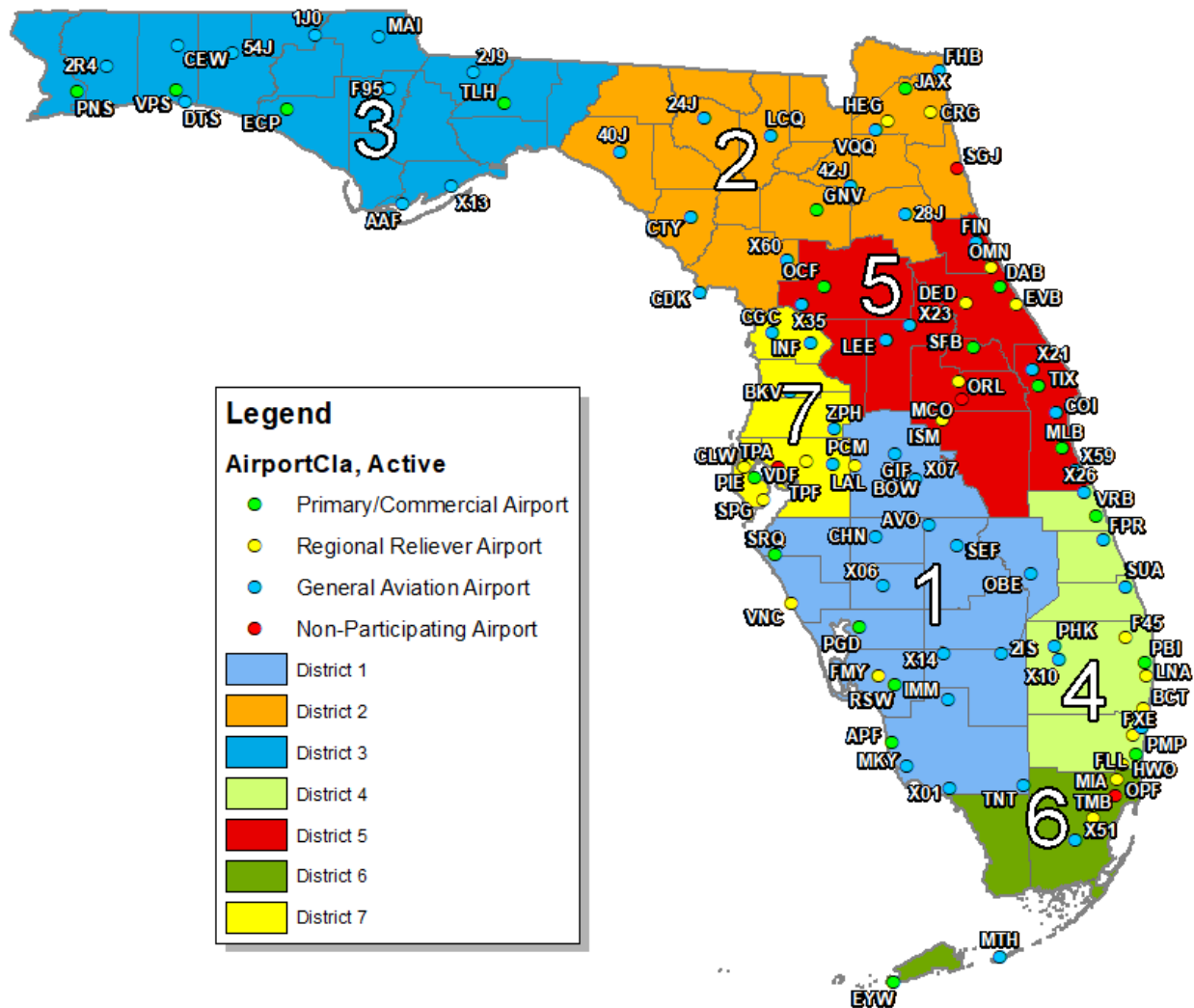
In general, adherence to the FAA Advisory Circulars are mandatory for all projects funded with federal grant monies through the Airport Improvement Program (AIP) and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 "Pavement Maintenance," No. 34 "Policies, Standards, and Specifications," and PFC Assurance No. 9 "Standards and Specifications." The Florida Department of Transportation (FDOT) performs the Statewide Airfield Pavement Management Program (SAPMP) System Updates for the benefit of participating public-use and publicly owned airports through the Aviation and Spaceports Office (ASO).

The SAPMP addresses the requirements of maintaining an effective pavement management program for the participating airports at the network level. Network-level management of pavement assets provides insight for short-term and long-term budget needs, understanding of the overall condition of the network (current and future), and pavement facilities that are subject for project consideration. A network-level evaluation can be supportive in the identification of maintenance, repair, and major rehabilitation needs and budgetary planning-level opinions of probable construction costs.

1.2 Statewide Airfield Pavement Management Program (SAPMP) Update

In 1992, the FDOT established the Statewide Airfield Pavement Management Program (SAPMP) to provide program managers, District Aviation and Spaceports Offices, and airport operators a system to proactively manage airport airfield pavement infrastructure within the Florida Aviation System. The SAPMP performs network-level Pavement Condition Index (PCI) survey inspections for airport facilities that are categorized as General Aviation (GA), Reliever (RL), and Commercial (PR). Currently, the program consists of 95 actively participating public-use airports with pavement facilities and provides users with comprehensive data to better manage pavement assets.

Figure 1.2 Florida Aviation System (Facilities with Pavement) and FDOT Districts



Pavement Condition Index surveys were performed for airfield pavement facilities for the following participating airports summarized in **Table 1.2: Participating Airports**.

Table 1.2: 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

FDOT District	Network ID	Airport Name	Airport Classification	Phase
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-CAPTAIN TOM DAVIS FIELD	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 EXECUTIVE AIRPORT	GA	1
3	VPS	DESTIN-FORT WALTON BEACH AIRPORT	PR	2
1	X01	EVERGLADES AIRPARK	GA	1
2	FHB	FERNANDINA BEACH MUNICIPAL AIRPORT	GA	2
5	FIN	FLAGLER EXECUTIVE 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
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	LABELLE MUNICIPAL AIRPORT	GA	1
2	LCQ	LAKE CITY GATEWAY AIRPORT	GA	1
1	X07	LAKE WALES MUNICIPAL AIRPORT	GA	1
1	LAL	LAKELAND LINDER INTERNATIONAL 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	COI	MERRITT ISLAND	GA	1
6	TMB	MIAMI EXECUTIVE AIRPORT	RL	2
6	X51	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	GA	1
6	OPF	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	RL	2
1	APF	NAPLES MUNICIPAL AIRPORT	PR	2
5	EVV	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 BEACHES INTERNATIONAL AIRPORT	PR	2
5	OCF	OCALA INTERNATIONAL/JIM TAYLOR FIELD	PR	2
1	OBE	OKEECHOBEE COUNTY AIRPORT	GA	1
5	ORL	ORLANDO EXECUTIVE AIRPORT	RL	2

FDOT District	Network ID	Airport Name	Airport Classification	Phase
5	SFB	ORLANDO SANFORD INTERNATIONAL AIRPORT	PR	2
5	MLB	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	PR	2
5	OMN	ORMOND BEACH MUNICIPAL AIRPORT	RL	2
1	FMY	PAGE FIELD	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 INTERNATIONAL AIRPORT	PR	2
2	40J	PERRY-FOLEY AIRPORT	GA	1
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
1	SRQ	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	PR	2
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
7	PIE	ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT	PR	2
2	24J	SUWANNEE COUNTY AIRPORT	GA	1
3	TLH	TALLAHASSEE INTERNATIONAL AIRPORT	PR	2
7	VDF	TAMPA EXECUTIVE AIRPORT	RL	2
6	MTH	THE FLORIDA KEYS MARATHON AIRPORT	GA	2
4	FPR	TREASURE COAST INTERNATIONAL AIRPORT	GA	1
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 REGIONAL 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

In 2016, the Florida Department of Transportation Aviation and Spaceports Office contracted Kimley-Horn and Associates, Inc. along with subconsultants Airfield Pavement Management Systems, LLC and AVCON, Inc. to provide professional services in support of FDOT in the continued efforts of performing a system update to the SAPMP. This work is to be completed from fiscal year 2016 through fiscal year 2019.

1.3 Organization

1.3.1 FLORIDA DEPARTMENT OF TRANSPORTATION AVIATION AND SPACEPORTS OFFICE PROGRAM MANAGER

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

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

1.3.2 PARTICIPATING FLORIDA PUBLIC-USE AND PUBLICLY OWNED AIRPORTS

The airports are the end-user and beneficiary of the SAPMP. The SAPMP provides a specific Airport Pavement Evaluation Report that meets the requirements of the FAA Advisory Circular **150/5380-7B "Airport Pavement Management Program (PMP)."** Individual participating airports will be provided a final Airport Pavement Evaluation Report by the designated Consultant that is specific to each airport's airfield pavement condition index survey. The ASO-PM has full authority and final approval of each report prior to finalization. In advance of each PCI survey and prior to completion of each Airport Pavement Evaluation Report, participating airports are asked to provide the necessary record documentation for the proper analysis efforts. Relevant record documentation artifacts may consist of but are not limited to: Airport Layout Plans (ALP), Construction Bid Tabulations, As-Built Construction Drawings, Engineer's Reports, and/or field pavement inspection reports.

1.3.3 FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT OFFICES

The seven (7) FDOT District Offices, specifically the Aviation representatives (currently the Freight and Logistics personnel), provide essential support to the SAPMP update and the ASO-PM. Each District supports the SAPMP's on-going efforts by providing local construction cost information throughout the State. The construction cost information, typically consisting of plans and bid tabulations, are used as the basis of the development maintenance, repair, and major rehabilitation opinions of probable construction costs for planning purposes. Each District Office receives copies of individual Airport Pavement Evaluation Reports for the participating airport facilities located within their respective Districts.

1.3.4 CONSULTANT

The Consultant, Kimley-Horn and Associates, Inc., provides technical and administrative support to the ASO-PM for the SAPMP update. The support consists of airfield pavement system inventory updates, performance of PCI Surveys in accordance with ASTM **D5340-12 "Standard Test Method for Airport Pavement Condition Index Surveys,"** evaluation

and reporting of the pavement condition in accordance with the FAA Advisory Circular **150/5380-7B “Airport Pavement Management Program (PMP).”**

The Consultant Team consists of Kimley-Horn, Airfield Pavement Management Systems, LLC., and AVCON, Inc.

A brief description of the general scope of work undertaken to update the SAPMP includes but is not limited to:

- **Research and evaluation of existing record documentation** was performed to identify construction projects that have taken place since the most recent major update of the SAPMP. This data is used to update the pavement inventory and network definition.
- **An update to the existing Network Definition Map** was made to reflect geometric changes, pavement composition updates, and section characterization. Furthermore, an update to the PCI Survey sample units were made to reflect the field investigation efforts.
- **A functional pavement evaluation with PCI Survey inspections** was completed on all airfield pavements maintained by the Airport. The PCI Survey procedure, as defined by ASTM D5340-12, was used as the basis of the functional pavement evaluation. For this specific evaluation, the sample units defined by prior studies were inspected as to better develop performance models for prediction curves. Pavement subject to construction or anticipated construction during scheduled PCI Survey inspection or within 2 years were omitted from inspection based on confirmation of airport personnel.
- **Condition Analysis** was performed based on the distress data observed, rated, measured, and recorded in accordance with the ASTM D5340-12 for the calculation of PCI values and ratings. The results of the current condition analysis were used in concert with the historic PCI Survey data and construction work history to develop performance models to forecast future PCI values for each section for a 10-year study duration.
- **Maintenance, Repair, and Rehabilitation Planning** was performed predicated on the results of the condition analysis with updated policies and planning-level unit costs. The policies, or M&R policies, have been updated to reflect standard practices for maintenance, repair, and major rehabilitation as defined by the FAA **AC 150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”** Planning-level unit costs were developed based on representative construction bid tabulations provided by participating airports. The bid tabulations consisted of limited airfield pavement construction projects that took place between 2009 and 2015 at participating airports.

1.4 Purpose of Statewide Airfield Pavement Evaluation Report

The Statewide airfield pavement evaluation report discusses the work performed, a summary of findings, condition analysis results, and recommendations for maintenance, repair, and major rehabilitation (M&R) planning associated with the SAPMP system

update. It also briefly describes the procedures used to ensure that the appropriate engineering and scientific standards of care, quality, budget, schedules, and safety requirements were implemented during the performance of this work.

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 Statewide Summary document is to provide:

- Information on the pavement management principles, objectives, and methods used to update the existing program;
- Provide the average results of the PCI survey and analysis at each District's 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.

The identification of rehabilitation needs has been determined at the planning level. Design-level investigation is recommended prior to developing construction-level design documents and budgets.

In compliance with FAA Grant Assurances 11 and 19; the FDOT SAPMP provides airports with airfield pavement evaluation reports in accordance with FAA **AC 150/5380-7B Airport Pavement Management Program (PMP)** and **AC 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements**. The application of the results of a PCI survey are for planning purposes and are limited to the visual observation of deteriorated pavements in limited sampling; design-level investigation is recommended in accordance with the FAA procedures defined in **AC 5320-6F Airport Pavement Design and Evaluation** and **AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements**. The aforementioned ACs provide the design-level material properties of in-situ pavement and subgrade layers for the determination of appropriate rehabilitation actions. The FDOT SAPMP is organized to provide airports with planning-level data and does not intend to preclude the responsible engineer in performing the appropriate level of investigation and analysis in determining the appropriate design details of a pavement rehabilitation. It would not be advisable to solely base design-level rehabilitation without the appropriate level of investigation and determination of pavement deterioration beyond that of a visual functional condition assessment.

1.5 History of the Program

In 1992, the FDOT implemented the SAPMP to understand the pavement conditions at public airports in the FAS, systematically update pavement infrastructure information, and assist airport operators with recommendations of pavement maintenance, repair, and major rehabilitation 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 policies; consider planning-level unit costs; and develop recommendations for performing pavement 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 system update included the review of the AIRPAV software compared to other industry available non-proprietary software packages. As a result of this review, MicroPAVER™ (currently known as PAVER™) was selected for implementation of the system update. MicroPAVER™ was developed by the U.S. Army Corps of Engineers Construction Engineering Research Laboratory for pavement management. Data from the 1998-1999 FDOT SAPMP update, which was 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 facilities, classifications, types, histories, geometries, 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 the 2006-2008 system update, 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 the 2010-2012 system update, the SAPMP was updated using new global positioning system (GPS) integrated technology to digitally collect pavement distress data. Interactive geographic information system (GIS) map files were developed from updated Airfield Pavement Network Definition Exhibits 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.

In the 2013-2015 system update, the SAPMP integrated PAVER™ and FieldInspector™ with the use of GPS and GIS capable field tablets. Furthermore, the update included continued adherence to the ASTM **D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”** The ASTM update consisted of refinement of distress definition types and deduction values for select asphalt concrete and Portland Cement Concrete distresses.

1.6 Federal Aviation Administration (FAA)

Currently, airports participating in the Airport Improvement Program (AIP) Grant Program are required by the 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” and 150/5380-7B “Airport Pavement Management Program (PMP)”). This program requires detailed inspection of airfield pavement conditions by well trained personnel. The inspections are required to be performed at least once a year using the PASER method or every three years if the pavement is inspected as defined by the PCI survey procedure in accordance with the ASTM **D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”**

In general, adherence to the Advisory Circulars are mandatory for all projects funded with federal grant monies through the AIP program and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 “Pavement Maintenance,” No. 34 “Policies, Standards, and Specifications,” and PFC Assurance No. 9 “Standards and Specifications.”

1.7 FDOT SAPMP Objectives and Components

The FDOT SAPMP is a program that provides the FAS support in implementing and/or maintaining a network-level Pavement Management Program in a consistent and regularly scheduled manner.

In accordance with FAA AC **150/5380-7B “Airport Pavement Management Program (PMP)”** an effective Pavement Management Program consists of a system that achieves specific objectives. The FDOT SAPMP objectives are as follows:

1.7.1 PROGRAM OBJECTIVES

- 1 A systematic means for collecting and storing information regarding existing pavement structure and condition.
- 2 An objective and repeatable system for evaluating pavement condition.
- 3 Procedures for predicting future pavement condition.
- 4 Procedures for modeling both past and future pavement performance conditions.
- 5 Procedures to determine the budget requirements to meet management objectives, such as the maintenance, repair, and major rehabilitation budget required to keep a pavement at a specified PCI level or the budget required to improve to target PCI level.
- 6 Procedures for formulating and prioritizing maintenance, repair, and major rehabilitation projects.

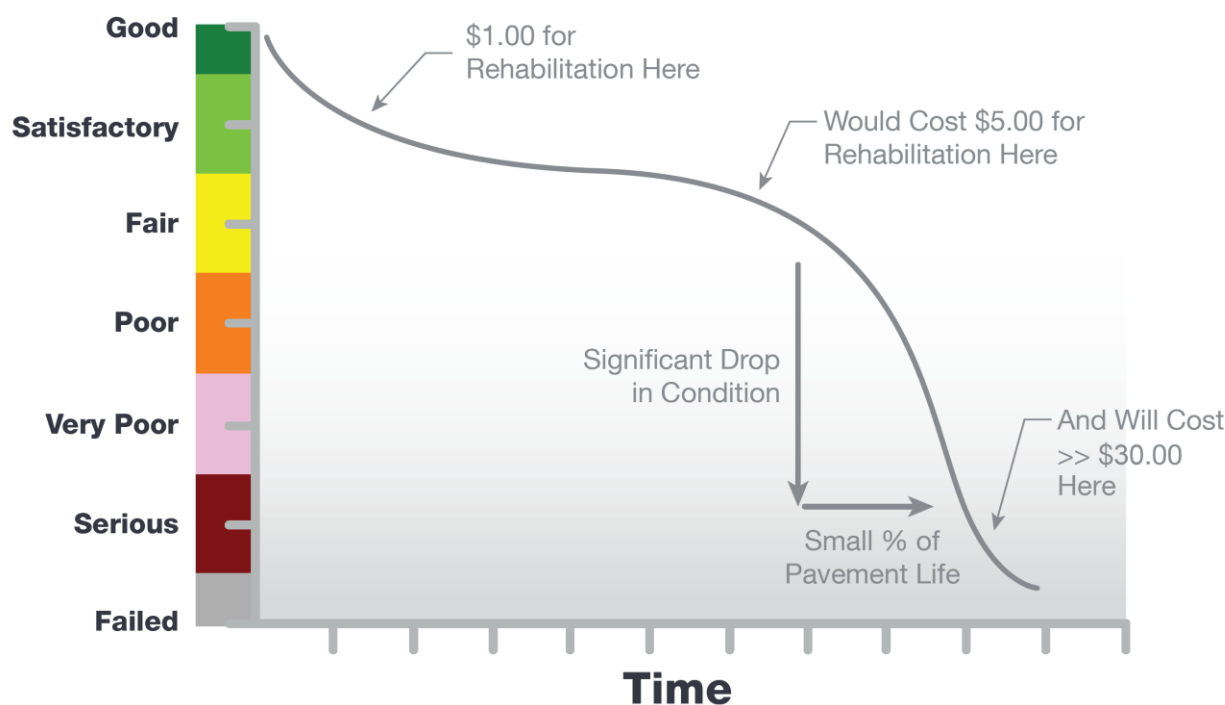
The objectives are accomplished by the following components:

1.7.2 PROGRAM COMPONENTS

- A. Database
- B. Pavement Inventory
- C. Pavement Structure
- D. Pavement Work History
- E. Pavement Condition Data
- F. Pavement Performance Modeling for the Prediction/Forecast of PCI
- G. Maintenance, Repair, and Major Rehabilitation Policies and Budget Simulation

A well-maintained network-level pavement management program may provide airport staff a better understanding of the airfield pavement performance for developing and planning for specific maintenance, repair, and major rehabilitation projects. The understanding of specific distress types and severities will assist the airport in addressing pavement maintenance and repair with the appropriate treatments as defined by the FAA Advisory Circular **150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”** The development of projects with an understanding of system inventory, deterioration details, and pavement condition forecasts may assist airport staff in developing practical rehabilitation actions and budgets. Furthermore, the understanding of pavements’ past performance and forecasted condition may assist airport staff in addressing pavement rehabilitation in a timely and cost-effective manner. **Figure 1.7.2 (a) Typical Pavement Condition Life Cycle**, which is based on the FAA Advisory Circular **150/5380-7B “Airport Pavement Management Program (PMP).”** **Figure 1.7.2 (a) Typical Pavement Condition Life Cycle**, depicts a general duration of a pavement section and identifies the ideal condition to perform rehabilitative treatments at an optimal cost rather than allowing significant increase in rate of deterioration that would result in increased costs.

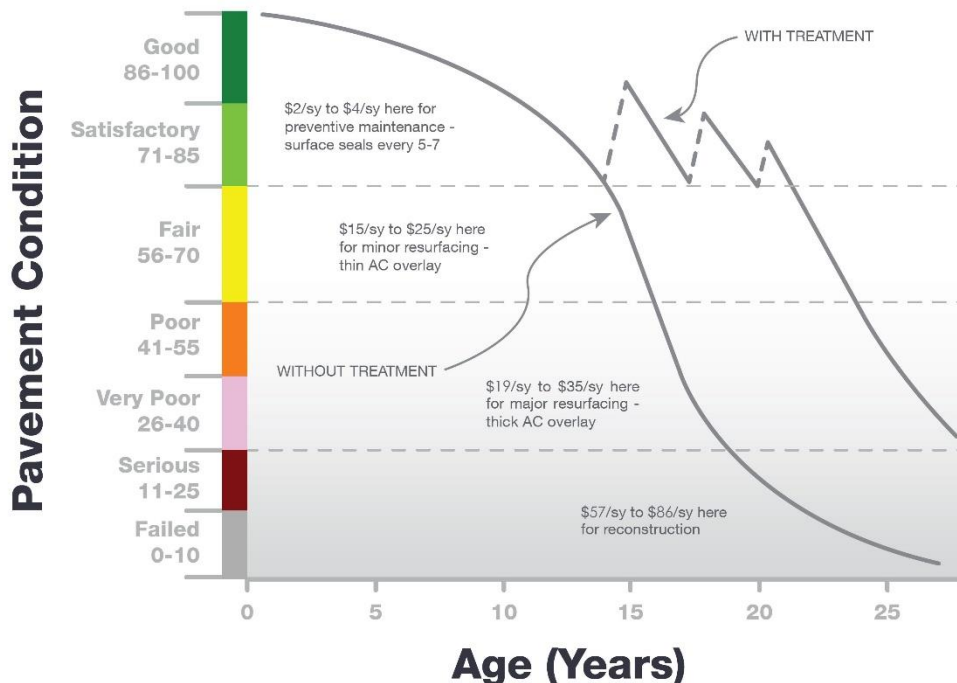
Figure 1.7.2 (a) Typical Pavement Condition Life Cycle



**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements (AC vs PCC).*

Figure 1.7.2 (b) General Pavement Treatments by Condition Range depicts generic flexible asphalt concrete (AC) pavement treatments that are effective at specific condition ranges. This graphic is a general concept and will vary based on pavement surface type and overall composition. The intent is to convey various treatment types that would be effective based on the condition of the pavement along the deterioration model.

Figure 1.7.2 (b) General Pavement Treatments by Condition Range



Pavement maintenance, repair, and major rehabilitation would be quite anticipatory if all pavements behaved as depicted in **Figures 1.7.2 (a) and 1.7.2 (b)**, however pavement condition performance vary significantly based on several factors. Factors that contribute to a pavement section's condition and deterioration performance may include: functional design life, material type, material construction quality, climatic conditions, aircraft loading type and frequency, non-aircraft loading type and frequency, maintenance history, subgrade conditions, and other infrastructure in the vicinity. The list of factors is not all-inclusive of all factors that may contribute to a pavement's life cycle, it is intended to clarify that unique conditions certainly will affect a pavement's deterioration.

Figures 1.7.2 (c) and Figure 1.7.2 (d) depict visual conditions of pavement facilities, for both AC and PCC respectively, with approximated PCI ranges and corresponding repair and rehabilitation measures.

Figure 1.7.2 (c) Flexible Asphalt Concrete









	PCI Range	Representative PCI	Representative Pavement Surface	Rehabilitation Activities
Routine Maintenance	86-100	90		Pavements with PCI values above 85, or 'Good', may require periodic joint/crack sealing and local patching.
Pavement Preservation	65-85	70		Pavements with PCI conditions ranging from 'Fair' to 'Satisfactory' may require surface treatments (seal coat), thin overlays, and/or joint/crack sealing.
Major Rehabilitation	40-64	50		Pavements that have deteriorated below a PCI 65 (but above 39), or within the range of 'Very Poor' to 'Fair' conditions, may require major rehabilitation such as pavement mill and overlay or partial full-depth reconstruction.
Major Reconstruction	0-39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions, may require major reconstruction.

Figure 1.7.2 (d) Rigid Portland Cement Concrete

	PCI Range	Representative PCI	Representative Pavement Surface	Rehabilitation Activities
Routine Maintenance	86-100	90		Pavements with PCI values above 85, or 'Good', may require periodic joint/crack sealing and local patching.
Pavement Preservation	65-85	70		Pavements with PCI conditions ranging from 'Fair' to 'Satisfactory' may require patches and/or joint/crack sealing.
Major Rehabilitation	40-64	50		Pavements that have deteriorated below a PCI 65 (but above 39), or within the range of 'Very Poor' to 'Fair' conditions may require major rehabilitation such as slab replacement and PCC restoration activity.
Major Reconstruction	0-39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions, may require major reconstruction.

1.8 References

The following reference documents were referenced as specific guidelines and procedures for maintaining airport pavements; establishing an effective pavement maintenance program; and identifying specific pavement distresses, probable causes of distresses, inspection guidelines, and recommended methods of repair:

- ASTM D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”
- FAA Advisory Circular 150/5380-7B “Airport Pavement Management Program.”
- FAA Advisory Circular 150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”
- FAA Advisory Circular 150/5320-6F “Airport Pavement Design and Evaluation.”
- Department of the Air Force, Air Force Civil Engineer Center “Engineering Technical Letter (ETL) 14-3: Preventive Maintenance Plan (PMP) for Airfield Pavements.”
- Unified Facilities Criteria (UFC) 3-260-16FA 16 “Airfield Pavement Condition Survey Procedures Pavements.”
- Unified Facilities Criteria (UFC) 3-260-03 “Airfield Pavement Evaluation.”
- Pavement Management for Airports, Roads, and Parking Lots 2nd Edition, M.Y. Shahin.

Chapter 2

Chapter 2 – Methodology

An effective airfield pavement management program incorporates the regular collection of pavement condition information and communication of information to appropriate sponsors. This chapter of the report defines the specific methods utilized as part of the SAPMP System Update to meet the requirements of an effective pavement management system as defined by the FAA Advisory Circular **150/5380-7B “Airport Pavement Management Program (PMP).”**

2.1 Airfield Pavement Database

The SAPMP program has historically utilized PAVER™ (formerly MicroPAVER™); the current update has maintained the use of the PAVER™ 7.0 version of the software. The PAVER™ software application was developed by the U.S. Army Construction Engineering Research Laboratory sponsored by the FAA, Federal Highway Administration, U.S. Army, U.S. Air Force, and the U.S. Navy to meet the objectives of an effective pavement management system. The SAPMP consists of a network-level database of the airport's airfield pavement facilities that are part of the program. PAVER™ can achieve the following pavement management objectives: a manageable inventory system, the analysis of the current condition of pavements in accordance with the ASTM D5340, the development of pavement performance models to forecast conditions, and the development of maintenance, repair, and major rehabilitation recommendations based on budgetary scenarios.

PAVER™ inventory management is based on a tiered organizational structure that consists of networks, branches, and sections, with the section being the smallest unit of management. Critical elements of an effective pavement management program are maintained within the network-level PAVER™ database. These elements typically consist of pavement inventory characteristics, pavement structure, work history, historic condition records, and analytical customization.

The SAPMP System Update consisted of the conversion of the previous database from a PAVER™ version 6.5 to a version 7.0.

2.2 Airfield Pavement System Inventory

An airfield pavement system inventory typically maintains the location of all runways, taxiways, and aprons; geometric characteristics; type of pavement structure, year of construction and/or last major rehabilitation; and general composition details of the pavement.

The pavement inventory for an airport's airfield is an assembly of pavement infrastructure information that builds an inventory of branches and sections that codifies the airport's airfield pavement network. General geometry characteristics, estimated length, width, functional classification, pavement surface type, and operational function are among the characteristics identified at this initial phase in the pavement management process. The development of a pavement inventory that reasonably reflects the airport's airfield pavement facilities that are maintained by the airport provides a defined scope of the

inspection and analysis efforts. As in the past, the SAPMP scope of work is specific to the airport-maintained airfield pavements as defined in the field network definition exhibits presented to current airport personnel.

A critical input to the pavement system inventory and network definition in the development of the SAPMP update is the date of last major rehabilitation/construction performed on the pavement assets that would set the asset at a PCI of 100 and a condition rating of Good. The airport provided a limited combination of record drawings, reports, and staff input that was pertinent information in developing the construction history of the airport's pavements from inception. Major rehabilitation/construction activities performed in the last 24-months or anticipated in the next 24-months are assumed to restore the PCI to 100. These activities include; pavement overlay, mill and replace, mill and overlay, new construction, and/or complete reconstruction.

Aerial imagery was obtained through the FDOT Surveying & Mapping Office's *Aerial Photo Look Up System (APLUS)*. This spatially projected imagery was utilized with computer-aided drafting software (AutoCAD) in concert with geographical information system software (ArcGIS) to develop a planning-level representative model that reasonably reflects the pavement assets at the airport.

2.2.1 PAVEMENT MANAGEMENT PROGRAM NETWORK DEFINITION TERMINOLOGY

There are several terms that are common in the communication of the results of the SAPMP System Update, these terms are defined as follows:

Pavement Network

A pavement network is a logical unit for organizing pavements into a structure for pavement management. A network will typically consist of one or more pavement *branches*, which are typically comprised of one or many pavement *sections*. The network is the starting point of the hierarchy of pavement management organization. For example, a network can be all the pavements within an airport's airfield or all the pavements in a statewide program. For the FDOT SAPMP, a network represents an individual airport's airfield pavement facilities maintained by the airport.

The SAPMP System Update consists of research and evaluation of existing record documentation for the participating airports' airfield facilities. The pavement network is typically limited to the pavement facilities subject to aircraft use that is also maintained by the airport owner and eligible for public funding.

Pavement Branch

A pavement branch, also known as a facility, is a logical unit of generally identifiable pavement of a network with distinct functional classification. For example, within an airfield each runway, taxiway, or apron is considered a branch. A branch must consist of at least one section.

Pavement Section

A pavement section, also known as a feature, is the most specific management unit when considering the application and selection of maintenance, repair, and/or major rehabilitation treatments on an area of pavement within a branch. Each branch consists of at least one section but may consist of more if pavement feature characteristics are distinct throughout the branch. Characteristics considered when subdividing branches into sections include, but are not limited to: pavement structure, type, age, condition, and function; traffic composition and frequency (current and future); geometric location; construction history; and other related infrastructure features (e.g. drainage). A pavement section is defined as a subordinate of a pavement branch, which is a subordinate of a “parent” pavement network.

Pavement Sample Unit

A pavement sample unit is a subdivision of a pavement section that has a standard size range: twenty (20) continuous slabs (± 8 slabs) for Portland Cement Concrete (PCC) pavement and 5,000 contiguous square feet ($\pm 2,000$ ft²) for flexible asphalt concrete (AC) or porous friction course pavements. It should be noted that PCC slabs should have joint spacing less than or equal to 25 ft.

Table 2.2.1 Airfield Pavement Database Network Definition Terminology

PMS Network Level	Common Definition	Airport Example
Network	Overall pavement assets maintained by the Airport	“Tallahassee International Airport – Airfield Pavements”
Branch Name	Commonly defined asset name as established by Airport and by use	“Runway 18-36”
Branch ID	Codified shorthand name for commonly defined asset established for database identification	“RW 18-36” RW, Branch Use, “Runway” 18-36, Runway Facility
Section ID	Codified identification for pavement asset that is distinct by the following: <ul style="list-style-type: none"> • Pavement Composition • Construction Work History • Aircraft Traffic • Condition Records 	“6105”
Sample Unit	A numeric identification of an area of pavement (5,000 \pm 2,000 SF of AC or 20 \pm 8 slabs of PCC) that has been inspected in accordance with ASTM D5340-12.	“300”

2.3 Airfield Pavement Structure

2.3.1 PAVEMENT STRUCTURE TYPES

Airport airfield pavements are constructed to provide adequate support for the loads imposed by aircraft and produce a firm, stable, smooth, all-year, all-weather surface free of debris or other particles that may be blown or dislocated by propeller wash or jet blast. Typical pavement planning and design requires coordination of factors that include but are not limited to; subgrade conditions, material layer types, aircraft fleet mix (type, frequency, and traffic growth), and functional use. A pavement structure is composed of constructed layers that consist of subgrade, subbase, base course, structural courses, and surfaces courses. For the FDOT SAPMP, two major pavement structure types are classified for evaluation and analysis: Flexible Asphalt Concrete Surface and Rigid Portland Cement Concrete Surface. Additionally, Composite Structures known as Whitetopping Pavements are also present at limited airports within the Florida Airports System; these unique pavement structures are evaluated separately.

Flexible Asphalt Concrete Surface

A pavement comprised of aggregate mixture with an asphalt cement binder. The FDOT SAPMP consists of three (3) asphalt concrete surface types: Asphalt Concrete (AC), Asphalt Concrete Overlaid on Asphalt Concrete (AAC), and Asphalt Concrete Overlaid on Portland Cement Concrete (APC).

Asphalt Concrete (AC)

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on engineered base course material that is layered on subbase and subgrade soil material.

Asphalt Concrete Overlaid on Asphalt Concrete (AAC)

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on an existing flexible AC pavement section. Flexible airfield pavement sections are AAC when a pavement rehabilitation consists of a pavement milling operation and a resurfacing of asphalt layers; or a direct overlay of asphalt concrete without surface preparation.

Asphalt Concrete Overlaid on Portland Cement Concrete (APC)

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on an existing Rigid PCC pavement section. This unique pavement composition may result in distinct pavement distress manifestations known as reflective joint cracking.

Rigid Portland Cement Concrete Surface

A pavement comprised of aggregate mixture with a Portland Cement binder. The FDOT SAPMP recognizes Portland Cement Concrete (PCC) as the primary rigid pavement section.

Portland Cement Concrete (PCC)

A rigid pavement section composed of Portland cement concrete placed on a granular or treated base course that is supported on a compacted subgrade. The concrete surface must provide a texture of nonskid qualities, prevent the infiltration of surface water into the subgrade, and provide structural support to the airplanes. Rigid pavement construction requires the layout of appropriately designed joint spacing.

Composite Structure – Whitetopping Pavement

A composite pavement comprised of relatively thin Portland Cement Concrete overlaid on an existing flexible asphalt concrete pavement structure. There are three (3) types of Whitetopping Pavements; Conventional (WHT), Thin (TWT), and Ultra-Thin (UTW).

Conventional Whitetopping (WHT)

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible AC pavement section area. The modified PCC layer is typically greater than 8-inches in thickness.

Thin Whitetopping (TWT)

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible asphalt concrete pavement section. The modified PCC layer is typically between 4 and 8 inches in thickness.

Ultra-Thin Whitetopping (UTW)

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible asphalt concrete pavement section. The Portland Cement Concrete layer is typically between 2 and 4 inches in thickness.

2.4 Airfield Pavement Work History

2.4.1 AIRFIELD PAVEMENT RECORD KEEPING

It is strongly recommended that airports maintain records of all airfield construction and maintenance related to the pavement facilities. A history of all maintenance and repair performed and its associated costs (construction and soft costs) can provide valuable information on the effectiveness of various treatments on pavements. An airport should maintain detailed records of maintenance (routine, emergency, and proactive) activities. The records should consist of the following:

1. Location and Limits of Work.
2. Types and Severity of Distresses Repaired.
3. Type of Work.
4. Cost of Work.
5. Supporting Documents (contract documents, construction drawings, specifications, bid tabulations, repair product, photograph records, etc.).

2.5 Airfield Pavement Traffic

A pavement section is typically designed to meet the needs of the user (airlines, air cargo, general aviation, and/or military) in providing a safe, smooth, operational surface. Pavement deterioration generally occurs gradually through increased roughness and/or fatigue cracking caused by successive and heavy aircraft traffic.

This study does not consist of a study or analysis of each individual airport's airfield aircraft fleet mix or traffic operations. However, it is strongly recommended that airports incorporate the requirements of FAA Advisory Circular **150/5320-6F Airport Pavement Design and Evaluation** when developing design-level rehabilitation activities. The AC provides guidance on incorporation of aircraft traffic fleet mix data.

2.6 Airfield Pavement Condition Index (PCI) Survey

2.6.1 PCI SURVEY METHODOLOGY

In adherence to the FAA Advisory Circular **150/5380-7B "Airport Pavement Management Program (PMP),"** the FDOT SAPMP utilizes the PCI Survey Method of inspection to collect pavement distress data and analyze the condition. The PCI Survey Inspection procedure is a visual statistical sampling of pavements for recording primary distress types (e.g. cracking and deformation), associated severities, and quantities as defined by the ASTM D5340-12. This effort is the primary means of obtaining and recording pavement distress data. The survey inspection consists primarily of visual inspection of pavement surfaces for signs of distress and deterioration resulting from loading (aircraft) and environmental influences.

A visual pavement condition survey provides an indication of the cause and rate of deterioration of a pavement section from a functional point of view and can be an indicator of structural distress. The functional condition analysis assesses the rating of the operational surface. A visual PCI Survey Inspection does not predict the remaining structural life of a pavement section, or its ability to support loads. The functional condition determined by the PCI method can provide a cost-effective means to plan for pavement rehabilitation projects. The timely application of pavement rehabilitation may lead to the extension of functional life of individual pavement sections. This method varies from structural evaluation; functional condition is limited to visually observed distresses and indicative modes of pavement deterioration. A formal structural evaluation analyzes subsurface conditions, material characteristics, and qualitative pavement structure attributes. A structural evaluation may consist of; subsurface geotechnical exploration, falling weight deflectometer testing, petrographic testing, material coring, and/or flexural testing.

2.6.2 PAVEMENT DISTRESS TYPES

For each section, the severity and quantity of defined distresses are recorded and then analyzed in accordance with the ASTM D5340-12 standard. The standard identifies 17 distinct flexible asphalt concrete distress types and 16 distinct rigid Portland Cement Concrete distress types.

Table 2.6.2 (a) Pavement Distress Types – Flexible Asphalt Concrete-Surfaced Airfields

Distress	Common Distress Mechanisms
Alligator Cracking	Load / Fatigue
Bleeding	Construction Quality/ Mix Design
Block Cracking	Climate / Age
Corrugation	Load / Construction Quality
Depression	Load / Subsurface
Jet Blast	Aircraft
Joint Reflection - Cracking	Climate / Subsurface Pavement / Traffic Load
Longitudinal/Transverse Cracking	Climate / Construction Quality
Oil Spillage	Aircraft / Vehicle
Patching	Utility / Pavement Repair / Age
Polished Aggregate	Repeated Traffic Loading
Raveling	Climate / Age
Rutting	Load / Fatigue
Shoving	PCC Pavement Growth / Movement
Slippage Cracking	Load / Pavement Bond / Mix Design
Swelling	Climate / Subsurface
Weathering	Climate / Age

Table 2.6.2 (b) Pavement Distresses Possible Causes – Flexible Asphalt Concrete-Surfaced Airfields

Classification by Possible Causes			
Load	Climate / Durability	Moisture / Drainage	Others
<ul style="list-style-type: none"> ➤ Alligator Cracking ➤ Corrugation ➤ Depression ➤ Patching of Load-based distress ➤ Polished Aggregate ➤ Rutting ➤ Slippage ➤ Cracking 	<ul style="list-style-type: none"> ➤ Bleeding ➤ Block Cracking ➤ Joint Reflection Cracking ➤ L/T Cracking ➤ Patching of climate / durability-caused distresses ➤ Shoving from PCC ➤ Raveling ➤ Weathering ➤ Swelling 	<ul style="list-style-type: none"> ➤ Alligator Cracking ➤ Depression ➤ Patching of moisture / drainage caused distress ➤ Swelling ➤ Raveling ➤ Weathering 	<ul style="list-style-type: none"> ➤ Oil Spillage ➤ Jet Blast Erosion ➤ Polished Aggregate

Table 2.6.2 (c) Pavement Distresses Possible Effects – Flexible Asphalt Concrete-Surfaced Airfields

Classification by Possible Effects			
Roughness	Skid / Hydroplaning Potential	FOD Potential	Rate of Deterioration and Maintenance Requirements
<ul style="list-style-type: none"> ➤ Corrugation ➤ Depression ➤ Rutting ➤ Shoving of asphalt pavement ➤ Swelling ➤ Raveling ➤ Weathering 	<ul style="list-style-type: none"> ➤ Bleeding ➤ Depression ➤ Polished Aggregate ➤ Rutting 	<ul style="list-style-type: none"> ➤ Block Cracking ➤ Joint Reflection Cracking ➤ L/T Cracking ➤ Slippage ➤ Cracking 	<ul style="list-style-type: none"> ➤ All Distresses

Table 2.6.2 (d) Pavement Distresses – Rigid Portland Cement Concrete-Surfaced Airfields

Distress	Common Distress Mechanisms
Blowup	Climate / ASR
Corner Break	Load Repetition / Curling Stresses
Linear Cracking	Load Repetition / Curling Stresses / Shrinkage Stresses
Durability Cracking	Freeze-Thaw Cycling
Joint Seal Damage	Material Deterioration / Construction Quality / Age
Small Patch	Pavement Repair
Large Patch/Utility Cut	Utility / Pavement Repair
Popout	Freeze-Thaw Cycling / ASR / Material Quality
Pumping	Load Repetition / Poor Joint Sealant
Scaling	Construction Quality / Freeze-Thaw Cycling
Faulting	Subgrade Quality / ASR / Inadequate Load Transfer
Shattered Slab	Overloading
Shrinkage Cracking	Construction Quality / Climate
Joint Spalling	Load Repetition / Infiltration of Incompressible Material / Deterioration of Dowel (Load Transfer) Bars
Corner Spalling	Load Repetition / Infiltration of Incompressible Material / Deterioration of Dowel (Load Transfer) Bars
Alkali-Silica Reaction (ASR)	Construction Quality / Climate / Chemical Reaction

Table 2.6.2 (e) Pavement Distresses Possible Causes – Rigid Portland Cement Concrete-Surfaced Airfields

Classification by Possible Causes			
Load	Climate / Durability	Moisture / Drainage	Others
<ul style="list-style-type: none"> ➤ Corner Break ➤ Shattered Slab ➤ L/T/D Cracking ➤ Pumping ➤ Patching of Load-associated distress ➤ Spalling 	<ul style="list-style-type: none"> ➤ Blowup ➤ “D” Cracking ➤ Joint Seal Damage ➤ Popouts ➤ Scaling ➤ Patch of Climate/Durability-associated distress ➤ Shrinkage Cracking ➤ Spalling ➤ L/T/D Cracking 	<ul style="list-style-type: none"> ➤ Corner Break ➤ Shattered Slab ➤ Pumping ➤ Patching of Moisture/Drainage-associated distress 	<ul style="list-style-type: none"> ➤ Settlement / Faulting

Table 2.6.2 (f) Pavement Distresses Possible Effects – Rigid Portland Cement Concrete-Surfaced Airfields

Classification by Possible Effects			
Roughness	Skid / Hydroplaning Potential	FOD Potential	Rate of Deterioration and Maintenance Requirements
<ul style="list-style-type: none"> ➤ Blowup ➤ Corner Break ➤ L/T/D Cracking ➤ Shattered Slab ➤ Settlement / Faulting ➤ Spalling 	<ul style="list-style-type: none"> ➤ Settlement / Faulting ➤ Spalling 	<ul style="list-style-type: none"> ➤ Corner Break ➤ L/T/D Cracking ➤ “D” Cracking ➤ Joint Seal Damage ➤ Shattered Slab ➤ Popouts ➤ Scaling 	<ul style="list-style-type: none"> ➤ All distresses

2.6.3 PCI SURVEY INSPECTION PROCEDURES

Inspection Sampling Rate

The FDOT SAPMP performs PCI Survey Inspections on sample units defined in the previous update. The sample units are subject to change at the discretion of the inspection personnel and/or to major pavement rehabilitation treatments. Furthermore, access to the sample units based on accessibility or impacts to operations may affect the overall sampling rate effort at each airport. The following **Tables 2.6.3 (a) and (b)** define the sampling criteria used by the FDOT SAPMP. A higher sampling rate may be utilized to achieve a greater statistical confidence should the airport have the available resources to perform PCI Survey Inspections independent of the FDOT SAPMP.

Table 2.6.3 (a) Recommended Sample Rate Schedule for Flexible Asphalt Concrete

Number of Total Sample Units in Section	Sample Units to Inspect	
	Runways	Taxiways, Aprons, and Others
1 - 4	1	1
5 - 10	2	1
11 - 15	3	2
16 - 30	5	3
31 - 40	7	4
41 - 50	8	5
51 or more	20% but ≤20	10% but ≤10

Table 2.6.3 (b) Recommended Sample Rate Schedule for Rigid Portland Cement Concrete

Number of Total Sample Units in Section	Sample Units to Inspect	
	Runways	Taxiways, Aprons, and Others
1 - 3	1	1
4 - 6	2	1
7 - 10	3	2
11 - 15	4	2
16 - 20	5	3
21 - 30	7	3
31 - 40	8	4
41 - 50	10	5
51 or more	20% but ≤20	10% but ≤10

2.6.4 UPDATES TO THE ASTM D5340-12

The FDOT SAPMP's airfield pavement distresses and conditions were surveyed in accordance with the methods outlined in FAA Advisory Circular 150/5380-6C and ASTM D5340-12. 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. During the 2013-2015 System Update, the incorporation of the significant changes to the ASTM D5340 (version D5340-12) resulted in adjusted pavement condition indices on pavement sections subject to the distress types updated. Furthermore, the revision of the PCI deduction curves and the separation of distress types from the original, such as Weathering and Raveling, have in select cases increased the PCI value of the section without any rehabilitation performed.

Flexible Asphalt Concrete Pavement Distress Updates

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,” will be subject to an increase in PCI. In instances where pavement PCI has increased due to this update, it is not due to an improvement in actual pavement condition, however indicative of the adjusted distress deterioration effects.

Rigid Portland Cement Concrete Pavement Distress Updates

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 can be caused by both atmospheric conditions and construction. Plastic shrinkage caused by atmospheric conditions develops when there is rapid loss of water in the surface of recently placed pavement. High winds or low humidity are contributing factors to evaporation. These shrinkage cracks can appear as a series of parallel cracks, usually 1 to 3 feet apart and do not extend very deep into the pavement's surface. Plastic shrinkage caused by construction 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 most of the slab surface. This condition is also referred to as map cracking or crazing.

Table 2.6.4 Summary of Updates to ASTM D5340-12

Distress Updates to Reflect ASTM 5340-12				
Use and Surface Type	Updated Distress	Former Distress in Prior to 5340-10	Deduction Curve	Potential Effect
AC/AAC/APC Airfield	(52) Raveling - Low	(52) Weathering and Raveling - Low	No Change	N/A
	(52) Raveling - Medium	(52) Weathering and Raveling - Medium	No Change	N/A
	(52) Raveling - High	(52) Weathering and Raveling - High	No Change	N/A
	(57) Weathering - Low	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
	(57) Weathering - Medium	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
	(57) Weathering - High	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
PCC Airfield	(70) Scaling - Low	(70) Scaling, Map Cracking, and Crazing - Low	New	Increase in PCI with no maintenance
	(70) Scaling - Medium	(70) Scaling, Map Cracking, and Crazing - Medium	New	Increase in PCI with no maintenance
	(70) Scaling - High	(70) Scaling, Map Cracking, and Crazing - High	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – Low	N/A – was part of 'Scaling, Map Cracking, and Crazing'	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – Medium	N/A – was part of 'Scaling, Map Cracking, and Crazing'	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – High	N/A – was part of 'Scaling, Map Cracking, and Crazing'	New	Increase in PCI with no maintenance
	(73) Shrinkage Cracking	(73) Shrinkage Cracking	No Change	Prior distress types identified as 'Scaling, Map Cracking, and Crazing' may now be identified as 'Shrinkage Cracking'

Chapter 3

Chapter 3 – Airfield Pavement System Inventory

A significant element of an effective airfield pavement management system is the appropriate record keeping of changes due to construction or operational use of the pavement facilities. This chapter discusses the inventory data collected from the airport and summarizes network-level characteristics of the airport's airfield pavements. At the start of each FDOT SAPMP System Update, all airports are asked to review the existing Airfield Pavement Network Definition exhibit for accuracy. Furthermore, participating airports are asked to provide documentation for any recent or anticipated construction related to their airfield pavements.

3.1 Airfield Pavement Network Information

3.1.1 PREVIOUS AND/OR ANTICIPATED AIRFIELD PAVEMENT CONSTRUCTION

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 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 Spaceports 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 PAVER database updates for the SAPMP.

The airports provided a limited combination of record drawings, reports, and staff input that was pertinent information in developing the construction history of the airport's pavements from inception. Major rehabilitation/construction activities performed in the last 24-months or anticipated in the next 24-months are assumed to restore the PCI to 100. These activities include: pavement overlay, mill and replace, mill and overlay, new construction, and/or complete reconstruction. These pavements were not formally subject to a PCI Survey and actual conditions may vary. Furthermore, any localized maintenance

or repair performed that would improve the PCI will be considered in the condition analysis, if performed within inspection areas.

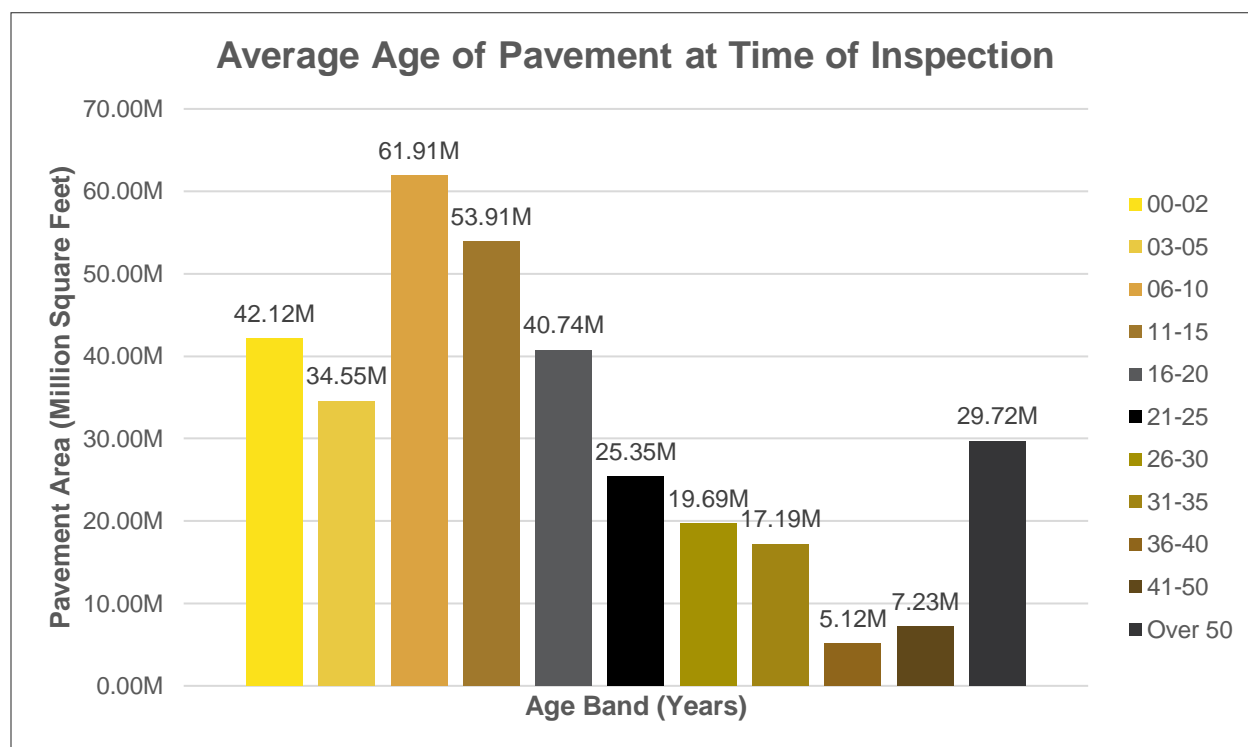
The **Airfield Pavement Network Definition Exhibit** provides details to the PCI Survey inspection efforts. The exhibit identifies the pavement facilities, surface type, section definition, and sample unit delineation.

The **Airfield Pavement System Inventory Exhibit** provides details to the work history updates communicated by each Airport. The Exhibit provides the approximate limits of recent and/or anticipated construction on the airfield pavement facilities. The limits are based on documentation provided by the Airports and, if constructed, observed in the field.

3.1.2 ESTIMATED PAVEMENT AGE

Standard pavement design practice considers a design life of a 20-year period. Design inputs typically require subgrade soil conditions, pavement section layer material characteristics, and anticipated loading (aircraft fleet mix) for the design-life period. Based on the review of the historic airfield pavement construction, **Figure 3.1.2** summarizes the average age of the pavement sections at the time of the PCI survey inspection. Age is determined to be the number of years since any major construction activity has occurred. This is intended to be a rough estimate based on interpretation of the limited data available at the time of report.

Figure 3.1.2 Average Age of Pavements at Inspection by District



The estimation of the pavement age is based on information requested and provided by participating airports. Additionally, data collected in the prior system updates since 1992 have been relied upon.

3.1.3 FUNCTIONAL USE CLASSIFICATION

Pavements are subject to varying aircraft loading patterns based on utilization and overall operations. For this SAPMP Update, the following categories of airfield functional use have been identified and associated with the following possible pavement branch facilities: Apron, Runway, Taxiway, and Taxilane. **Table 3.1.3** summarizes the identified pavements' functional use by area by district. The pavement areas reviewed exclude shoulder pavement facilities. Separately, **Figure 3.1.3 (a)** depicts the statewide airfield pavement areas by district as a percentage of the Statewide total, and **Figure 3.1.3 (b)** provides a breakdown of airfield pavement area by facility use for each district.

Table 3.1.3 Functional Classification Use by Area by District

FDOT District	Airports	Pavement Area (Million Square Feet)				Overall
		Runway	Taxiway	Taxilane	Apron	
1	20	22.09M	23.22M	0.74M	21.95M	68.00M
2	14	19.42M	16.84M	0.42M	16.07M	52.76M
3	14	12.54M	11.40M	0.21M	12.68M	36.83M
4	13	17.29M	25.67M	0.55M	22.45M	65.95M
5	17	20.73M	20.35M	0.18M	23.09M	64.35M
6	6	8.09M	10.29M	0.11M	8.25M	26.73M
7	10	8.41M	7.35M	0.24M	5.57M	21.57M
System	94	108.56M	115.11M	2.45M	110.06M	336.18M

Figure 3.1.3 (a) Statewide Airfield Pavement Area by District

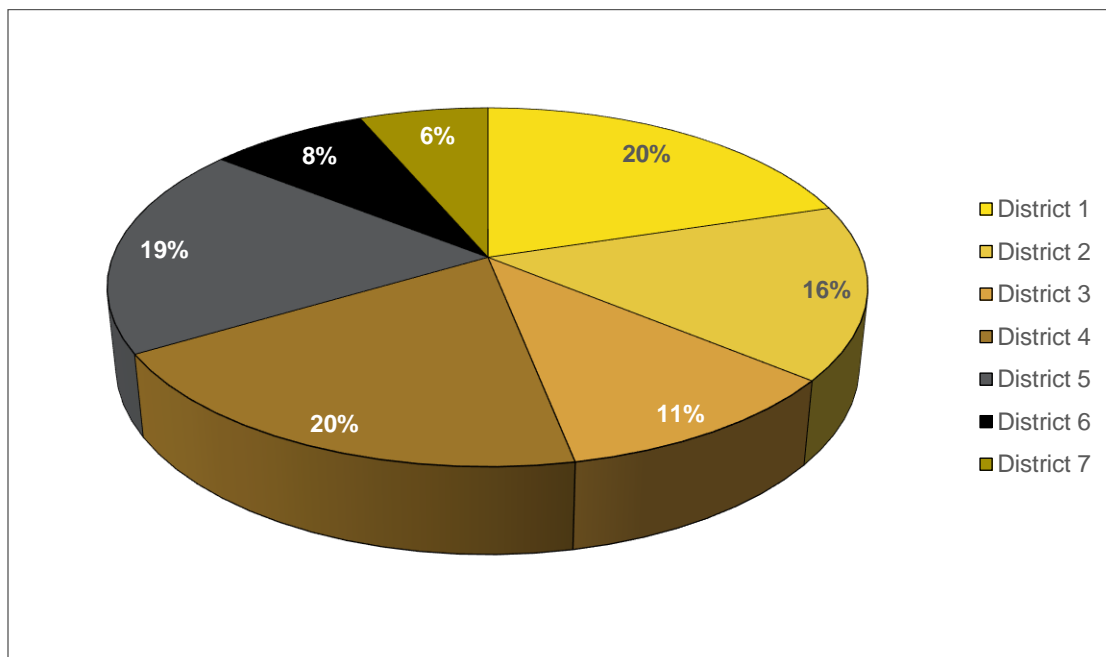
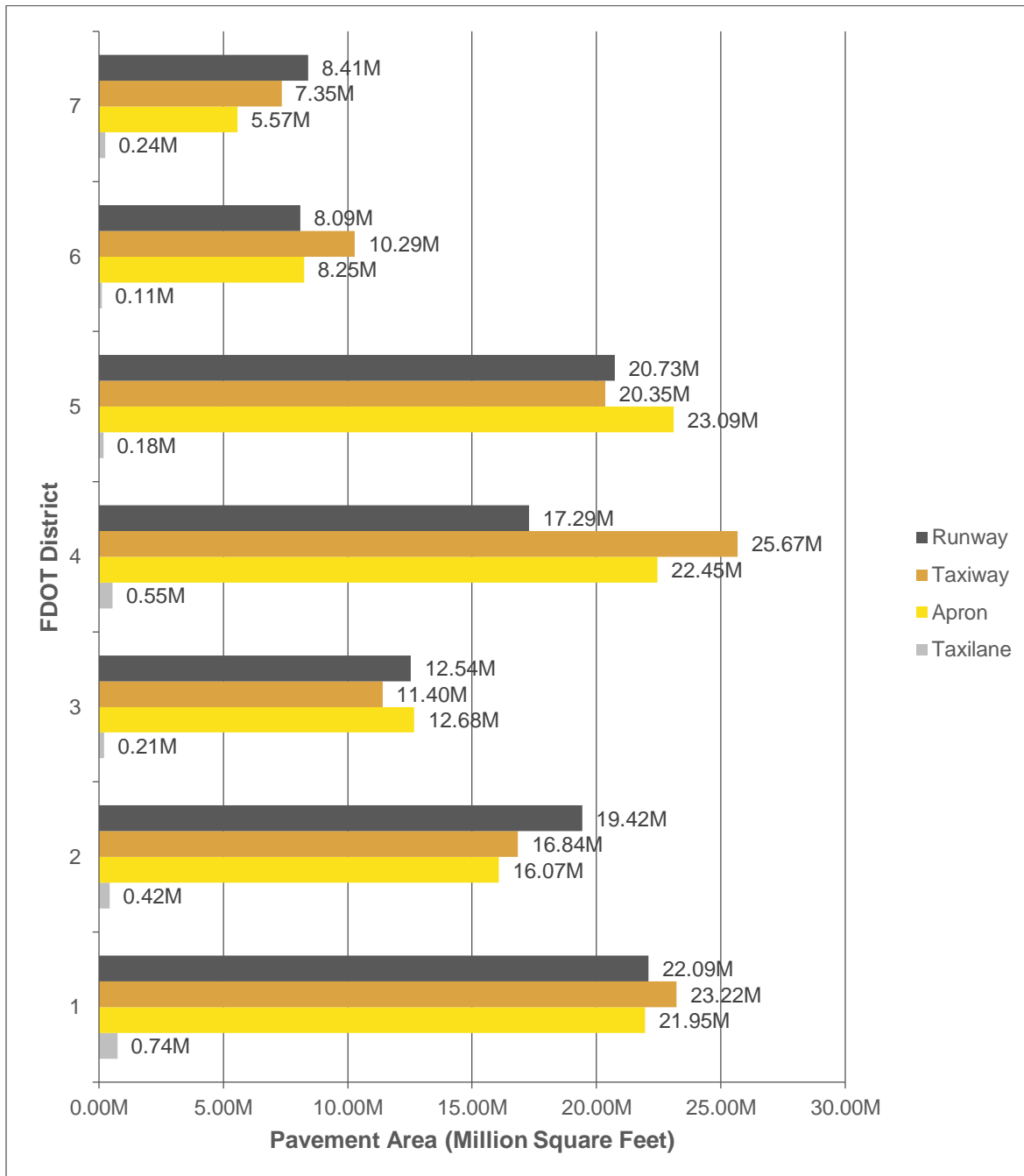


Figure 3.1.3 (b) Statewide Airfield Pavement Area by Facility Use by District



Chapter 4

Chapter 4 – Airfield Pavement Condition

The examination of specific distress types (with causes attributed to load, climate, or other defined distress mechanism), determination of the severity of distress, and determination of the quantity of distress manifestation are required in the computation of a PCI value. The PCI provides valuable information that can be used to determine the existing condition of the pavement, possible cause of the pavement deterioration, and eventually aid in the planning of the rehabilitation of pavements. It should be noted that the PCI method of pavement condition evaluation is strictly a visual and functional evaluation. Further evaluation of the pavement condition may be necessary for design and/or project-level determination of pavement rehabilitation.

4.1 Airfield Pavement Condition Index (Latest Inspection)

4.1.1 STATEWIDE-LEVEL ANALYSIS

The following **Figure 4.1.1** summarizes the pavement condition analysis at each participating airport within each District based on the most recent PCI Survey inspection results.

Table 4.1.1 Latest Condition – Summary by Airport

Network ID	FDOT District	Airport Type	Area-Weighted Pavement Condition Index (PCI)				
			Runway PCI	Taxiway PCI	Taxilane PCI	Apron PCI	Overall PCI
2IS	1	GA	91	59	-	37	64
APF	1	PR	82	86	100	65	75
AVO	1	GA	72	62	64	52	66
BOW	1	GA	57	73	52	49	59
CHN	1	GA	61	58	80	77	65
FMY	1	RL	100	86	-	72	84
GIF	1	GA	76	58	-	53	63
IMM	1	GA	54	61	-	83	60
LAL	1	RL	73	81	-	77	78
MKY	1	GA	94	92	-	92	93
OBE	1	GA	70	73	65	75	71
PGD	1	PR	62	60	81	72	64
RSW	1	PR	71	67	-	65	67
SEF	1	GA	85	83	49	35	62
SRQ	1	PR	86	73	88	96	82
VNC	1	RL	84	84	-	84	84
X01	1	GA	41	73	-	77	57
X06	1	GA	64	55	-	60	60
X07	1	GA	82	62	-	55	73
X14	1	GA	88	80	66	57	75
District	1		76	73	74	68	72

Statewide Airfield Pavement Evaluation Report

Network ID	FDOT District	Airport Type	Area-Weighted Pavement Condition Index (PCI)				
			Runway PCI	Taxiway PCI	Taxilane PCI	Apron PCI	Overall PCI
24J	2	GA	73	71	63	86	75
28J	2	GA	90	78	49	87	83
40J	2	GA	71	57	90	38	62
42J	2	GA	67	45	-	62	60
CDK	2	GA	28	19	-	23	27
CRG	2	RL	85	72	95	90	84
CTY	2	GA	82	55	-	46	68
FHB	2	GA	71	70	-	65	69
GNV	2	PR	76	79	63	73	76
HEG	2	RL	88	88	-	73	83
JAX	2	PR	89	82	-	82	83
LCQ	2	GA	50	92	58	63	67
VQQ	2	GA	68	80	-	74	73
X60	2	GA	84	70	-	73	73
District	2		74	78	67	75	75
1J0	3	GA	98	89	79	79	92
2J9	3	GA	56	75	-	-	63
2R4	3	GA	100	68	-	68	75
54J	3	GA	82	81	87	78	81
AAF	3	GA	69	61	-	54	64
CEW	3	GA	78	83	-	62	75
DTS	3	GA	94	51	-	43	62
ECP	3	PR	96	82	77	87	88
F95	3	GA	85	100	-	73	85
MAI	3	GA	72	54	-	32	49
PNS	3	PR	80	74	-	81	78
TLH	3	PR	75	67	-	86	76
VPS	3	PR	-	100	-	85	88
X13	3	GA	58	49	-	62	58
District	3		79	72	78	71	74
BCT	4	RL	92	85	-	92	90
F45	4	RL	69	75	79	69	70
FLL	4	PR	98	84	-	78	84
FPR	4	GA	78	77	-	60	72
FXE	4	RL	67	83	-	88	79
HWO	4	RL	89	80	-	37	79
LNA	4	RL	74	80	-	81	78
PBI	4	PR	82	81	-	75	79
PHK	4	GA	52	78	81	92	70
PMP	4	GA	78	74	47	75	75
SUA	4	GA	94	66	74	68	79
VRB	4	PR	77	82	77	62	72
X26	4	GA	77	68	-	65	71
District	4		83	81	65	73	78
COI	5	GA	68	68	-	45	55

Statewide Airfield Pavement Evaluation Report

Network ID	FDOT District	Airport Type	Area-Weighted Pavement Condition Index (PCI)				
			Runway PCI	Taxiway PCI	Taxilane PCI	Apron PCI	Overall PCI
DAB	5	PR	76	74	-	62	72
DED	5	RL	78	81	-	63	71
EVB	5	RL	72	77	-	33	68
FIN	5	GA	75	79	67	72	76
ISM	5	RL	84	65	-	56	65
LEE	5	GA	76	82	83	63	75
MLB	5	PR	100	78	-	78	84
OCF	5	PR	87	54	-	66	71
OMN	5	RL	86	73	-	57	73
ORL	5	RL	64	65	-	46	55
SFB	5	PR	70	60	-	82	72
TIX	5	PR	59	71	-	86	72
X21	5	GA	81	82	-	67	76
X23	5	GA	78	80	74	83	79
X35	5	GA	80	98	-	70	80
X59	5	GA	95	88	-	60	76
District	5		78	71	76	66	72
EYW	6	PR	100	52	-	71	74
MTH	6	GA	51	63	-	59	58
OPF	6	RL	55	61	38	56	58
TMB	6	RL	70	73	-	68	70
TNT	6	GA	50	59	-	42	54
X51	6	GA	70	59	-	64	65
District	6		62	63	38	62	62
BKV	7	GA	50	49	-	74	55
CGC	7	GA	66	79	-	56	67
CLW	7	RL	80	77	-	63	74
INF	7	GA	89	91	61	84	87
PCM	7	GA	57	61	74	73	65
PIE	7	PR	62	72	-	69	68
SPG	7	RL	73	68	-	66	69
TPF	7	RL	92	87	94	80	88
VDF	7	RL	68	66	59	68	68
ZPH	7	GA	83	52	-	63	67
District	7		67	67	76	70	68

4.1.2 PCI BY FUNCTIONAL USE

Pavements are subject to varying aircraft loading patterns based on utilization and overall operations. For this SAPMP Update, the following categories of airfield functional use have been identified and associated with the following possible pavement branch facilities: Apron, Runway, Taxiway, and Taxilane. **Figure 4.1.2 (a)** graphically depicts the PCI for each pavement functional use (Apron, Runway, Taxiway, and Taxilane) at each participating airport within the Districts. The pavement areas reviewed exclude shoulder pavement facilities. Separately, **Figure 4.1.2 (b)** depicts the Statewide System area-weighted PCI for each pavement functional use.

Figure 4.1.2 (a) PCI by Pavement Functional Use by District

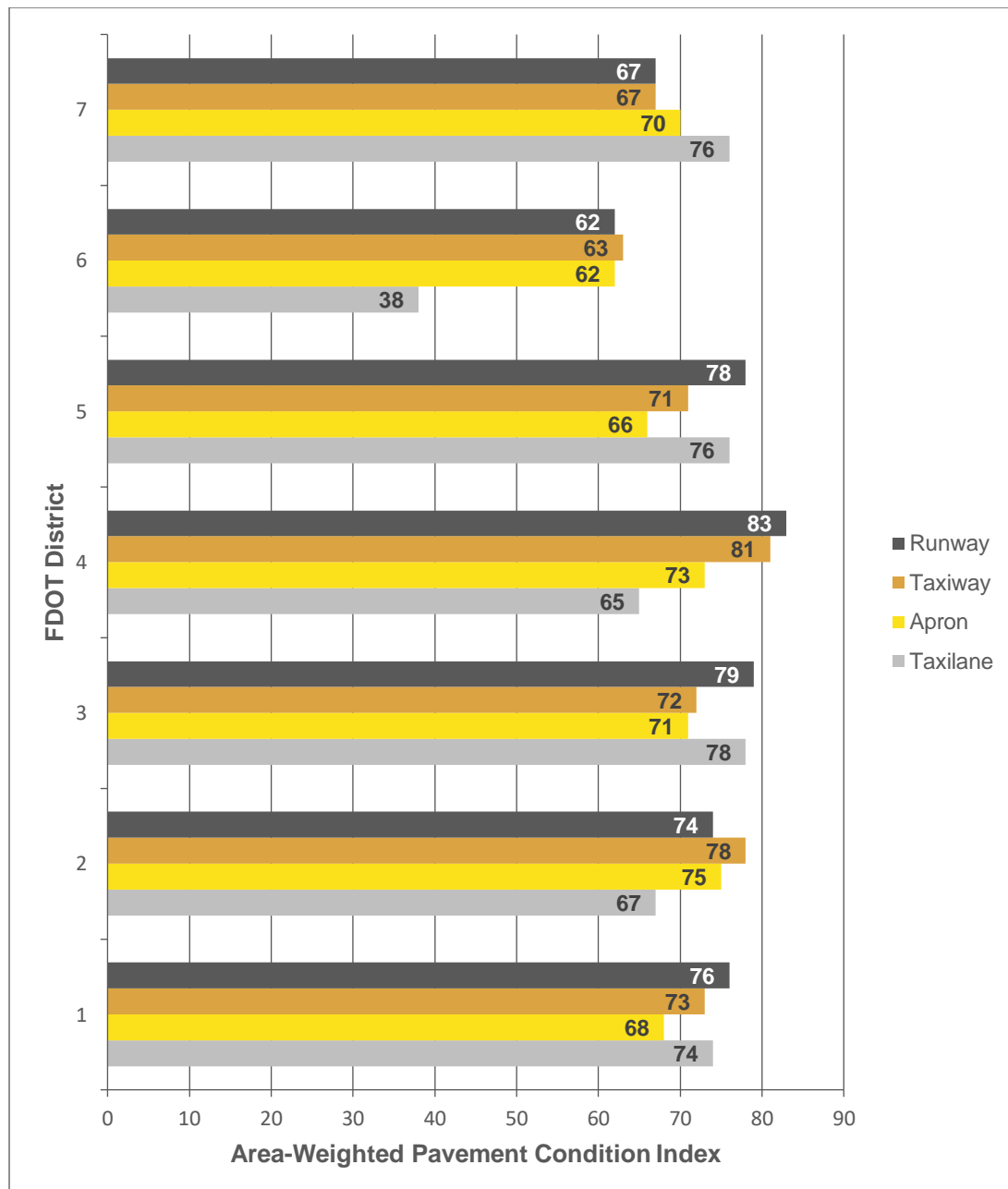
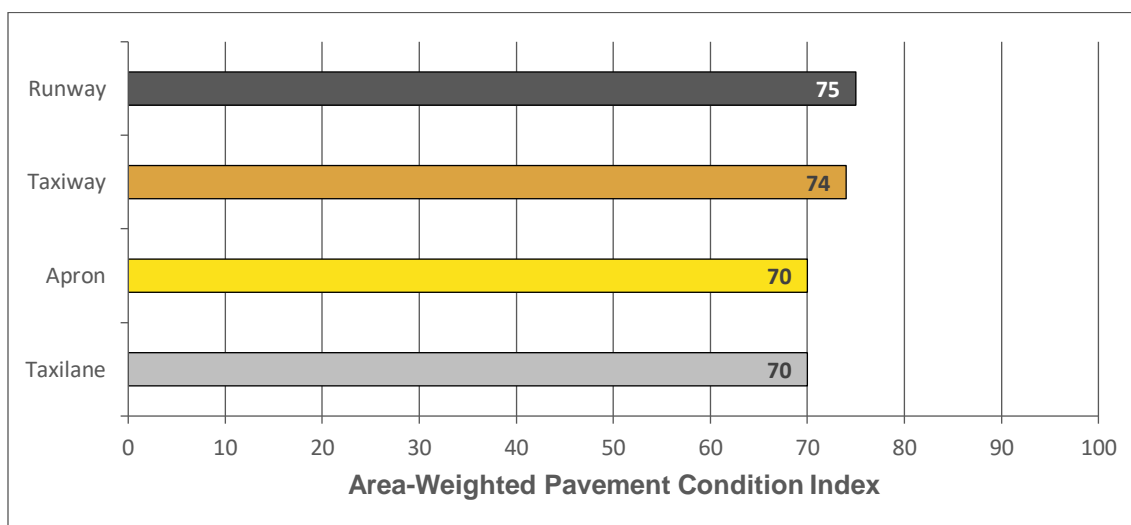


Table 4.1.2 (b) PCI by Pavement Functional Use – Statewide



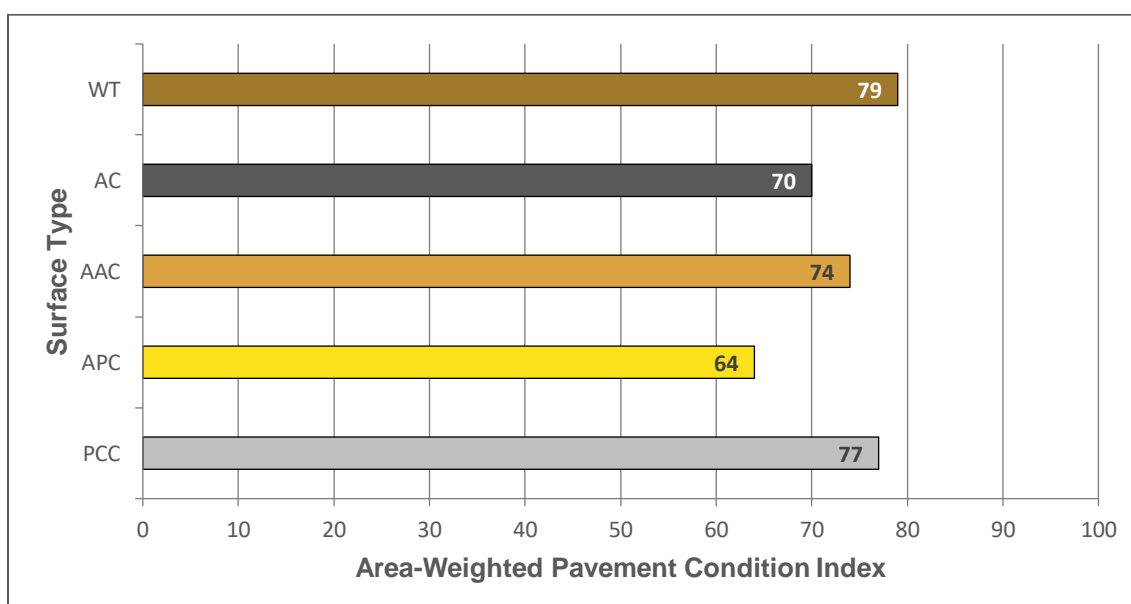
4.1.3 PCI BY SURFACE TYPE

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 Overlaid on Portland Cement Concrete Pavement (APC), Asphalt Concrete Pavement (AC), and Asphalt Concrete Overlaid on Asphalt Concrete (AAC).

Figure 4.1.3: PCI by Pavement Surface Type summarizes the Statewide System PCI determined based on the various pavement types within the participating airports.

Whitotopping (WT), a composite pavement type that consists of a thin concrete overlay on asphalt concrete pavement exists at certain airports within the Florida Airport System and are discussed at the specific individual airport pavement evaluation report document for those airports.

Figure 4.1.3 PCI by Pavement Surface Type– Statewide



4.1.4 STATEWIDE-PCI SUMMARY

The following **Figure 4.1.4 (a)** provides the categorical summary of the Statewide PCI as a relative area percentage. Furthermore, **Figure 4.1.4 (b) through (e)**: depicts the relative area as a percentage based on Functional Use.

Figure 4.1.4 (a) Statewide PCI Summary

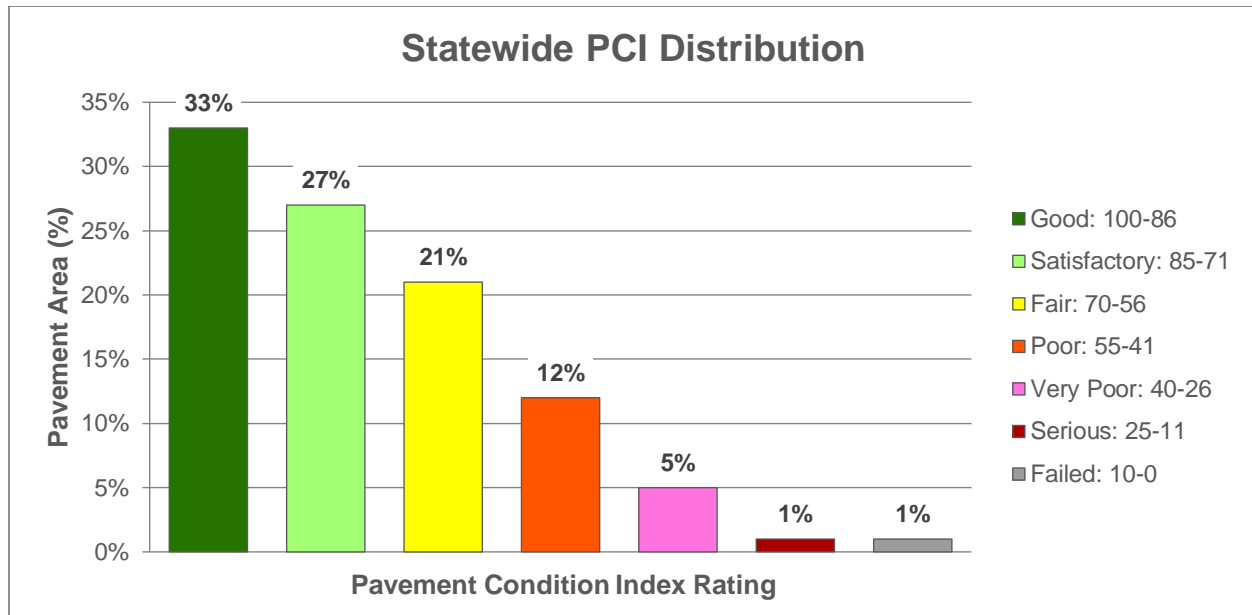


Figure 4.1.4 (b) PCI Summary by Functional Use - Runway

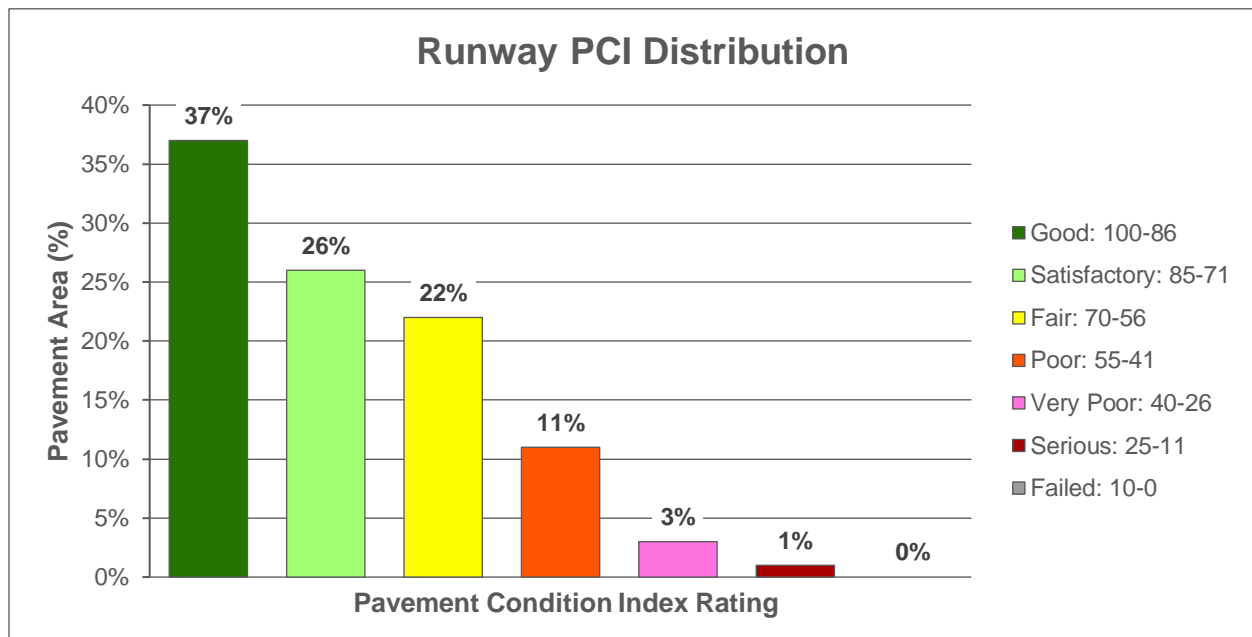


Figure 4.1.4 (c) PCI Summary by Functional Use - Taxiway

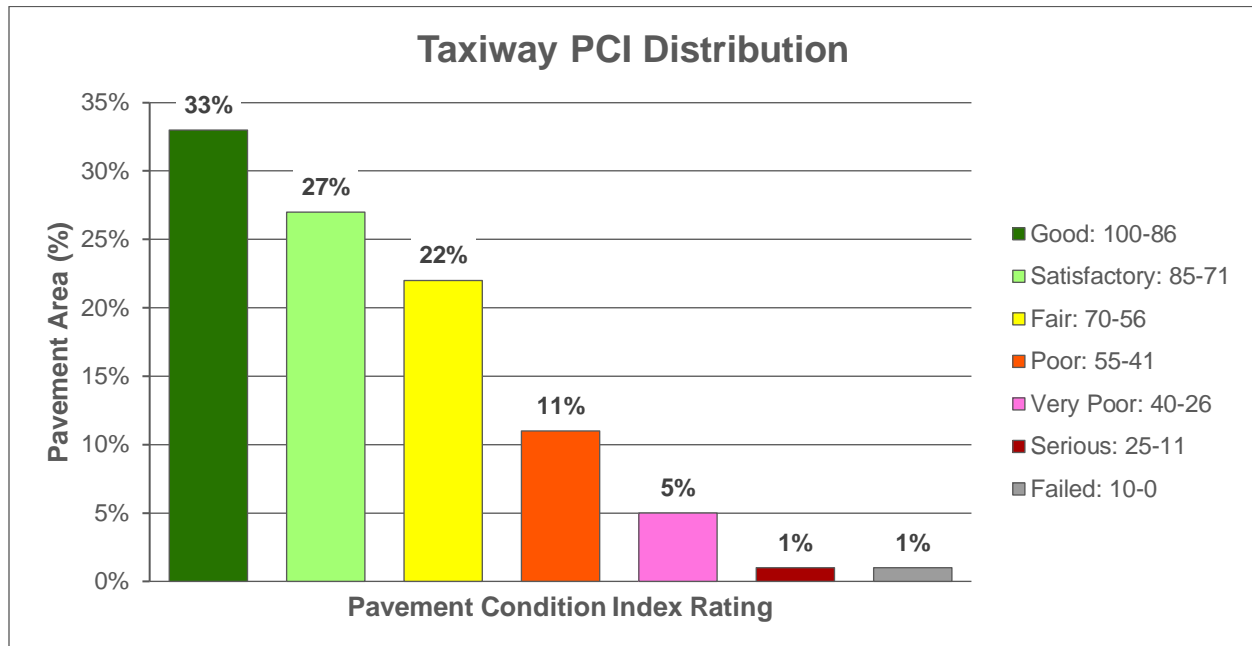


Figure 4.1.4 (d) PCI Summary by Functional Use - Apron

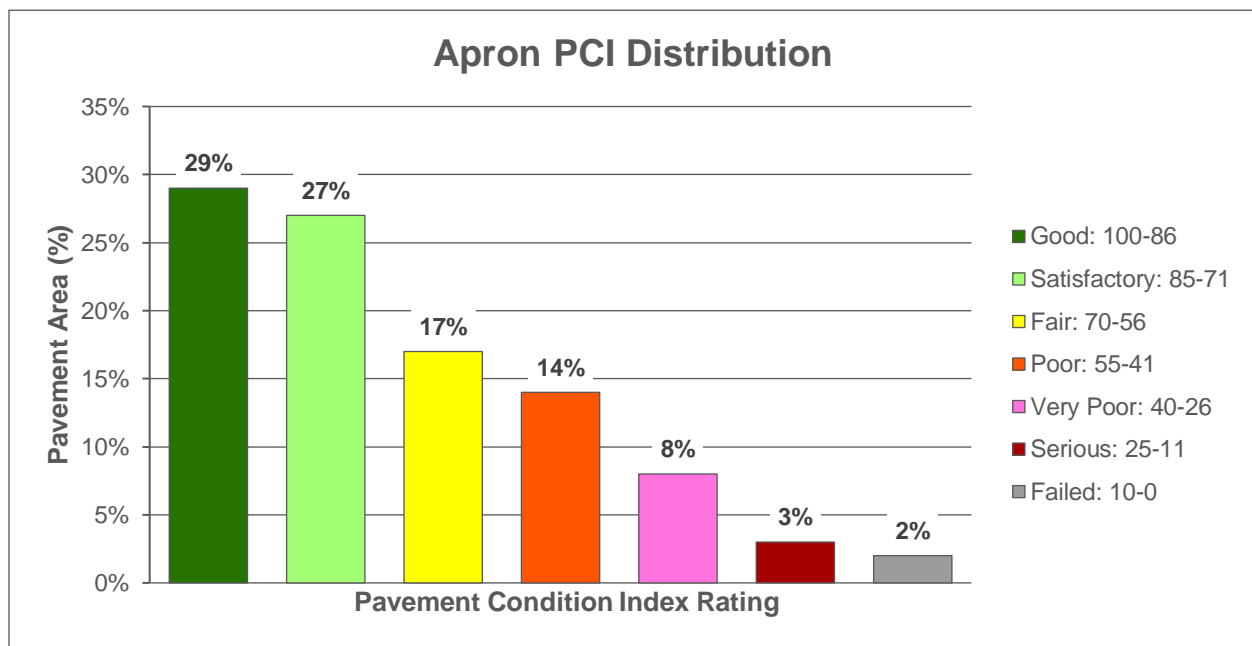
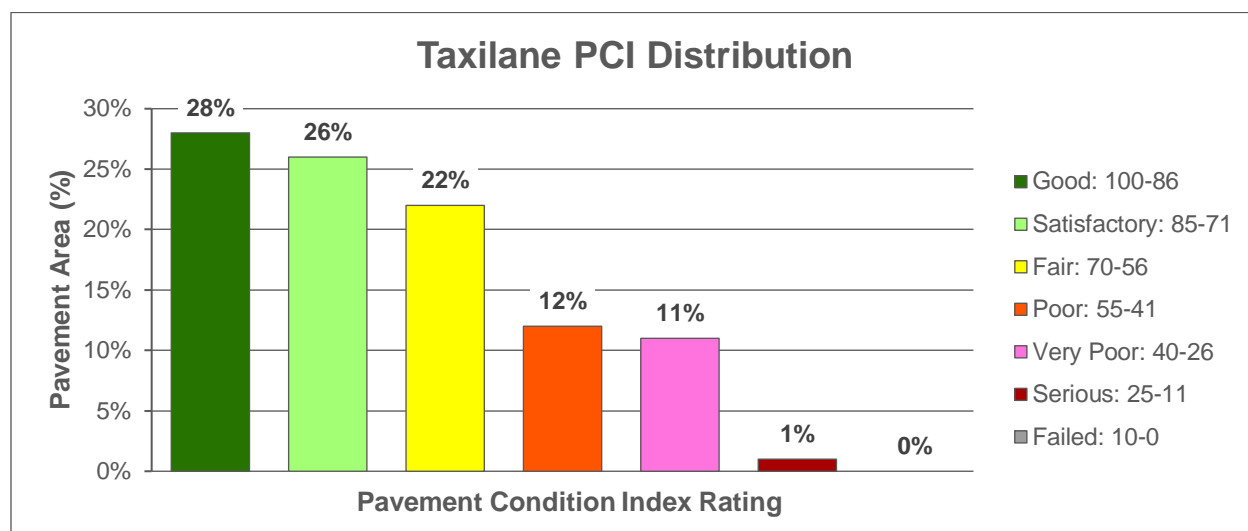


Figure 4.1.4 (e) PCI Summary by Functional Use - Taxilane



4.2 Forecasted Pavement Conditions

4.2.1 PERFORMANCE MODELS AND PREDICTION CURVES

Pavement Performance Models are developed from the distress data and historic construction records collected for the SAPMP. This data is consolidated in a database and organized by inspection/construction date, pavement type, age, and pavement use. The pavement Performance Models are used to develop broad Prediction Curves, alternatively known as deterioration curves or family curves. These Prediction Curves are utilized to developed forecasted PCI values based on historic trends and statistical models.

4.2.2 DISTRICT-LEVEL PAVEMENT CONDITION FORECAST

The following **Table 4.2.2** depicts the pavement condition forecast for each district within the Statewide System. The forecasted conditions are for a 10-year duration starting in January 2020 through January 2029.

Table 4.2.2 Forecasted District Pavement Performance

FDOT District	Program Year									
	Overall District Area-Weighted PCI									
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
1	69	67	66	64	63	61	60	58	57	55
2	72	70	69	67	66	64	63	62	60	59
3	71	70	68	67	66	65	63	62	61	60
4	76	74	72	71	69	67	66	64	63	62
5	69	68	66	64	63	61	60	59	57	56
6	61	59	57	56	54	53	52	50	49	48
7	64	63	61	60	58	57	56	54	53	52
System	70	69	67	65	64	62	61	60	58	57

4.2.3 RUNWAY-LEVEL PAVEMENT CONDITION FORECAST

The following **Table 4.2.3** depicts the runway-level pavement condition forecast for each district within the Statewide System. The forecasted conditions are for a 10-year duration starting in January 2020 through January 2029.

Table 4.2.3 Forecasted Runway Pavement Performance

FDOT District	Program Year									
	Overall Runway Area-Weighted PCI									
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
1	72	70	68	66	65	63	62	60	59	57
2	70	68	66	65	63	62	60	59	58	57
3	76	75	73	72	70	69	68	66	65	64
4	80	78	76	74	73	71	69	68	66	65
5	75	73	72	70	68	67	66	64	63	62
6	59	57	56	54	52	51	49	48	46	45
7	64	63	62	60	59	58	57	56	55	54
System	72	71	69	67	66	64	63	61	60	59

4.2.4 TAXIWAY-LEVEL PAVEMENT CONDITION FORECAST

The following **Table 4.2.4** depict the taxiway-level pavement condition forecast for each district within the Statewide System. The forecasted conditions are for a 10-year duration starting in January 2020 through January 2029.

Table 4.2.4 Forecasted Taxiway Pavement Performance

FDOT District	Program Year									
	Overall Taxiway Area-Weighted PCI									
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
1	70	68	67	65	64	63	61	60	58	57
2	75	73	72	71	69	68	66	65	64	63
3	70	68	67	66	65	63	62	61	60	59
4	78	76	74	73	71	70	68	67	65	64
5	69	67	66	64	63	61	60	58	57	55
6	61	60	59	58	57	55	54	53	52	51
7	64	62	60	58	57	55	54	53	51	50
System	71	70	68	67	65	64	62	61	60	58

4.2.5 APRON-LEVEL PAVEMENT CONDITION FORECAST

The following **Table 4.2.5** depict the apron-level pavement condition forecast for each district within the Statewide System. The forecasted conditions are for a 10-year duration starting in January 2020 through January 2029.

Table 4.2.5 Forecasted Apron Pavement Performance

FDOT District	Program Year									
	Overall Apron Area-Weighted PCI									
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
1	65	64	62	60	59	57	56	54	53	52
2	72	70	68	67	65	64	63	61	60	59
3	68	67	65	64	63	61	60	58	57	56
4	70	68	67	65	63	62	60	59	57	56
5	64	62	61	60	58	57	56	54	53	52
6	61	59	57	56	54	52	50	49	47	45
7	66	64	62	61	59	58	56	55	53	52
System	67	65	64	62	61	59	58	56	55	54

4.2.6 FORECASTED PCI CONSIDERATIONS

As FDOT continues to update the SAPMP with future PCI Survey inspections and assembly of airfield pavement construction work history, the performance models will be further refined. With the refinement of additional PCI and work history data points, the forecasting of pavement conditions will continue to better reflect the performance trends of airfield pavements in the Florida Airports System. Forecasted or predicted pavement conditions for the airport are intended for planning purposes only. Design-level recommendations for pavement rehabilitation and/or reconstruction will require the appropriate application of the procedures defined in FAA **AC 150/5320-6F Airport Pavement Design and Evaluation** and **AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements** to determine structural and/or functional conditions at the time of project.

Chapter 5

Chapter 5 – Localized Maintenance and Repair Planning

General Maintenance and Rehabilitation (M&R) methods are characterized under three broad categories: localized maintenance and repair, global treatments, and major rehabilitation.

- **Localized Maintenance and Repair** includes patching and crack sealing.
- **Global Treatments** include surface seals and rejuvenators for flexible pavements.
- **Major Rehabilitation** includes overlays, significant slab replacement, and reconstruction.

This chapter discusses the FDOT SAPMP Localized Maintenance and Repair Planning approach. Proactive localized maintenance and repair, specifically preservation, is highly recommended to the airports. However, it is certainly recognized that once pavements have deteriorated below a certain condition, the facility would benefit from more substantial rehabilitation in lieu of localized efforts. Chapter 6 Major Rehabilitation Planning discusses the addressing of pavements through timely rehabilitation once it has deteriorated below a critical PCI where localized repairs may not be as cost effective.

5.1 Localized Maintenance and Repair

Localized maintenance and repair is best applied as a conservation measure and is oftentimes applied to slow the rate of deterioration of distressed pavements; however, may be applied as a temporary corrective measure in isolated areas. Localized maintenance and repair can be applied either as a safety (“stopgap”) measure or preventive measure. Example distress types subject to localized preventive maintenance and repair may consist of low-severity longitudinal and transverse cracking and low-severity weathering. In many cases however, localized stopgap repair is applied as a safety measure to address high-severity distress manifestations when major rehabilitation is not funded for a given section with a PCI value below critical PCI. Some agencies may elect to define both types; preventative and stopgap, as localized maintenance.

Localized Stopgap/Safety Maintenance and Repair

Localized Stopgap or Safety Maintenance and Repair is defined as the localized distress repair needed to keep pavements operational in a safe condition. These activities are typically applied to high-severity distresses or distresses affecting operational activities. Typical pavement section PCIs will range from 0 to 65.

Localized Preventive Maintenance and Repair

Localized Preventive Maintenance and Repair is defined as distress maintenance activities performed with the primary objective of slowing the rate of deterioration. These activities typically include crack sealing and patching. Typical pavement section PCIs will be above 65.

5.2 Localized Maintenance and Repair Policy

The resulting Localized Maintenance and Repair recommendations are identified based on the policy defined in **Table 5.2 (a)** and **Table 5.2 (b)**, for flexible asphalt concrete and rigid Portland cement concrete pavements, respectively. The activities identified were based on the research of practical pavement treatments in consideration of the FAA **AC 150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements”** and the **FDOT Airfield Pavement Distress Repair Manual**. Additionally, the **Engineering Technical Letter (ETL) 14-3: Preventive Maintenance Plan (PMP) for Airfield Pavements** was referenced for conservative application of pavement treatments. The Localized Maintenance and Repair Policy and associated planning-level unit costs were developed in consideration of a network-level analysis – it is strictly intended to provide a glimpse of the condition of the airport pavements with a limited PCI survey effort.

The developed Localized Maintenance and Repair Policy and associated planning-level unit costs were based on a statewide consideration of pavement treatments and review of state construction costs for both Airfield Pavements and from the FDOT Historical Cost Information archives. Furthermore, a consideration of limited repair quantities was factored in the determination of conservative planning-level unit costs. The identified Localized maintenance activities for both preventive and stopgap activities are based on a statewide network approach; project-specific evaluation and maintenance quantities should be developed prior to any construction.

Table 5.2 (a) Localized Maintenance and Repair – Flexible Asphalt Concrete

Distress	Severity	Description	Code	Work Type	Work Unit
41	Low	ALLIGATOR CR	PA-AF	PATCHING - AC FULL DEPTH	SqFt
41	Medium	ALLIGATOR CR	PA-AF	PATCHING - AC FULL DEPTH	SqFt
41	High	ALLIGATOR CR	PA-AF	PATCHING - AC FULL DEPTH	SqFt
42	N/A	BLEEDING	MO-PV	MONITOR	N/A
43	Low	BLOCK CR	MO-PV	MONITOR	N/A
43	Medium	BLOCK CR	CS-AC	CRACK SEALING - AC	Ft
43	High	BLOCK CR	PA-AP	PATCHING - AC PARTIAL DEPTH	SqFt
44	Low	CORRUGATION	ML-AC	MILLING - AC	SqFt
44	Medium	CORRUGATION	ML-AC	MILLING - AC	SqFt
44	High	CORRUGATION	PA-AF	PATCHING - AC FULL DEPTH	SqFt
45	Low	DEPRESSION	PA-AF	PATCHING - AC FULL DEPTH	SqFt
45	Medium	DEPRESSION	PA-AF	PATCHING - AC FULL DEPTH	SqFt
45	High	DEPRESSION	PA-AF	PATCHING - AC FULL DEPTH	SqFt
46	N/A	JET BLAST	PA-AP	PATCHING - AC PARTIAL DEPTH	SqFt
47	Low	JT REF. CR	MO-PV	MONITOR	N/A
47	Medium	JT REF. CR	CS-AC	CRACK SEALING - AC	Ft
47	High	JT REF. CR	CS-AC	CRACK SEALING - AC	Ft
48	Low	L & T CR	MO-PV	MONITOR	N/A
48	Medium	L & T CR	CS-AC	CRACK SEALING - AC	Ft
48	High	L & T CR	CS-AC	CRACK SEALING - AC	Ft

Distress	Severity	Description	Code	Work Type	Work Unit
49	N/A	OIL SPILLAGE	PA-AP	PATCHING - AC PARTIAL DEPTH	SqFt
50	Low	PATCHING	MO-PV	MONITOR	N/A
50	Medium	PATCHING	PA-AF	PATCHING - AC FULL DEPTH	SqFt
50	High	PATCHING	PA-AF	PATCHING - AC FULL DEPTH	SqFt
51	N/A	POLISHED AG	SS-LO	SURFACE SEAL	SqFt
52	Low	RAVELING	SS-LO	SURFACE SEAL	SqFt
52	Medium	RAVELING	PA-AP	PATCHING - AC PARTIAL DEPTH	SqFt
52	High	RAVELING	PA-AP	PATCHING - AC PARTIAL DEPTH	SqFt
53	Low	RUTTING	MO-PV	MONITOR	N/A
53	Medium	RUTTING	PA-AF	PATCHING - AC FULL DEPTH	SqFt
53	High	RUTTING	PA-AF	PATCHING - AC FULL DEPTH	SqFt
54	Low	SHOVING	MO-PV	MONITOR	N/A
54	Medium	SHOVING	ML-AC	MILLING - AC	SqFt
54	High	SHOVING	PA-AF	PATCHING - AC FULL DEPTH	SqFt
55	N/A	SLIPPAGE CR	PA-AP	PATCHING - AC PARTIAL DEPTH	SqFt
56	Low	SWELLING	MO-PV	MONITOR	N/A
56	Medium	SWELLING	PA-AF	PATCHING - AC FULL DEPTH	SqFt
56	High	SWELLING	PA-AF	PATCHING - AC FULL DEPTH	SqFt
57	Low	WEATHERING	MO-PV	MONITOR	N/A
57	Medium	WEATHERING	SS-LO	SURFACE SEAL	SqFt
57	High	WEATHERING	PA-AP	PATCHING - AC PARTIAL DEPTH	SqFt

Table 5.2 (b) Localized Maintenance and Repair – Rigid Portland Cement Concrete

Distress	Severity	Description	Code	Work Type	Work Unit
61	Low	BLOW-UP	PA-PP	PATCHING - PCC PARTIAL DEPTH	SqFt
61	Medium	BLOW-UP	PA-PF	PATCHING - PCC FULL DEPTH	SqFt
61	High	BLOW-UP	SL-PC	SLAB REPLACEMENT - PCC	SqFt
62	Low	CORNER BREAK	CS-PC	CRACK SEALING - PCC	Ft
62	Medium	CORNER BREAK	PA-PF	PATCHING - PCC FULL DEPTH	SqFt
62	High	CORNER BREAK	PA-PF	PATCHING - PCC FULL DEPTH	SqFt
63	Low	LINEAR CR	MO-PV	MONITOR	N/A
63	Medium	LINEAR CR	CS-PC	CRACK SEALING - PCC	Ft
63	High	LINEAR CR	PA-PP	PATCHING - PCC PARTIAL DEPTH	SqFt
64	Low	DURABIL. CR	MO-PV	MONITOR	N/A
64	Medium	DURABIL. CR	PA-PF	PATCHING - PCC FULL DEPTH	SqFt
64	High	DURABIL. CR	SL-PC	SLAB REPLACEMENT - PCC	SqFt
65	Low	JT SEAL DMG	JS-PC	JOINT SEAL - PCC	Ft
65	Medium	JT SEAL DMG	JS-PC	JOINT SEAL - PCC	Ft
65	High	JT SEAL DMG	JS-PC	JOINT SEAL - PCC	Ft
66	Low	SMALL PATCH	MO-PV	MONITOR	N/A

Distress	Severity	Description	Code	Work Type	Work Unit
66	Medium	SMALL PATCH	PA-PP	PATCHING - PCC PARTIAL DEPTH	SqFt
66	High	SMALL PATCH	PA-PP	PATCHING - PCC PARTIAL DEPTH	SqFt
67	Low	LARGE PATCH	MO-PV	MONITOR	N/A
67	Medium	LARGE PATCH	PA-PF	PATCHING - PCC FULL DEPTH	SqFt
67	High	LARGE PATCH	PA-PF	PATCHING - PCC FULL DEPTH	SqFt
68	N/A	POPOUTS	PO-FL	POPOUT FILLER	SqFt
69	N/A	PUMPING	SB-PC	SLAB STABILIZATION - PCC	SqFt
70	Low	SCALING	MO-PV	MONITOR	N/A
70	Medium	SCALING	PA-PP	PATCHING - PCC PARTIAL DEPTH	SqFt
70	High	SCALING	SL-PC	SLAB REPLACEMENT - PCC	SqFt
71	Low	FAULTING	MO-PV	MONITOR	N/A
71	Medium	FAULTING	GR-PP	GRINDING (LOCALIZED)	Ft
71	High	FAULTING	GR-PP	GRINDING (LOCALIZED)	Ft
72	Low	SHAT. SLAB	CS-PC	CRACK SEALING - PCC	Ft
72	Medium	SHAT. SLAB	SL-PC	SLAB REPLACEMENT - PCC	SqFt
72	High	SHAT. SLAB	SL-PC	SLAB REPLACEMENT - PCC	SqFt
73	N/A	SHRINKAGE CR	MO-PV	MONITOR	N/A
74	Low	JOINT SPALL	CS-PC	CRACK SEALING - PCC	Ft
74	Medium	JOINT SPALL	PA-PP	PATCHING - PCC PARTIAL DEPTH	SqFt
74	High	JOINT SPALL	PA-PP	PATCHING - PCC PARTIAL DEPTH	SqFt
75	Low	CORNER SPALL	CS-PC	CRACK SEALING - PCC	Ft
75	Medium	CORNER SPALL	PA-PP	PATCHING - PCC PARTIAL DEPTH	SqFt
75	High	CORNER SPALL	PA-PP	PATCHING - PCC PARTIAL DEPTH	SqFt
76	Low	ASR	MO-PV	MONITOR	N/A
76	Medium	ASR	PA-PF	PATCHING - PCC FULL DEPTH	SqFt
76	High	ASR	SL-PC	SLAB REPLACEMENT - PCC	SqFt

Table 5.2 (c) Localized M&R Planning-Level Unit Costs – Flexible Asphalt Concrete

Code	Work Type	Work Unit	GA Airport	Reliever Airport	Primary Airport
			(Cost/Work Unit)	(Cost/Work Unit)	(Cost/Work Unit)
SS-LO	SURFACE SEAL	SqFt	\$0.55	\$0.55	\$0.55
ML-AC	MILLING - AC	SqFt	\$2.00	\$2.00	\$2.00
CS-AC	CRACK SEALING - AC	Ft	\$3.00	\$3.00	\$3.00
MO-PV	MONITOR	N/A	\$0.00	\$0.00	\$0.00
PA-AF	PATCHING - AC FULL DEPTH	SqFt	\$6.00	\$9.00	\$12.50
PA-AP	PATCHING - AC PARTIAL DEPTH	SqFt	\$3.00	\$4.00	\$5.50

Table 5.2 (d) Localized M&R Planning-Level Unit Costs – Rigid Portland Cement Concrete

Code	Work Type	Work Unit	GA Airport	Reliever Airport	Primary Airport
			(Cost/Work Unit)	(Cost/Work Unit)	(Cost/Work Unit)
PA-PF	PATCHING - PCC FULL DEPTH	SqFt	\$100.00	\$150.00	\$185.00
SL-PC	SLAB REPLACEMENT - PCC	SqFt	\$30.00	\$30.00	\$30.00
SB-PC	SLAB STABILIZATION - PCC	SqFt	\$30.00	\$30.00	\$30.00
PA-PP	PATCHING - PCC PARTIAL DEPTH	SqFt	\$72.00	\$72.00	\$72.00
PO-FL	POPOUT FILLER	SqFt	\$0.05	\$0.05	\$0.05
GR-PP	GRINDING (LOCALIZED)	Ft	\$2.00	\$2.00	\$2.00
CS-PC	CRACK SEALING - PCC	Ft	\$4.25	\$4.25	\$4.25
MO-PV	MONITOR	N/A	\$0.00	\$0.00	\$0.00
JS-PC	JOINT SEAL - PCC	Ft	\$2.75	\$2.75	\$2.75

*PCC Patching (Full Depth and Partial Depth) consider high-early-strength and high-performing repair material.

5.3 Localized Maintenance and Repair Analysis and Recommendations

The SAPMP provides a planning-level estimation of Localized Maintenance and Repair based on the results of the latest PCI Survey Inspection performed at the airport. Based on the limited sample units inspected, a statistical extrapolation of distresses at the section level is used to estimate the quantities of recommended repair activities based on the policies defined in **5.2 Localized M&R Policy**. The PCI Survey Inspections did not consist of 100% inspection of all sample units; therefore, the section-level distress quantities used to estimate the Localized Maintenance and Repair needs are for conceptual planning purposes. The accuracy of the extrapolated distresses, and therefore work quantities, is subject to the amount of sample units inspected and the concentration of distress types observed in sample units. Localized Preventive Maintenance and Repair is typically applied to pavements that are in a condition at or above the Critical PCI of 65. Localized Stopgap Maintenance and Repair is typically applied to pavements that are below the Critical PCI of 65. It is recommended that airport staff evaluate the application of Localized Maintenance and Repair in concert with the planning of Major Rehabilitation efforts identified in Chapter 6 Major Rehabilitation Planning. Pavements with Stopgap recommendations that are subject to near-term Major Rehabilitation efforts may remove the need to perform localized maintenance efforts.

The following **Table 5.3** summarizes the anticipated Localized Maintenance and Repair needs by district based on the PCI Survey Inspection efforts performed at each airport within the District as part of this SAPMP System Update. The following table depicts planning-level costs rounded for summary purposes.

Table 5.3 Summary of Localized M&R Planning Needs by District

FDOT District	Localized Preventive	Localized Stopgap	TOTAL Localized Maintenance
1	\$ 4,978,970	\$ 28,244,020	\$ 33,222,990
2	\$ 6,990,190	\$ 15,590,830	\$ 22,581,020
3	\$ 2,141,330	\$ 9,920,520	\$ 12,061,850
4	\$ 4,086,980	\$ 20,185,900	\$ 24,272,880
5	\$ 2,561,740	\$ 34,733,130	\$ 37,294,870
6	\$ 2,544,120	\$ 15,697,990	\$ 18,242,110
7	\$ 1,405,420	\$ 13,997,470	\$ 15,402,890
System	\$ 24,708,750	\$ 138,369,860	\$ 163,078,610

**All values have been rounded to the nearest ten-thousand-dollar.*

Chapter 6

Chapter 6 – Major Rehabilitation Planning

6.1 Major Rehabilitation

Major rehabilitation is recommended to correct or improve structural deficiencies and/or functional deterioration for pavement sections within a network. Often, when pavements are subject to significant changes in the aircraft fleet mix (frequency and type), major rehabilitation is required to provide a pavement section to meet the traffic demand. Major rehabilitation is recommended when a pavement section falls below the Critical PCI value that is defined during the system customization or if a pavement section has a significant observation of load-related distress. Observation of any load-related distress potentially indicates that the section may be structurally deficient or that the aircraft loads being applied to the pavement section are different than what the section was designed for. **Figures 6.1 (a) and 6.1 (b)** depict the decision process for major rehabilitation project identification with the assumption of available funds. Should funding be unavailable for pavement sections in need of major rehabilitation, the airport may elect to apply the appropriate localized stopgap repair.

Figure 6.1 (a) Major Rehabilitation Planning Decision Diagram, $PCI \leq \text{Critical PCI}$

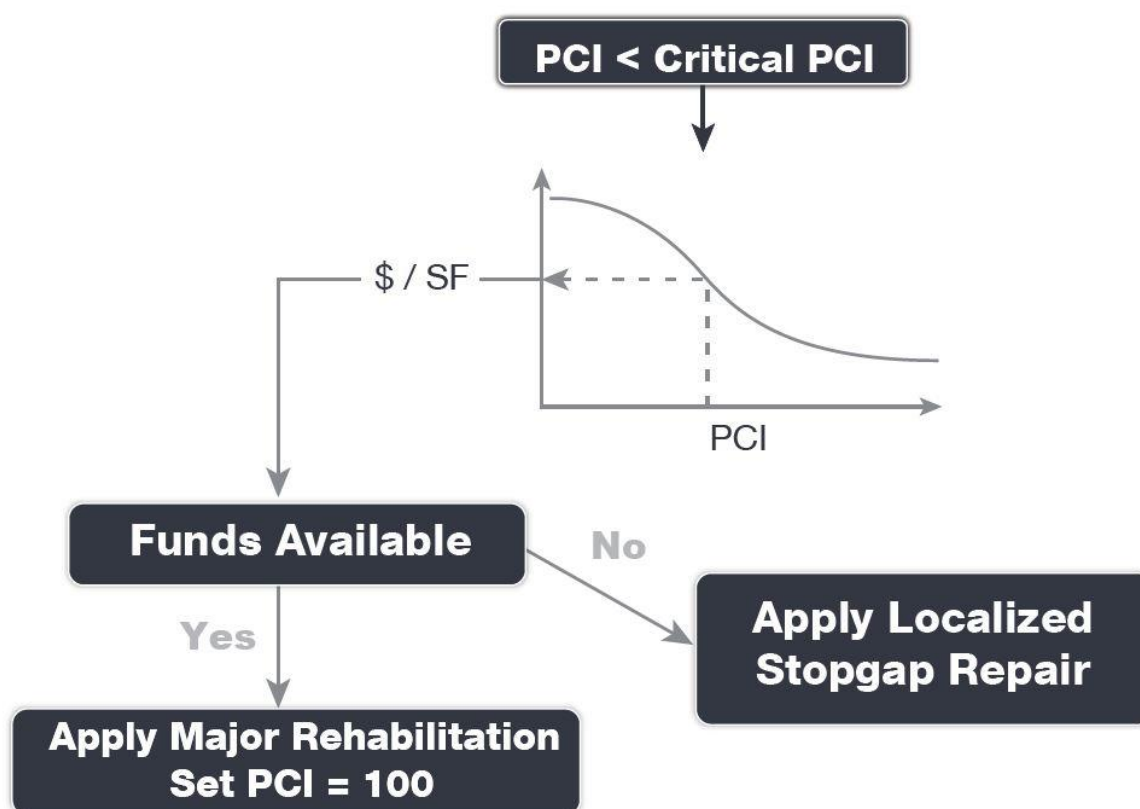
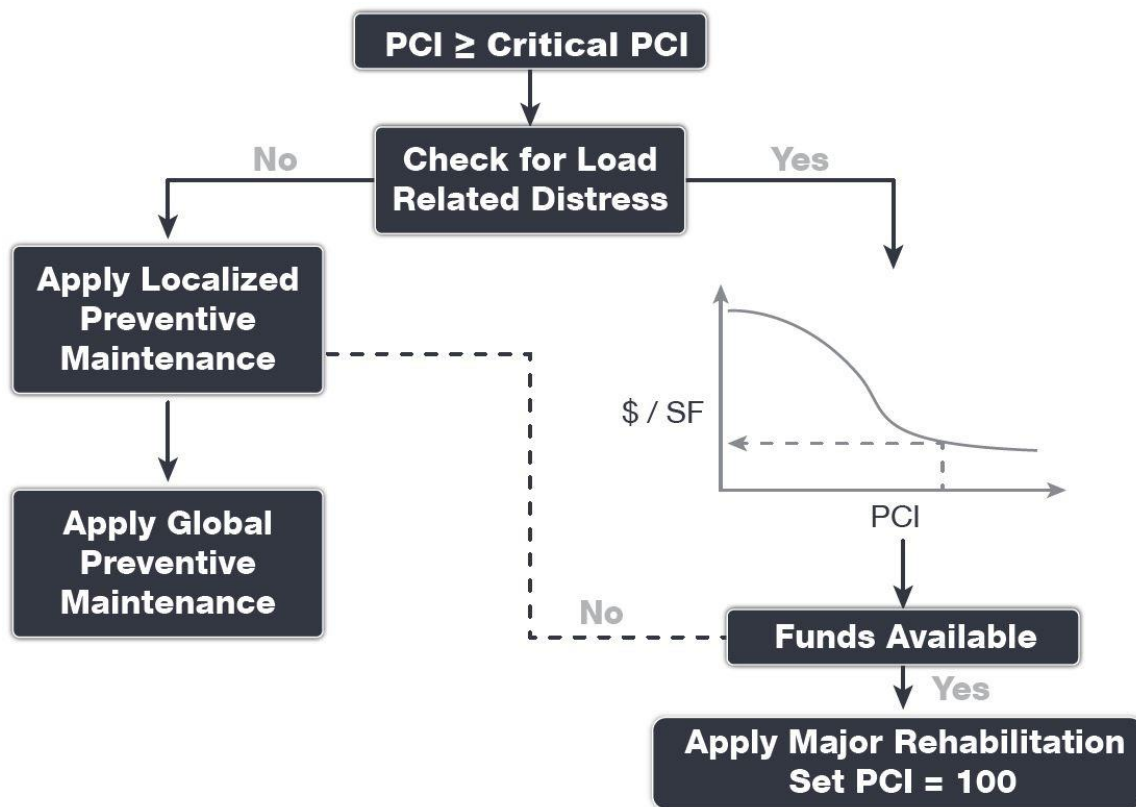


Figure 6.1 (b) Major Rehabilitation Planning Decision Diagram, $PCI > \text{Critical PCI}$ 

6.1.1 CRITICAL PCI

For the FDOT SAPMP the development of a major rehabilitation program is based on the Critical PCI concept. The **Critical PCI** concept assumes that it is more cost-effective to maintain pavements above, rather than below their critical PCI. It is assumed that once a pavement section deteriorates to the Critical PCI value that it is more cost-effective to complete a major rehabilitation project rather than continuing to apply preventive maintenance. This method includes defining the Critical PCI and introducing major rehabilitation work types.

Identification of annual and long-range Major Rehabilitation work plans are typically based on the Critical PCI concept. The Critical PCI is defined as the PCI value at which the rate of loss (deterioration) increases with time, or the cost of applying localized maintenance and repair increases or is not effective. A Critical PCI is usually within a range of 55 and 70; the following procedure is standard approach in developing a specific Critical PCI:

1. Develop a pavement performance model and refine a prediction model for the pavements considered.
2. Select a localized maintenance and repair policy to be used in developing a work plan.
3. Apply the selected localized policy to the pavement sections for a range of PCI.
4. Compute the unit cost per area for each PCI range.

5. Plot the cost versus the PCI.
6. Determine the Critical PCI based on the point where the cost is insignificant.

The FDOT SAPMP defines the Critical PCI at 65 – this is based on the historic trends in pavement performance and Statewide planning efforts.

6.1.2 FDOT RECOMMENDED MINIMUM SERVICE-LEVEL PCI

The FDOT has recommended **Minimum Service-Level PCI** for airports' airfield pavements based on the following characteristics; airport type within FDOT SAPMP, branch use, and expected aircraft operations. For the purposes of Major Rehabilitation, the Critical PCI is typically the threshold condition that triggers major construction, however it is recommended that the airports maintain the Minimum Service-Level PCI with a combination of Localized Maintenance and Repair and timely Major Rehabilitation. **Table 6.1.2** summarizes the FDOT Recommended Minimum Service-Level PCI.

Table 6.1.2 FDOT Recommended Minimum Service-Level PCI

Use	FDOT Recommended Minimum Service 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

6.2 Major Rehabilitation Policy

6.2.1 MAJOR REHABILITATION PAVEMENT SECTION DEVELOPMENT

The review of the existing as-built record documentation within the participating airports' archives was used as the basis of the conceptual pavement design sections. Refinement of the pavement section layers was performed in consideration of the FAA **AC 150/ 5320-6F "Airport Pavement Design and Evaluation."** It should be noted that no subsurface geotechnical investigation, ALTA/ACSM Survey, topographic survey, utilities survey, environmental, or site-specific air traffic study(s) have been utilized in the development of the design criteria. No warranty or assurance is implied in this document for final design nor construction for any airfield pavements discussed within this report. The following **Tables 6.2.1 (a) and (b)** provide details on the conceptual pavement sections developed for this study.

Major rehabilitation is divided into two policy categories as part of this program: Full-Depth Reconstruction (Reconstruction) and Intermediate-Level Major Rehabilitation (Restoration). Based on the pavement type, the general categories are defined as AC Reconstruction and AC Restoration for AC, AAC, and APC flexible pavement types and PCC Reconstruction and PCC Restoration for PCC rigid pavement types. The pavement sections have been based on the average Airport Type requirements; no pavement design has been performed in accordance with AC 150/5320-6F for the determined conceptual sections.

Table 6.2.1 (a) Conceptual Pavement Section for Major Rehabilitation – Flexible Asphalt Concrete

Rehabilitation Type	GA Airport	Reliever Airport	Primary Airport
AC Mill and Overlay PCI = 41 to 65	75% Mill and Overlay P-101 AC Milling (2") P-603 Bituminous Tack P-401 (HMA) (2") 25% AC Reconstruction P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (6") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (2")	75% Mill and Overlay P-101 AC Milling (3") P-603 Bituminous Tack P-401 (HMA) (3") 25% AC Reconstruction P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (4")	75% Mill and Overlay P-101 AC Milling (4") P-603 Bituminous Tack P-401 (HMA) (4") 25% AC Reconstruction P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (6")
AC Reconstruction PCI = 40 or less	P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (6") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (2")	P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (4")	P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (6")

Table 6.2.1 (b) Conceptual Pavement Section for Major Rehabilitation – Rigid Portland Cement Concrete

Rehabilitation Type	GA Airport	Reliever Airport	Primary Airport
PCC Restoration PCI = 41 to 65	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (6") P-211 Base (if needed, typical) (6") P-501 Rigid PCC (10") *Select Slabs (25%) **Crack Seal and Limited Patching	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (12") P-211 Base (if needed, typical) (6") P-501 Rigid PCC (15") *Select Slabs (25%) **Crack Seal and Limited Patching	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (12") P-211 Base (if needed, typical) (6") P-501 Rigid PCC (16") *Select Slabs (25%) **Crack Seal and Limited Patching
PCC Reconstruction PCI = 40 or less	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (6") P-211 Base (6") P-501 Rigid PCC (10")	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (12") P-211 Base (6") P-501 Rigid PCC (14")	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (12") P-211 Base (6") P-501 Rigid PCC (17")

The identification of rehabilitation needs and conceptual pavement sections have been determined at the planning level. Design-level investigation is recommended prior to developing construction-level design documents and budgets.

In compliance with FAA Grant Assurances 11 and 19, the FDOT SAPMP provides airports with airfield pavement evaluation reports in accordance with **FAA AC 150/5380-7B Airport Pavement Management Program (PMP)** and **AC 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements**. The application of the results of a PCI survey are for planning purposes and are limited to the visual observation of deteriorated pavements in limited sampling; design-level investigation is recommended in accordance with the FAA procedures defined in **AC 5320-6F Airport Pavement Design and Evaluation** and **AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements**. The aforementioned ACs provide the design-level material properties of in-situ pavement and subgrade layers for the determination of appropriate rehabilitation actions. The FDOT SAPMP is organized to provide airports with planning-level data and does not intend to preclude the responsible engineer in performing the appropriate level of investigation and analysis in determining the appropriate design details of a pavement rehabilitation. It would not be advisable to solely base design-level rehabilitation without the appropriate level of investigation and determination of pavement deterioration beyond that of a visual functional condition assessment.

The recommendations identified in the Major Rehabilitation Needs consider the **FAA AC 150/5370-10H Standard Specifications for Construction of Airports** when determining the appropriate materials and methods implemented for construction projects, such as pavement rehabilitation, on airports. It should be noted that the **AC 150/5370-10H Standard Specifications for Construction of Airports** was updated in December of 2018. Design-level determination of project specific specifications based on the AC should be developed by the Airport when performing applicable construction projects.

6.2.2 MAJOR REHABILITATION PLANNING-LEVEL UNIT COSTS

Planning-level opinion of probable construction unit costs developed for this System Update was based on archived bid tabulations and records from airfield pavement projects provided by participating airports. A review of cost trends and cost factors have been incorporated to assist airports in planning for project budgets. Neither FDOT nor the Consultant Team has 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 construction costs provided herein are based on the information known to FDOT at this time and represent only the Consultant Team's judgment as a design professional familiar with the construction industry. This report cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable construction costs.

Table 6.2.2 Major Rehabilitation Planning-Level Unit Cost by Pavement Type

Major Rehabilitation	PCI Range	GA Airport	Reliever Airport	Primary Airport
		(Cost per SF)	(Cost per SF)	(Cost per SF)
AC Mill and Overlay	41-65	\$ 7.00	\$ 9.50	\$ 11.00
AC Reconstruction	0-40	\$ 9.00	\$ 12.50	\$ 14.00
PCC Restoration	41-65	\$ 10.00	\$ 13.50	\$ 17.00
PCC Reconstruction	0-40	\$ 15.00	\$ 20.00	\$ 23.00

*Planning-level opinion of probable construction unit costs consider factors for non-pavement improvements, QA/QC testing, and administrative costs.

6.3 Major Rehabilitation Needs

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, a point at which localized maintenance and repair activities may not be the most cost-effective solution. In addition, major rehabilitation is also recommended when the Section PCI is at or above the Critical PCI but the section has significant load-related PCI distresses. Identification of rehabilitation needs is done at the Airfield Pavement Network Definition's section level. This however does not limit the airport from further refining limits of project planning areas.

Major rehabilitation is identified within the FDOT SAPMP as major construction activity that would result in an improvement or resetting of the pavement section's PCI to a value of 100. Major rehabilitation recommendations (AC Restoration, AC Reconstruction, PCC Restoration, and PCC Reconstruction) should be considered as planning-level only. Additional design-level investigation in accordance to the FAA Advisory Circulars will be required. Recommendations identified within this planning document do not imply final design. **Table 6.3** Summary of Year-1 Major Rehabilitation Needs by District 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 or having substantial load-based distresses.

Table 6.3 Summary of Year 1 Major Rehabilitation Needs by District

FDOT District	Weighted-Average PCI	Average Rating	Year 1 Major Rehabilitation
1	72	SATISFACTORY	\$ 247,514,000
2	75	SATISFACTORY	\$ 127,032,000
3	74	SATISFACTORY	\$ 121,125,000
4	78	SATISFACTORY	\$ 170,096,000
5	72	SATISFACTORY	\$ 267,643,000
6	62	FAIR	\$ 146,698,000
7	68	FAIR	\$ 102,490,000
System	73	SATISFACTORY	\$ 1,182,598,000

*All values have been rounded to the nearest thousand-dollar.

6.3.1 10-YEAR UNCONSTRAINED BUDGET MAJOR REHABILITATION NEEDS

An unconstrained budget (unlimited budget) is performed for a 10-year duration to identify pavement rehabilitation needs based on current or forecasted PCI values deteriorating below the Critical PCI. FDOT recognizes airports are constrained by budgets and does not intend to convey an unrealistic approach of addressing pavement rehabilitation. The intent of the 10-Year Major Rehabilitation Needs analysis is to identify pavements that will warrant rehabilitation. It is highly recommended that airport staff utilize this information in support of the development of a practical Capital Improvement Program based on priorities, further design/project-level investigation, and budgetary constraints. The following **Table 6.3.1 (a)** and **Table 6.3.1 (b)** summarizes all identified major rehabilitation needs for each district forecasted for the next 10-year period. It should be noted that the following table depicts planning-level costs and have been rounded for planning purposes.

Table 6.3.1 (a) Summary of 10-Year Major Rehabilitation Needs by District

FDOT District	Weighted-Average PCI	Average Rating	10-Year Major Rehabilitation
1	72	SATISFACTORY	\$ 420,948,000
2	75	SATISFACTORY	\$ 321,565,000
3	74	SATISFACTORY	\$ 201,909,000
4	78	SATISFACTORY	\$ 321,554,000
5	72	SATISFACTORY	\$ 406,968,000
6	62	FAIR	\$ 202,311,000
7	68	FAIR	\$ 153,699,000
System	73	SATISFACTORY	\$ 2,028,954,000

**All values have been rounded to the nearest thousand-dollar.*

Table 6.3.1 (b) 10-Year Major Rehabilitation Needs by District

FDOT District	Major Rehabilitation (\$ in Millions)											
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
1	84.44M	0.29M	164.93M	30.64M	7.49M	13.66M	37.53M	21.75M	9.29M	27.83M	13.46M	9.66M
2	90.64M	0.49M	37.66M	5.71M	40.75M	27.32M	22.88M	34.34M	11.24M	23.01M	12.78M	14.76M
3	69.92M	2.32M	54.92M	4.43M	10.71M	6.78M	5.32M	3.66M	10.65M	13.37M	7.54M	12.31M
4	42.53M	1.47M	127.84M	3.56M	16.26M	22.23M	12.82M	18.68M	14.45M	36.39M	15.07M	10.25M
5	18.63M	2.15M	249.08M	10.59M	33.21M	6.33M	4.15M	15.94M	21.20M	8.69M	23.30M	13.71M
6	27.92M	3.76M	118.77M	2.30M	4.15M	13.01M	11.99M	11.77M	2.76M	1.16M	2.43M	2.29M
7	52.93M	1.58M	51.09M	4.39M	5.69M	7.49M	2.65M	12.89M	9.92M	1.67M	3.11M	0.29M
System	387.01M	12.05M	804.28M	61.62M	118.25M	96.81M	97.33M	119.04M	79.51M	112.12M	77.68M	63.26M

**All values have been rounded to the nearest thousand-dollar.*

Chapter 7

Chapter 7 – Conclusion

7.1 Recommendations

7.1.1 CONTINUED PCI SURVEY INSPECTIONS

It is recommended that the airport continue to perform regularly scheduled PCI Survey inspections in accordance with the ASTM D5340-12 (or latest edition) to monitor the condition of the airfield pavement facilities.

A high priority should be considered for continuous maintenance record keeping and re-inspection of all the airport's maintained pavement facilities to ensure continued safe aircraft operations. A series of scheduled periodic inspections must be carried out for an effective maintenance program. Re-inspection of pavements should be scheduled in a timely manner to ensure that all areas, particularly those that may not come under day-to-day observation, are thoroughly evaluated and reported.

It is recommended that the airport should perform window or drive-by inspections at least once a month to detect unexpected changes in the pavement condition.

7.1.2 LOCALIZED MAINTENANCE AND REPAIR

While deterioration of the pavements due to usage and exposure to the environment cannot be completely prevented, applying timely and effective maintenance efforts can slow the anticipated rate of deterioration. Lack of adequate and timely maintenance is the significant factor in pavement deterioration.

It is recommended that airport sponsors coordinate with their respective Airport Maintenance staff and Airport Engineer when developing project-level maintenance and repair efforts.

7.1.3 MAJOR REHABILITATION

Chapter 6 – Major Rehabilitation Planning identified major pavement rehabilitation project needs from 2020-2029. The identification of the rehabilitation needs was performed at the section level for manageable project areas with the assumption of an unconstrained budget scenario. Given the uncertainty in the airport-specific budget information and prioritization goals, the unconstrained budget scenario was performed to evaluate the worst-case scenario and identify all the inspected pavements' needs in a 10-year period. Certainly, it is understood that most airports are faced with constrained budgets; further evaluation of projects based on prioritization, operational criticality, funding availability, and practicality is recommended. **Appendix E 10-Year Major Rehabilitation Planning Needs** summarizes the section-level Major Rehabilitation needs for each airport.


7.1.4 PAVEMENT MANAGEMENT SYSTEM

The following recommendations are made to fully implement an effective pavement management program for the airport:

- Develop a detailed preventive maintenance program for the airport.
- Further refine and implement the identified 10-year major rehabilitation needs.
- Maintain detailed records on pavement maintenance, construction, and inspection.
- Maintain records on major pavement construction projects (year, scope, cost, and construction documents).

7.2 Conclusion

The FDOT SAPMP Update 2016-2019 was completed for the airports on behalf of the FDOT ASO in accordance with the Advisory Circulars **150/5380-7B “Airport Pavement Management Program (PMP)” (Appendix A)** and **150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements” (Appendix B)**. FDOT’s implementation of the SAPMP has assisted public airports with this requirement in performing PCI survey inspections and analysis in accordance with the ASTM **D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”**



Appendix A

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, PAVERTM Distress Identification Manuals, with link to manuals.
- g.** Updated Appendix D, Related Reading Material.

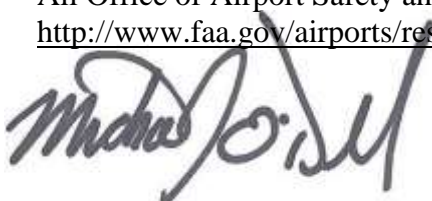
5. Where can I send comments or suggestions to the AC?

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.

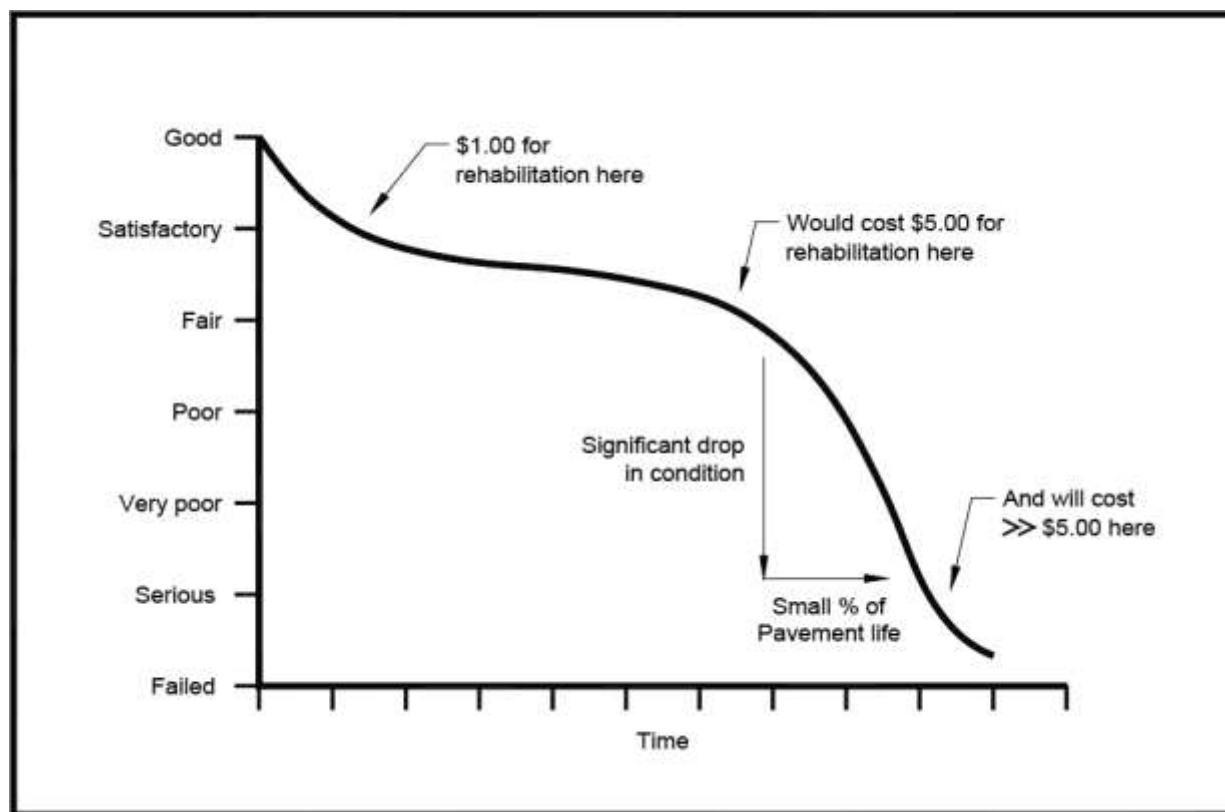


Figure 1. Typical Pavement Condition Life Cycle.

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.

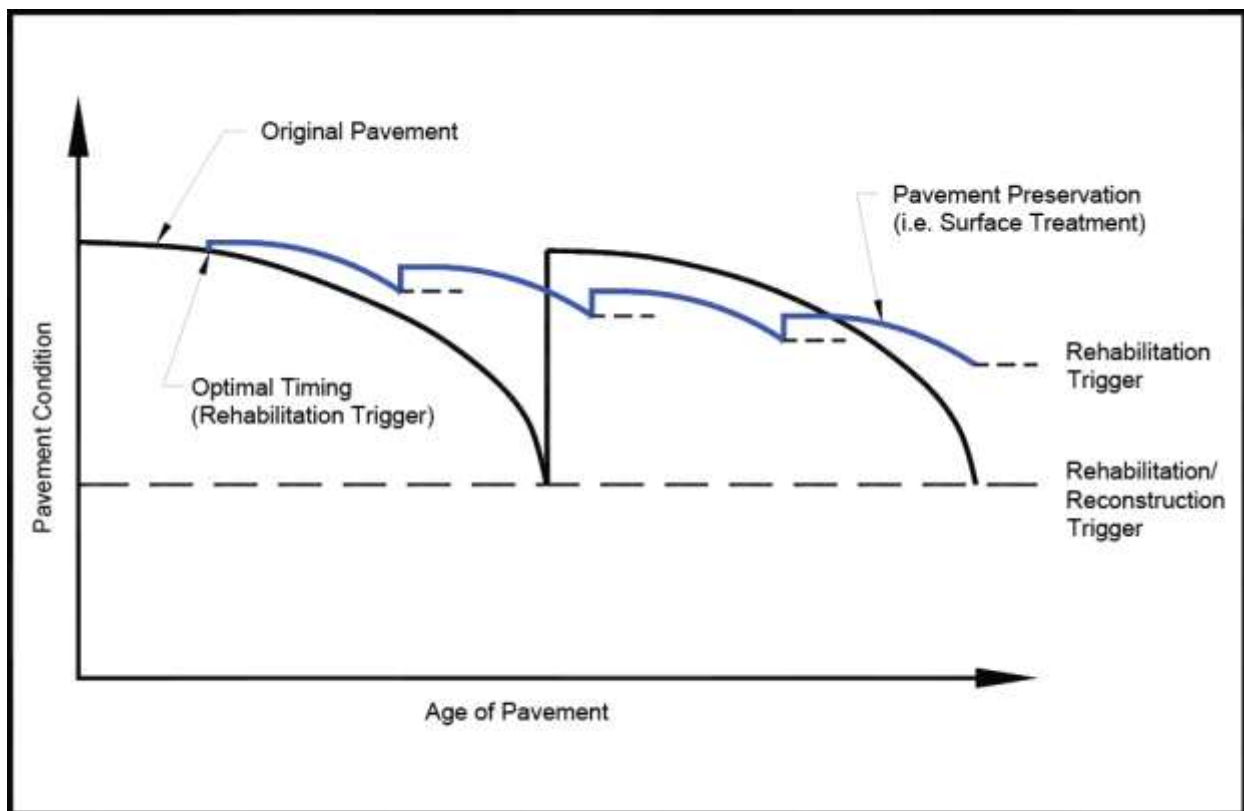


Figure 2. Pavement Preservation Concept.

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.

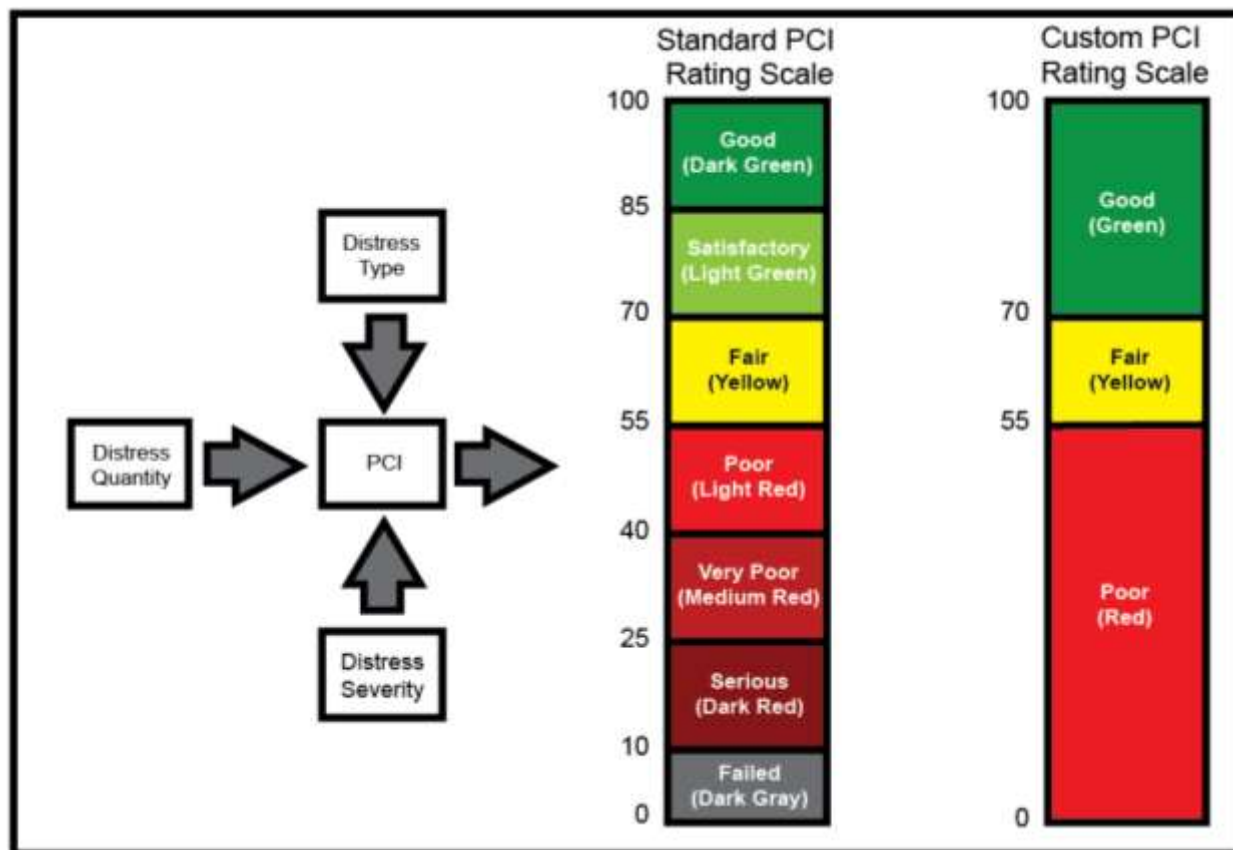


Figure B-1. Example PCI Rating Scales for Airfield Pavements.

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 B

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:
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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.

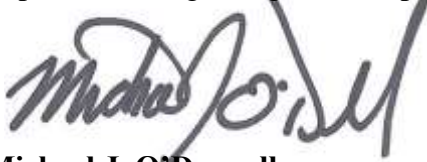
5. Related reading material. The publications in Appendix B, Bibliography, provide further guidance and technical information.

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/.



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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.

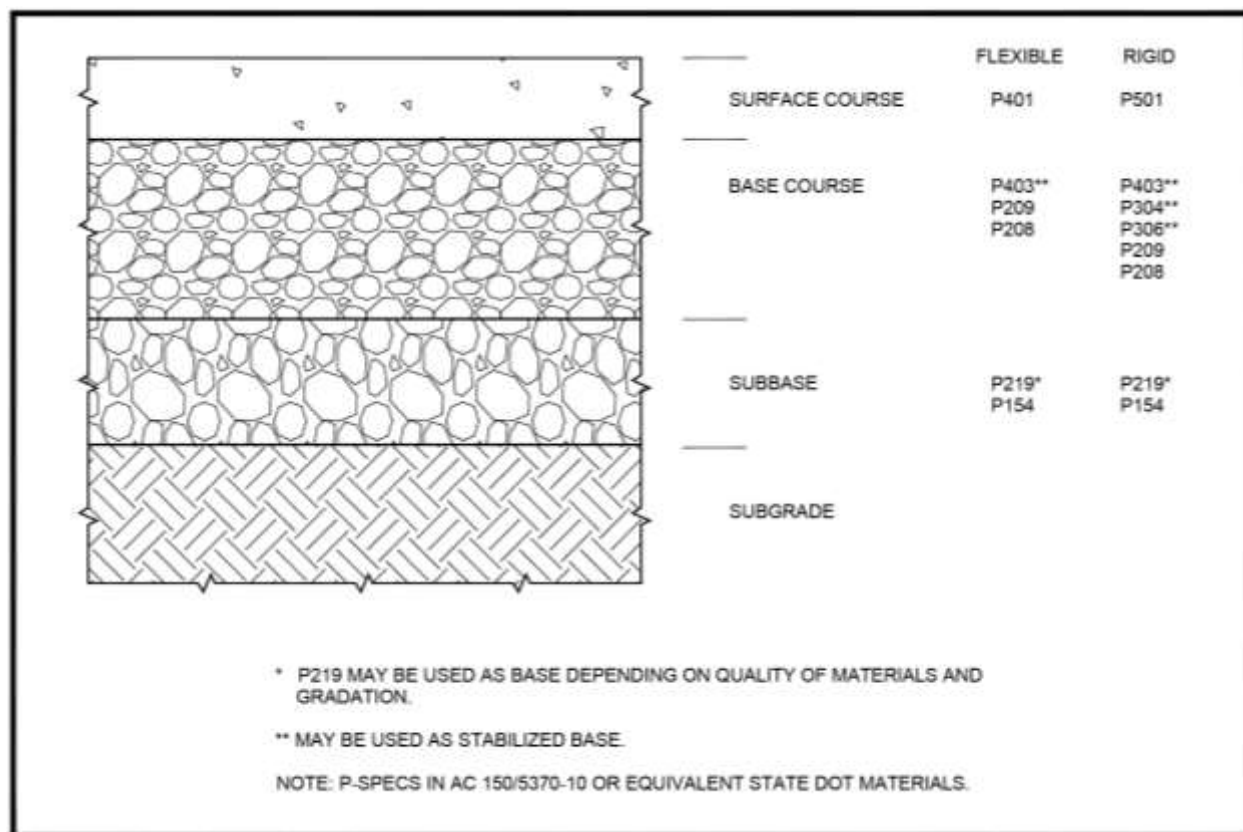


Figure 2-1. Typical pavement structure

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 ft² (0.5 m²).

(b) Large and utility cuts. A large patch is defined as an area greater than 5 ft² (0.5 m²). 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	<ul style="list-style-type: none"> - Apply surface treatment - Overlay 	<ul style="list-style-type: none"> - Environment - Lack of timely surface treatments
Cracks	<ul style="list-style-type: none"> - 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.) 	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - Remove and replace damaged pavement, including the base and/or subbase course if required. 	<ul style="list-style-type: none"> - Base and/or Subgrade failure - Overload - Under-designed surface course (too thin)
Patches	<ul style="list-style-type: none"> - Remove/replace. - Repair and Resurface 	<ul style="list-style-type: none"> - Inadequate/Improper repair detail/material - Age
Surface irregularities (e.g., rutting, wash-boarding, birdbaths)	<ul style="list-style-type: none"> - Remove and replace damaged areas - Surface grinding/milling 	<ul style="list-style-type: none"> - Traffic - Age
Loss of Skid Resistance	<ul style="list-style-type: none"> - Remove rubber/surface contamination - Apply surface treatment 	<ul style="list-style-type: none"> - Rubber deposits/surface contamination - Polished aggregate - Improper surface treatment
Bleeding	<ul style="list-style-type: none"> - Blot with sand and remove sand prior to resuming aircraft operations. Excessive bleeding may require removal and replacement of pavement. 	<ul style="list-style-type: none"> - Overly rich mix/low air void content. Bleeding may be a precursor to other surface deformities forming, e.g., rutting, wash-boarding, etc.
Drainage	<ul style="list-style-type: none"> - Grade pavement shoulders, clear drainage path - Clean out drainage structures, e.g., edge drains, outfalls, etc. 	<ul style="list-style-type: none"> - 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 loose 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

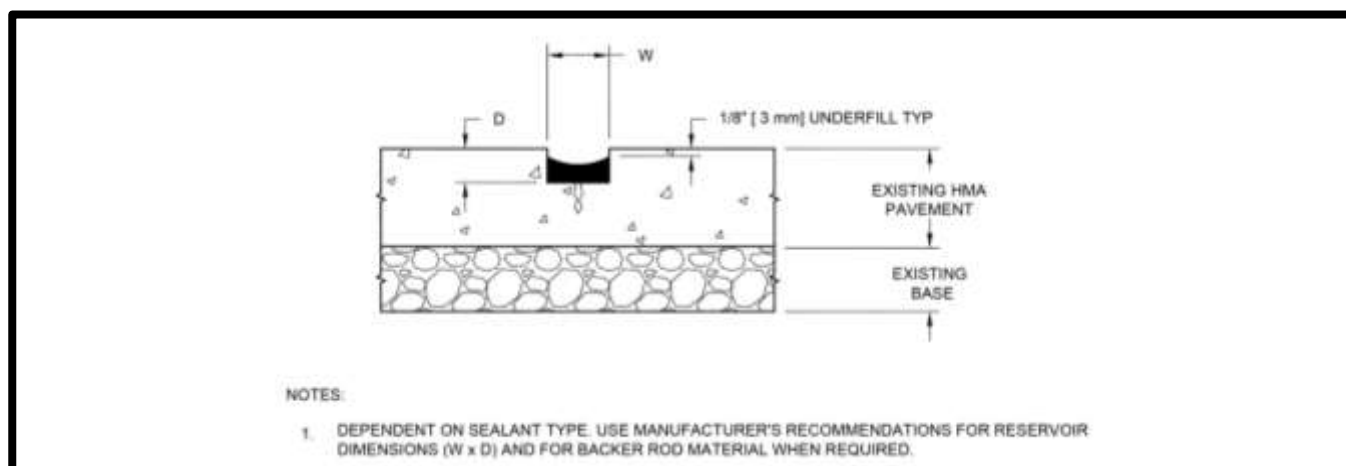


Figure A-1. Crack repair of flexible pavement

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

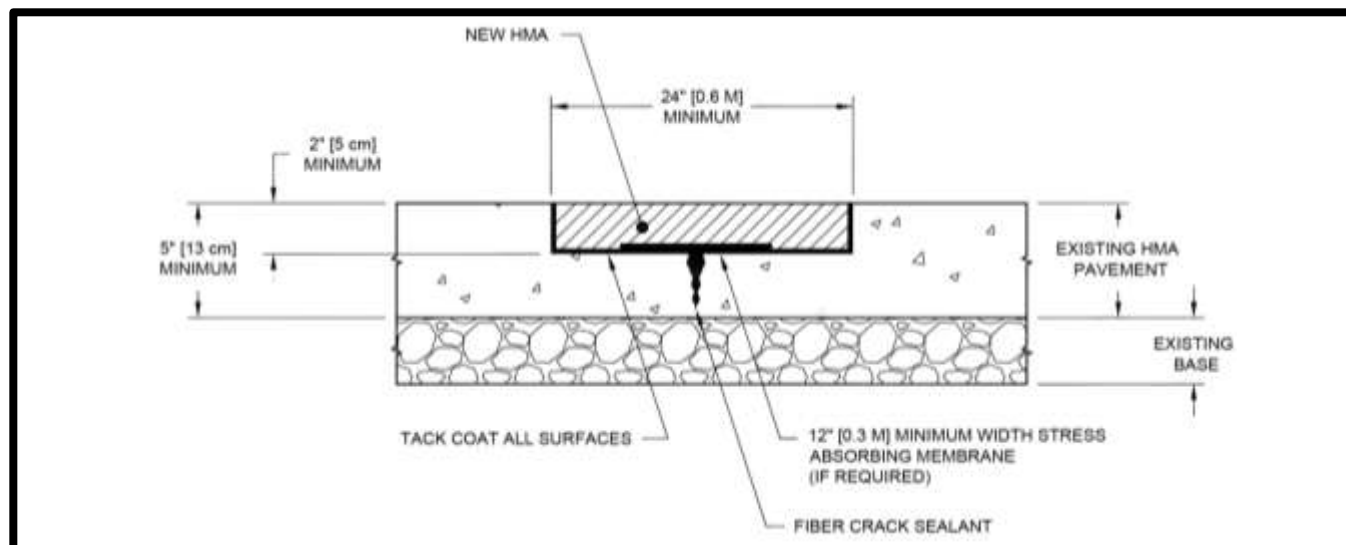


Figure A-2. Partial depth crack repair in flexible pavement

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).

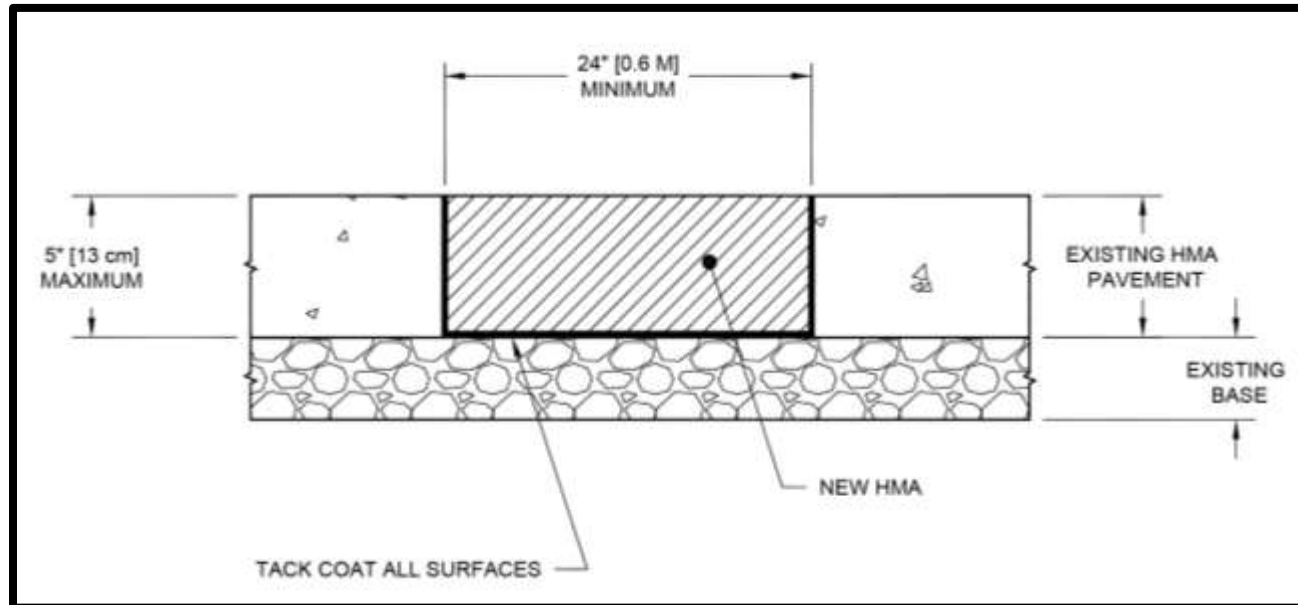
1. Review the construction safety and phasing plan (CSPP). Ensure all pavement closures have all required items in place, such as lighted Xs, barricades, signs, etc.; and all NOTAMS have been issued for affected areas of the airfield.
2. Mark the limits of the area of crack repair.
3. Saw cut or mill 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

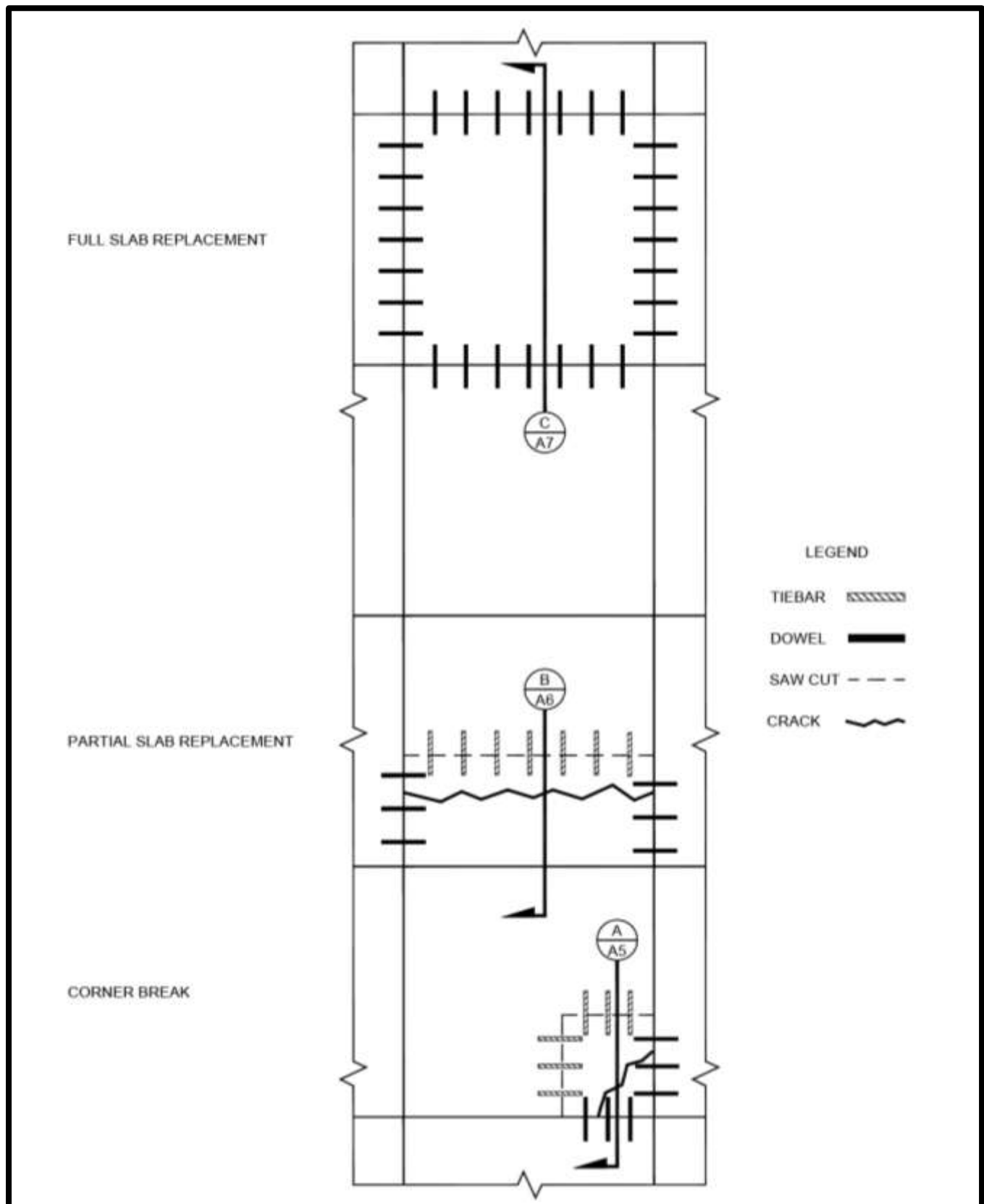
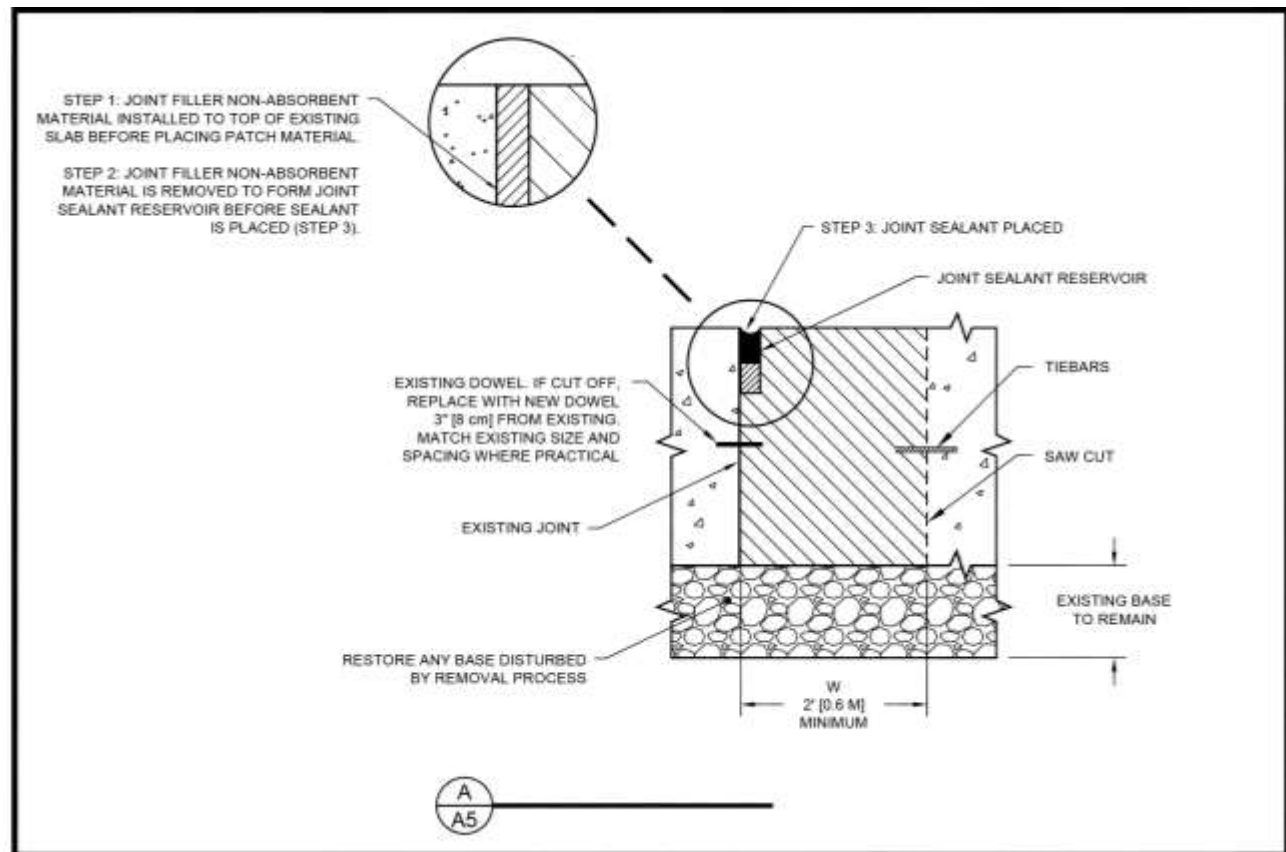
A4. RIGID PAVEMENT REPAIR – PLAN VIEW

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	

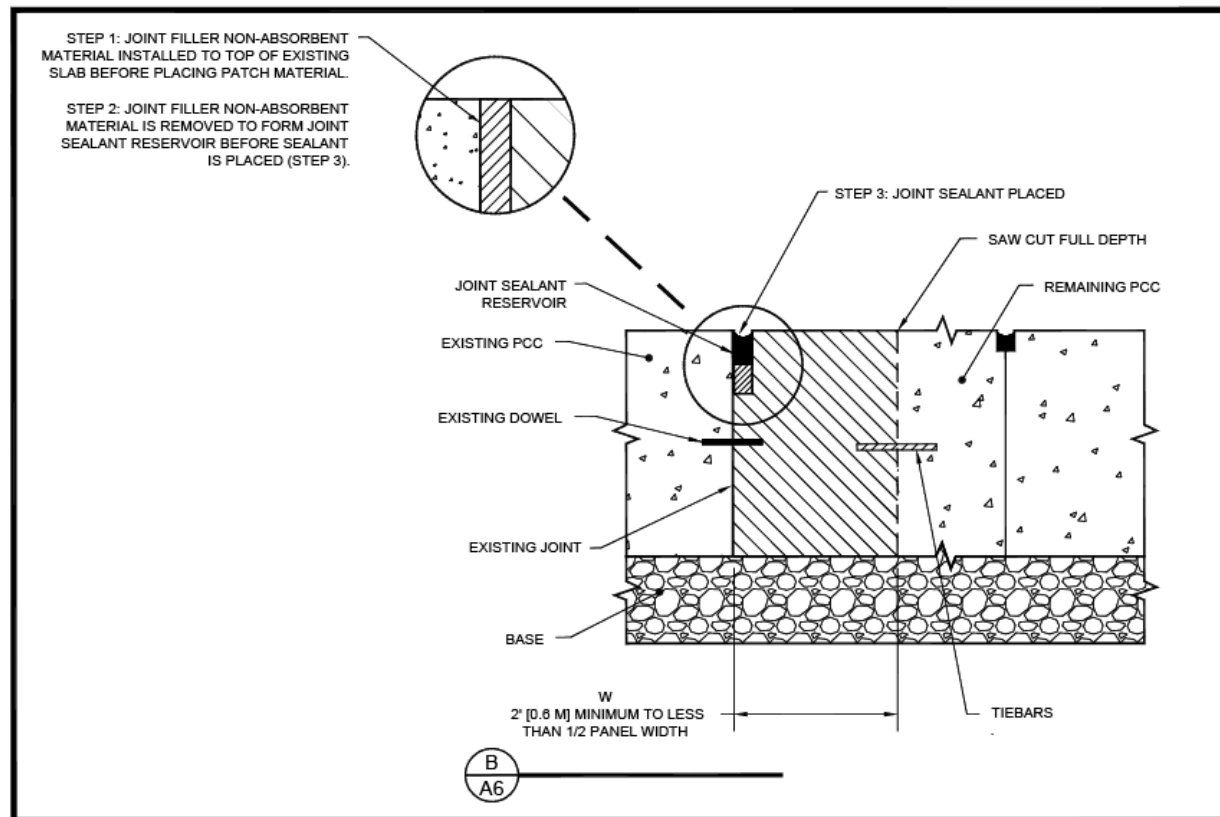
WEATHER AND TEMPERATURE REQUIREMENTS

- 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

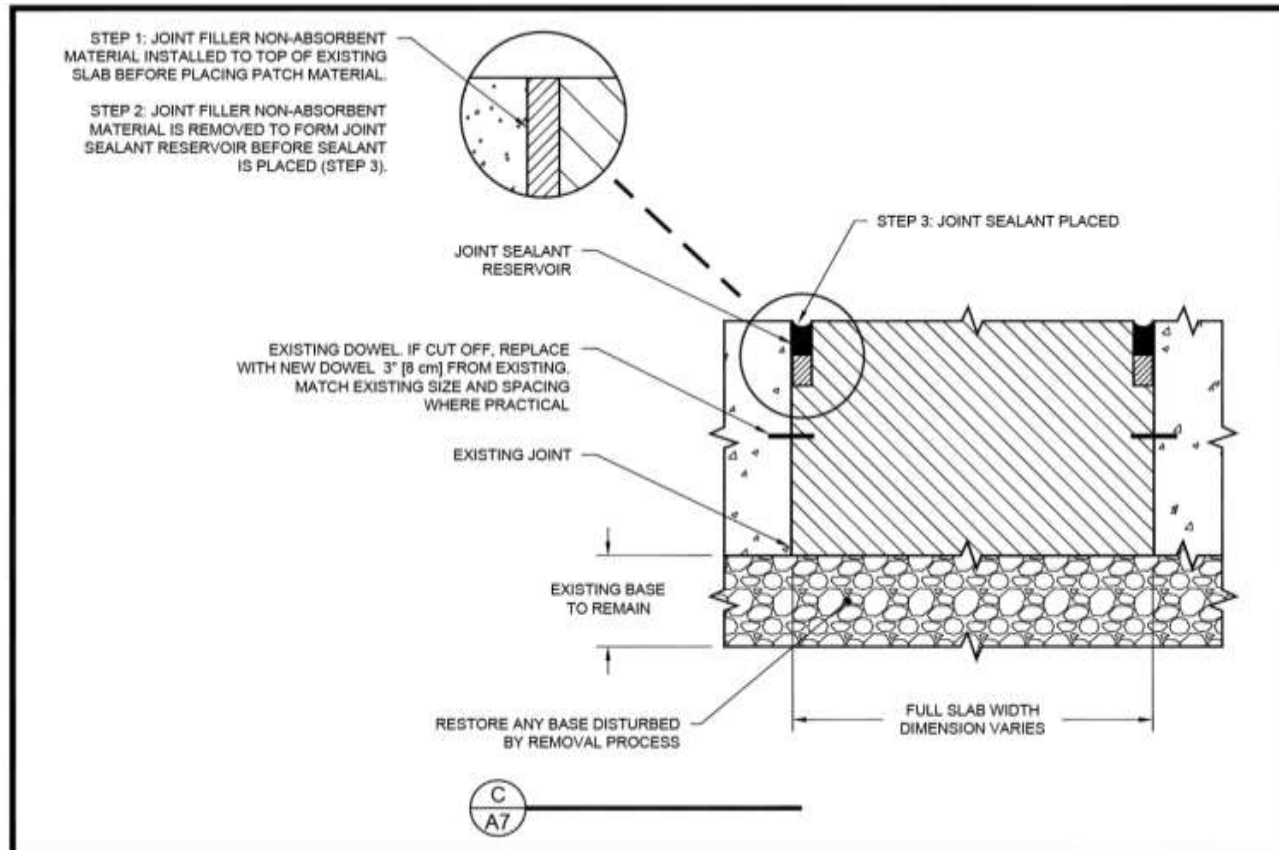
ASTM A1078	Standard Specification for Epoxy-Coated Steel Dowels for Concrete Pavement
ASTM A615	Standard Specifications for Deformed and Plain Carbon-Steel Bars for Concrete Reinforcement
ASTM C309	Standard Specification for Liquid Membrane-Forming Compounds for Curing Concrete
ASTM D6690	Standard Specification 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

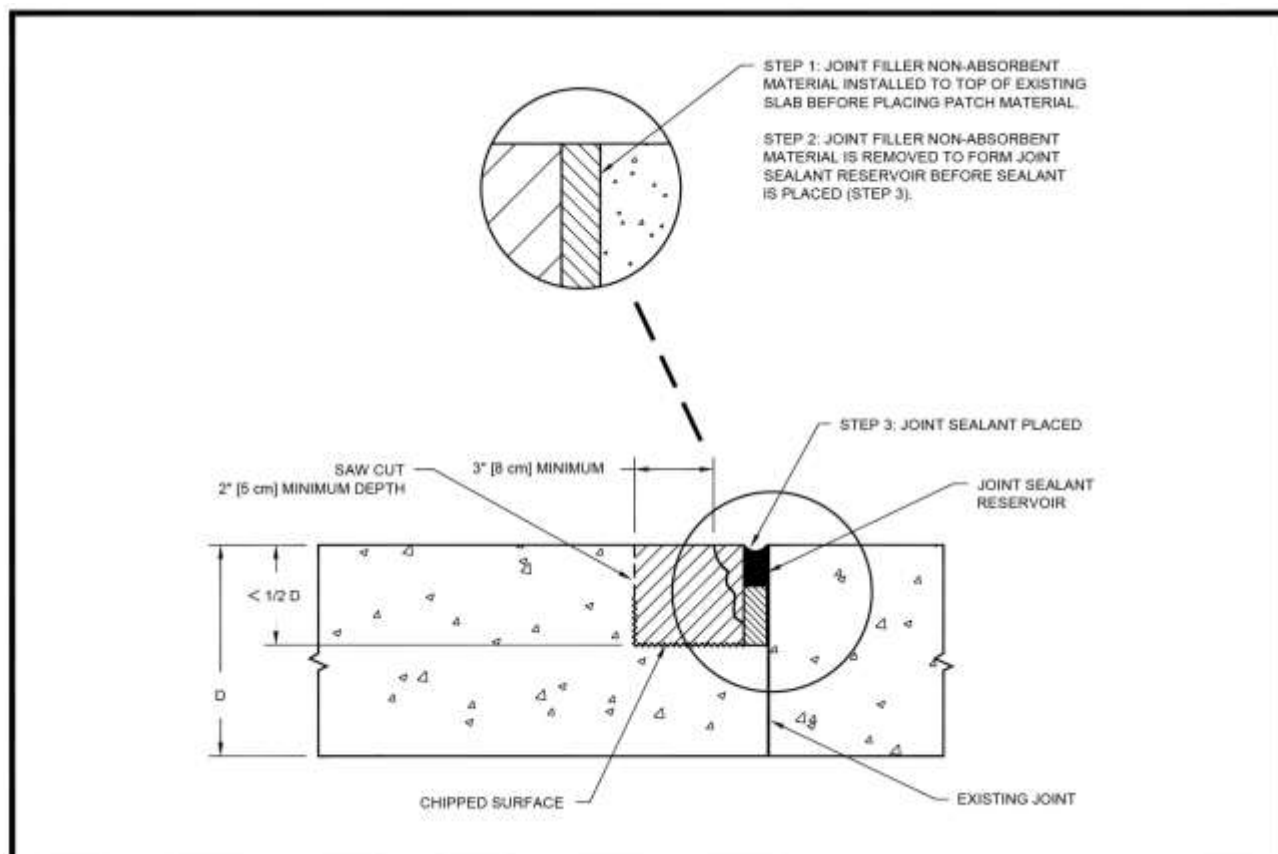
State Department of Transportation specifications for pavements

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

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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 C

Airfield Pavement Condition Index Inventory

Appendix C : Pavement Condition Index Inventory

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
2IS	GA	AIRGLADES AIRPORT	1	EAST APRON	AP E	APRON	12/25/1999	4505	102,944	36	Very Poor	92%	0%	8%
2IS	GA	AIRGLADES AIRPORT	1	CONC APRON AT HANGAR	AP HANG	APRON	1/1/1982	4205	6,912	9	Failed	3%	68%	29%
2IS	GA	AIRGLADES AIRPORT	1	CONC APRON AT HANGAR	AP HANG	APRON	12/25/1999	4210	14,280	86	Good	85%	0%	15%
2IS	GA	AIRGLADES AIRPORT	1	CONC APRON AT HANGAR	AP HANG	APRON	12/25/1999	4215	2,850	84	Satisfactory	42%	32%	26%
2IS	GA	AIRGLADES AIRPORT	1	NORTHWEST APRON	AP NW	APRON	12/25/1999	4405	52,932	46	Poor	54%	38%	8%
2IS	GA	AIRGLADES AIRPORT	1	NORTHWEST APRON	AP NW	APRON	12/25/1999	4410	2,604	9	Failed	0%	97%	3%
2IS	GA	AIRGLADES AIRPORT	1	SOUTH RAMP	AP S	APRON	1/1/1984	4305	59,100	25	Serious	89%	0%	11%
2IS	GA	AIRGLADES AIRPORT	1	WEST APRON AT T-HANGARS	AP W	APRON	1/1/1996	4105	89,758	32	Very Poor	81%	12%	7%
2IS	GA	AIRGLADES AIRPORT	1	WEST APRON AT T-HANGARS	AP W	APRON	12/25/1999	4110	14,618	55	Poor	21%	0%	79%
2IS	GA	AIRGLADES AIRPORT	1	WEST APRON AT T-HANGARS	AP W	APRON	7/31/2008	4115	23,595	47	Poor	100%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	2/1/2011	6103	114,068	93	Good	100%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	2/1/2011	6105	225,000	92	Good	100%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	2/1/2011	6110	106,482	90	Good	100%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1996	103	74,342	63	Fair	72%	0%	28%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1996	105	37,814	77	Satisfactory	84%	0%	16%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/2011	120	13,720	89	Good	100%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1996	125	109,989	61	Fair	98%	0%	2%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY ALPHA 1	TW A1	TAXIWAY	1/1/1996	104	26,288	74	Satisfactory	100%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY ALPHA 1	TW A1	TAXIWAY	2/11/2011	110	2,235	79	Satisfactory	100%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY ALPHA 2	TW A2	TAXIWAY	2/1/2011	205	4,599	85	Satisfactory	100%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY ALPHA 2	TW A2	TAXIWAY	1/1/1996	210	38,437	57	Fair	99%	0%	1%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY ALPHA 2	TW A2	TAXIWAY	1/1/1984	215	41,410	37	Very Poor	100%	0%	0%

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2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/1996	410	34,501	66	Fair	98%	0%	2%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	2/1/2011	415	6,096	89	Good	100%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY TO EAST APRON	TW E AP	TAXIWAY	12/25/1999	710	15,760	59	Fair	82%	0%	18%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY TO HANGAR	TW HANG	TAXIWAY	1/1/1984	405	33,514	14	Serious	68%	24%	8%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY TO HANGAR	TW HANG	TAXIWAY	1/1/2011	407	3,153	88	Good	100%	0%	0%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY S	TW S	TAXIWAY	1/1/1996	605	45,015	60	Fair	86%	0%	14%
2IS	GA	AIRGLADES AIRPORT	1	TAXIWAY CONNECT TO W APRON	TW W AP	TAXIWAY	1/1/1984	305	2,718	45	Poor	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	COMMERCIAL TERMINAL APRON	AP COMMERC	APRON	1/1/1981	4105	144,660	60	Fair	79%	18%	3%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	COMMERCIAL TERMINAL APRON	AP COMMERC	APRON	1/1/1981	4106	24,709	59	Fair	80%	0%	20%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	COMMERCIAL TERMINAL APRON	AP COMMERC	APRON	1/1/1977	4110	117,284	29	Very Poor	97%	0%	3%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	COMMERCIAL TERMINAL APRON	AP COMMERC	APRON	1/1/1996	4111	101,012	76	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	COMMERCIAL TERMINAL APRON	AP COMMERC	APRON	1/1/1996	4112	68,137	65	Fair	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	COMMERCIAL TERMINAL APRON	AP COMMERC	APRON	1/1/1981	4113	16,079	70	Fair	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	1/1/2009	4207	68,250	86	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	1/1/2009	4208	70,175	87	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	1/1/2009	4209	128,100	98	Good	0%	0%	100%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	1/1/2009	4210	290,481	82	Satisfactory	92%	0%	8%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	1/1/2009	4212	56,590	81	Satisfactory	86%	0%	14%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	1/1/2009	4215	11,844	72	Satisfactory	61%	0%	39%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	1/1/1983	4217	46,700	49	Poor	79%	0%	21%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	1/1/1975	4220	46,700	41	Poor	80%	0%	20%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	1/1/2009	4223	48,942	83	Satisfactory	94%	0%	6%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	1/1/1983	4225	47,646	39	Very Poor	100%	0%	0%

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APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	1/2/1991	4230	97,406	53	Poor	88%	0%	12%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	1/1/1983	4244	10,953	52	Poor	56%	0%	44%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	1/1/1983	4245	67,564	41	Poor	96%	0%	4%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	1/1/1991	4255	145,777	61	Fair	79%	0%	21%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	1/1/2009	4257	20,435	67	Fair	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	1/2/1976	4260	40,671	65	Fair	80%	0%	20%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	1/1/1981	4265	48,846	67	Fair	95%	0%	5%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	1/1/1977	4270	119,805	59	Fair	98%	0%	2%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	1/1/1984	4280	59,765	42	Poor	91%	0%	9%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	1/1/2009	4285	16,426	64	Fair	26%	15%	59%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	1/1/2009	4287	8,424	59	Fair	15%	9%	76%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	12/25/1999	4290	190,751	62	Fair	89%	0%	11%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	1/1/2008	4292	92,514	68	Fair	85%	0%	15%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	GA TERMINAL APRON	AP GA	APRON	12/25/1999	4295	155,873	28	Very Poor	76%	16%	8%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2009	4430	6,770	83	Satisfactory	68%	0%	32%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNUP APRON 23	AP RU 23	APRON	1/1/2014	5120	22,440	84	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNUP APRON 32	AP RU 32	APRON	1/1/1991	5205	30,398	70	Fair	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNUP APRON 5	AP RU 5	APRON	1/1/2017	5125	25,559	100	Good	0%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	SOUTH APRON	AP S	APRON	1/1/2009	4305	126,087	89	Good	85%	0%	15%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	12/1/2014	6205	30,000	94	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	12/1/2014	6210	165,000	92	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	12/1/2014	6212	12,300	86	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2011	6215	24,414	82	Satisfactory	93%	0%	7%

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APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2011	6220	23,207	88	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	12/1/2014	6225	163,700	92	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	12/1/2014	6230	70,000	93	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6102	51,000	90	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2011	6104	25,500	90	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2011	6105	484,000	74	Satisfactory	68%	28%	4%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2011	6107	80,000	89	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2011	6110	242,000	80	Satisfactory	96%	0%	4%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2009	6115	45,000	74	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2011	6117	40,000	83	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2009	6120	22,500	77	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXILANE F	TL F	TAXILANE	5/16/2016	600	17,430	100	Good	85%	0%	15%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2017	101	37,011	100	Good	0%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2011	102	10,383	90	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2009	110	139,437	85	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	12/18/2014	111	4,844	86	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	12/18/2014	112	5,556	90	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2009	115	106,500	83	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2009	165	9,099	59	Fair	28%	0%	72%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2009	175	3,697	76	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2014	180	67,786	87	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A1	TW A1	TAXIWAY	1/1/2011	103	14,160	84	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A1	TW A1	TAXIWAY	1/1/2009	105	9,280	71	Satisfactory	100%	0%	0%

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APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/2009	106	11,802	82	Satisfactory	68%	0%	32%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/2011	108	23,437	92	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/2009	150	5,323	89	Good	97%	0%	3%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/2011	152	11,823	92	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A4	TW A4	TAXIWAY	1/1/2009	160	10,781	81	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A4	TW A4	TAXIWAY	1/1/2011	162	24,294	92	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A5	TW A5	TAXIWAY	1/1/2009	120	38,527	82	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY A6	TW A6	TAXIWAY	1/1/2009	130	31,582	79	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	12/18/2014	205	14,492	89	Good	84%	0%	16%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2009	220	3,842	83	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	12/25/2015	225	6,716	94	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2011	230	6,873	87	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2009	235	76,858	92	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	11/1/2018	236	17,113	100	Good	0%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2011	237	3,673	89	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	12/18/2014	260	9,585	91	Good	66%	0%	34%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2009	270	37,199	75	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2009	275	48,779	77	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B1	TW B1	TAXIWAY	1/1/2009	250	5,900	62	Fair	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B1	TW B1	TAXIWAY	12/18/2014	255	11,243	90	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY B3	TW B3	TAXIWAY	12/18/2014	245	9,353	91	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	12/18/2014	305	11,643	88	Good	92%	0%	8%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2009	307	11,462	80	Satisfactory	100%	0%	0%

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APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2009	310	102,686	82	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/1977	315	21,588	63	Fair	99%	0%	1%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2009	320	4,853	87	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2011	322	10,793	82	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2011	327	9,597	81	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2009	330	91,714	82	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	12/18/2014	355	14,777	94	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY C1	TW C1	TAXIWAY	12/18/2014	350	11,377	90	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY C3	TW C3	TAXIWAY	12/18/2014	340	9,377	85	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	11/1/2018	405	103,427	100	Good	0%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2009	410	10,191	83	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2009	415	27,000	77	Satisfactory	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2009	420	27,048	91	Good	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	11/1/2018	425	20,568	100	Good	0%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	6/1/2019	435	9,377	100	Good	0%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2018	460	126,127	100	Good	0%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY D2	TW D2	TAXIWAY	12/25/1999	1105	9,886	66	Fair	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY D2	TW D2	TAXIWAY	11/1/2018	1115	20,367	100	Good	0%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY D3	TW D3	TAXIWAY	12/25/1999	1110	14,000	32	Very Poor	67%	28%	5%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY D3	TW D3	TAXIWAY	11/1/2018	1120	20,465	100	Good	0%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY D5	TW D5	TAXIWAY	11/1/2018	450	27,806	100	Good	0%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/2008	505	46,109	70	Fair	100%	0%	0%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/2009	710	10,337	78	Satisfactory	100%	0%	0%

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APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/2009	715	6,318	81	Satisfactory	95%	0%	5%
APF	PR	NAPLES MUNICIPAL AIRPORT	1	TAXIWAY T	TW T	TAXIWAY	1/1/2009	2005	27,959	75	Satisfactory	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	EAST APRON	AP E	APRON	1/1/2003	4505	8,514	59	Fair	57%	0%	43%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	NE APRON	AP NE	APRON	1/1/1992	4205	3,000	35	Very Poor	71%	0%	29%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	NE APRON	AP NE	APRON	1/1/1969	4210	11,566	50	Poor	69%	26%	5%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	NE APRON	AP NE	APRON	1/1/2007	4215	60,357	83	Satisfactory	53%	0%	47%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	NORTHWEST APRON	AP NW	APRON	1/1/1990	4105	40,108	47	Poor	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	SOUTH APRON	AP S	APRON	1/1/2000	4305	57,173	30	Very Poor	87%	6%	7%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	SE APRON	AP SE	APRON	1/1/2000	4405	71,243	48	Poor	85%	0%	15%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	APRON T-HANG	AP T-HANG	TAXILANE	1/1/2003	4605	33,849	64	Fair	54%	0%	46%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	RUNWAY 10-28	RW 10-28	RUNWAY	12/1/2006	6205	220,324	76	Satisfactory	97%	0%	3%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/2001	6210	18,827	70	Fair	96%	0%	4%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	RUNWAY 10-28	RW 10-28	RUNWAY	12/1/2006	6215	37,125	71	Satisfactory	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	RUNWAY 10-28	RW 10-28	RUNWAY	12/1/2006	6220	2,625	64	Fair	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2001	6102	108,750	54	Poor	69%	0%	31%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2001	6104	134,350	76	Satisfactory	83%	0%	17%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2001	6105	215,625	75	Satisfactory	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2001	6110	78,675	77	Satisfactory	96%	0%	4%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1975	105	32,506	53	Poor	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1985	110	15,090	62	Fair	97%	0%	3%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1960	115	7,000	47	Poor	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1969	120	22,435	57	Fair	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2000	130	15,033	80	Satisfactory	100%	0%	0%

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AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1990	135	32,265	64	Fair	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2001	202	6,624	76	Satisfactory	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1969	205	3,838	48	Poor	83%	0%	17%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/1997	305	10,629	63	Fair	77%	0%	23%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1985	415	9,159	56	Fair	70%	0%	30%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/1997	502	61,155	68	Fair	73%	0%	27%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/1985	505	120,156	67	Fair	93%	0%	7%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/1980	405	19,279	40	Very Poor	98%	0%	2%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/2001	407	3,055	61	Fair	100%	0%	0%
AVO	GA	AVON PARK EXECUTIVE AIRPORT	1	TAXIWAY H	TW H	TAXIWAY	1/1/2003	605	28,704	60	Fair	70%	0%	30%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	APRON FBO	AP FBO	APRON	1/1/2007	4405	83,163	66	Fair	96%	0%	4%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	HOLD APRON ON TW A	AP H TW A	APRON	1/1/1942	5105	29,073	26	Very Poor	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1990	4105	24,590	54	Poor	94%	0%	6%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	2/1/2012	4107	39,764	86	Good	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1942	4110	254,768	23	Serious	1%	68%	31%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2014	4112	34,136	96	Good	0%	75%	25%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1990	4115	30,089	58	Fair	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1987	4120	4,597	63	Fair	81%	0%	19%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1990	4125	23,419	64	Fair	83%	0%	17%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1998	4127	6,397	59	Fair	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1942	4130	146,118	64	Fair	24%	11%	65%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1942	4132	17,250	15	Serious	1%	77%	22%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	T-HANGAR APRON	AP T-HANG	APRON	1/1/2004	4210	30,250	69	Fair	30%	44%	26%

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BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2001	6305	30,000	53	Poor	71%	0%	29%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2001	6310	55,000	49	Poor	75%	0%	25%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2001	6315	353,620	53	Poor	90%	0%	10%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2006	6320	40,640	78	Satisfactory	84%	0%	16%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2006	6105	30,000	83	Satisfactory	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2006	6110	20,000	87	Good	91%	0%	9%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2006	6115	440,000	80	Satisfactory	94%	0%	6%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2006	6118	9,250	73	Satisfactory	59%	0%	41%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2006	6120	170,750	88	Good	93%	0%	7%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2006	6124	30,000	78	Satisfactory	70%	0%	30%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2006	6125	30,000	82	Satisfactory	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2006	6130	20,000	86	Good	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1942	6205	350,236	22	Serious	96%	4%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1942	6210	175,118	26	Very Poor	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1942	6215	30,000	76	Satisfactory	42%	0%	58%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1942	6220	15,000	77	Satisfactory	46%	0%	54%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2001	6225	44,518	69	Fair	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2001	6230	22,390	66	Fair	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	T-HANGAR TAXILANE	T-HANG	TAXILANE	1/1/2004	4205	120,980	47	Poor	91%	9%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	T-HANGAR TAXILANE	T-HANG	TAXILANE	1/1/2004	4305	28,752	64	Fair	96%	0%	4%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	T-HANGAR TAXILANE	T-HANG	TAXILANE	9/1/2012	4310	10,686	89	Good	87%	0%	13%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY A1	TW A1	TAXIWAY	2/1/2012	105	93,327	82	Satisfactory	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	2/1/2012	110	33,575	86	Good	100%	0%	0%

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BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/2003	112	43,953	69	Fair	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/2006	114	6,638	84	Satisfactory	68%	0%	32%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/1987	115	44,009	41	Poor	92%	0%	8%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY C1	TW C1	TAXIWAY	7/1/2009	305	18,037	86	Good	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY C2	TW C2	TAXIWAY	1/1/1987	310	30,619	56	Fair	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY C3	TW C3	TAXIWAY	1/1/1987	315	41,491	58	Fair	98%	0%	2%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY C3	TW C3	TAXIWAY	1/1/1990	320	4,912	38	Very Poor	71%	0%	29%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	7/1/2009	405	95,846	81	Satisfactory	93%	0%	7%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	7/1/2009	407	15,000	83	Satisfactory	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	6/1/2016	410	72,003	100	Good	0%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	6/1/2016	415	76,821	100	Good	0%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2003	420	81,983	67	Fair	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2003	425	32,996	69	Fair	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/2006	605	10,259	76	Satisfactory	74%	0%	26%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/1971	610	30,778	42	Poor	96%	0%	4%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/2006	615	5,898	65	Fair	83%	0%	17%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	2/1/2012	620	37,090	88	Good	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/1971	705	32,612	39	Very Poor	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/1971	710	34,447	23	Serious	89%	0%	11%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY H	TW H	TAXIWAY	2/1/2012	802	3,573	84	Satisfactory	100%	0%	0%
BOW	GA	BARTOW MUNICIPAL AIRPORT	1	TAXIWAY H	TW H	TAXIWAY	2/1/2012	805	24,823	90	Good	100%	0%	0%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/1991	4105	53,330	65	Fair	90%	0%	10%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/2009	4205	44,603	92	Good	100%	0%	0%

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CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1991	6105	300,300	61	Fair	96%	0%	4%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	TAXILANE TO NORTH HANGARS	T-HANG N	TAXILANE	7/31/2008	240	34,675	92	Good	100%	0%	0%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	TAXILANE TO NORTH HANGARS	T-HANG N	TAXILANE	1/1/2014	245	28,742	94	Good	100%	0%	0%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	TAXILANE TO WEST HANGARS	T-HANG W	TAXILANE	1/1/1991	210	21,541	59	Fair	92%	0%	8%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	TAXILANE TO WEST HANGARS	T-HANG W	TAXILANE	1/1/1996	235	20,235	62	Fair	91%	0%	9%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	PARALLEL TAXIWAY	TW PARALL	TAXIWAY	1/1/1993	105	11,017	34	Very Poor	52%	0%	48%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	PARALLEL TAXIWAY	TW PARALL	TAXIWAY	1/1/1993	110	11,150	59	Fair	100%	0%	0%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	PARALLEL TAXIWAY	TW PARALL	TAXIWAY	1/1/1996	115	41,469	62	Fair	97%	0%	3%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	PARALLEL TAXIWAY	TW PARALL	TAXIWAY	1/1/1996	120	59,150	62	Fair	100%	0%	0%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	PARALLEL TAXIWAY	TW PARALL	TAXIWAY	1/1/1993	125	31,012	59	Fair	100%	0%	0%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	PARALLEL TAXIWAY	TW PARALL	TAXIWAY	1/1/1993	160	9,278	59	Fair	100%	0%	0%
CHN	GA	WAUCHULA MUNICIPAL AIRPORT	1	TAXIWAY TO HANGARS	TW T-HANG	TAXIWAY	1/1/1991	205	24,332	55	Poor	83%	0%	17%
FMY	RL	PAGE FIELD	1	EAST APRON - T-HANGARS	AP E	APRON	1/1/2002	4505	58,570	85	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD	1	EAST APRON - T-HANGARS	AP E	APRON	1/1/2002	4515	13,907	90	Good	100%	0%	0%
FMY	RL	PAGE FIELD	1	EAST APRON - T-HANGARS	AP E	APRON	1/1/2002	4520	72,634	89	Good	88%	0%	12%
FMY	RL	PAGE FIELD	1	EAST APRON - T-HANGARS	AP E	APRON	1/1/2002	4525	71,383	94	Good	100%	0%	0%
FMY	RL	PAGE FIELD	1	EAST APRON - T-HANGARS	AP E	APRON	1/1/2002	4530	27,056	83	Satisfactory	91%	0%	9%
FMY	RL	PAGE FIELD	1	APRON HELIPAD	AP HELI	APRON	1/1/2007	4705	93,555	87	Good	97%	0%	3%
FMY	RL	PAGE FIELD	1	NORTH APRON	AP N	APRON	1/1/1998	4305	331,560	57	Fair	70%	0%	30%
FMY	RL	PAGE FIELD	1	NORTHWEST RUN-UP APRON FOR RW 13	AP NW	APRON	12/25/1999	5105	11,434	66	Fair	96%	0%	4%
FMY	RL	PAGE FIELD	1	SOUTH APRON	AP S	APRON	1/1/2017	4103	10,944	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	SOUTH APRON	AP S	APRON	1/1/1998	4105	190,656	69	Fair	94%	0%	6%
FMY	RL	PAGE FIELD	1	SOUTH APRON	AP S	APRON	1/1/1998	4110	92,757	77	Satisfactory	87%	0%	13%

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FMY	RL	PAGE FIELD	1	SOUTH APRON	AP S	APRON	1/1/2003	4115	19,731	73	Satisfactory	96%	0%	4%
FMY	RL	PAGE FIELD	1	SOUTH APRON	AP S	APRON	1/1/1998	4120	131,633	49	Poor	99%	0%	1%
FMY	RL	PAGE FIELD	1	SOUTH & SE APRONS	AP SE	APRON	1/1/1998	4415	172,279	41	Poor	95%	0%	5%
FMY	RL	PAGE FIELD	1	SOUTH & SE APRONS	AP SE	APRON	1/1/2006	4420	249,512	78	Satisfactory	86%	0%	14%
FMY	RL	PAGE FIELD	1	SW FBO APRON	AP SW	APRON	1/1/1998	4205	118,829	74	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD	1	SW FBO APRON	AP SW	APRON	1/1/1966	4215	155,867	48	Poor	94%	0%	6%
FMY	RL	PAGE FIELD	1	SW FBO APRON	AP SW	APRON	1/1/1998	4220	49,071	52	Poor	100%	0%	0%
FMY	RL	PAGE FIELD	1	APRON T-HANG	AP T-HANG	APRON	1/1/2006	4605	169,083	84	Satisfactory	97%	0%	3%
FMY	RL	PAGE FIELD	1	APRON WEST	AP W	APRON	1/1/2009	4805	545,226	88	Good	87%	0%	13%
FMY	RL	PAGE FIELD	1	APRON WEST	AP W	APRON	1/1/2009	4818	15,664	92	Good	0%	0%	100%
FMY	RL	PAGE FIELD	1	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2018	6205	476,075	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2018	6210	238,758	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2017	6105	100,000	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2017	6110	50,000	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2017	6115	280,000	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2017	6120	140,000	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2017	6125	20,000	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2017	6130	10,000	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2017	6135	50,000	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2017	6140	25,000	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2017	6145	155,000	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2017	6150	77,500	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2017	6155	35,600	100	Good	0%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
FMY	RL	PAGE FIELD	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2017	6160	17,800	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY A	TW A	TAXIWAY	1/1/2017	103	12,403	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY A	TW A	TAXIWAY	1/1/2017	105	51,700	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY A	TW A	TAXIWAY	1/1/2017	107	12,878	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY A	TW A	TAXIWAY	1/1/2018	110	6,623	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY A	TW A	TAXIWAY	1/1/2017	111	132,526	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY A	TW A	TAXIWAY	1/1/2017	112	8,688	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY A	TW A	TAXIWAY	1/1/2017	114	73,900	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY A	TW A	TAXIWAY	1/1/1991	115	17,123	70	Fair	100%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY A1	TW A1	TAXIWAY	1/1/2017	123	20,509	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/2017	125	20,237	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/2017	145	41,023	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/1991	150	67,098	61	Fair	98%	0%	2%
FMY	RL	PAGE FIELD	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/2018	153	14,735	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/2017	155	26,707	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY A6	TW A6	TAXIWAY	1/1/1991	175	4,324	65	Fair	79%	0%	21%
FMY	RL	PAGE FIELD	1	TAXIWAY A6	TW A6	TAXIWAY	1/1/2017	178	4,732	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY A6	TW A6	TAXIWAY	1/1/2017	180	5,104	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY A7	TW A7	TAXIWAY	1/1/1991	120	28,228	72	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY B	TW B	TAXIWAY	1/1/1977	205	165,455	65	Fair	100%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY B	TW B	TAXIWAY	1/1/2017	206	20,559	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY B	TW B	TAXIWAY	1/1/2017	208	10,050	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY B	TW B	TAXIWAY	1/1/2017	210	27,327	100	Good	0%	0%	0%

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FMY	RL	PAGE FIELD	1	TAXIWAY B	TW B	TAXIWAY	1/1/1998	270	2,906	55	Poor	95%	0%	5%
FMY	RL	PAGE FIELD	1	TAXIWAY B1	TW B1	TAXIWAY	1/1/1997	207	19,766	67	Fair	100%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY B2	TW B2	TAXIWAY	1/1/2018	220	11,346	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY B3	TW B3	TAXIWAY	1/1/2018	260	11,346	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY B3	TW B3	TAXIWAY	1/1/1998	275	59,219	87	Good	89%	0%	11%
FMY	RL	PAGE FIELD	1	TAXIWAY C	TW C	TAXIWAY	1/1/2017	240	22,168	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY C	TW C	TAXIWAY	1/1/2017	245	121,801	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY C	TW C	TAXIWAY	1/1/2007	305	192,259	82	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY C	TW C	TAXIWAY	1/1/2017	306	24,962	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY C1	TW C1	TAXIWAY	1/1/2007	310	29,730	76	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY C2	TW C2	TAXIWAY	1/1/2007	320	42,197	75	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY C2	TW C2	TAXIWAY	1/1/2009	520	42,571	82	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY C3	TW C3	TAXIWAY	1/1/2009	525	23,833	89	Good	100%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY C5	TW C5	TAXIWAY	1/1/2017	330	26,412	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY C6	TW C6	TAXIWAY	1/1/2017	335	7,909	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY C6	TW C6	TAXIWAY	1/1/2017	345	8,342	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY C7	TW C7	TAXIWAY	1/1/2017	350	15,220	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY C8	TW C8	TAXIWAY	1/1/2017	355	15,632	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY C9	TW C9	TAXIWAY	1/1/2017	360	9,368	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY D	TW D	TAXIWAY	1/1/2017	134	31,481	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY D	TW D	TAXIWAY	1/1/1998	135	23,750	67	Fair	84%	0%	16%
FMY	RL	PAGE FIELD	1	TAXIWAY D	TW D	TAXIWAY	1/1/1998	136	9,753	61	Fair	90%	0%	10%
FMY	RL	PAGE FIELD	1	TAXIWAY D	TW D	TAXIWAY	1/1/1998	137	56,400	70	Fair	72%	0%	28%

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FMY	RL	PAGE FIELD	1	TAXIWAY D	TW D	TAXIWAY	1/1/1968	140	24,471	74	Satisfactory	95%	0%	5%
FMY	RL	PAGE FIELD	1	TAXIWAY D	TW D	TAXIWAY	1/1/2018	141	10,384	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY D	TW D	TAXIWAY	1/1/1998	143	9,551	80	Satisfactory	74%	0%	26%
FMY	RL	PAGE FIELD	1	TAXIWAY D2	TW D2	TAXIWAY	1/1/1977	160	13,679	29	Very Poor	68%	32%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY E	TW E	TAXIWAY	1/1/2017	147	22,529	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY E	TW E	TAXIWAY	1/1/2017	165	41,473	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY E	TW E	TAXIWAY	1/1/1998	265	8,453	76	Satisfactory	72%	0%	28%
FMY	RL	PAGE FIELD	1	TAXIWAY E	TW E	TAXIWAY	1/1/2018	503	49,788	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY E	TW E	TAXIWAY	1/1/2007	510	48,402	76	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY E	TW E	TAXIWAY	1/1/2007	512	31,577	75	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY E	TW E	TAXIWAY	1/1/2017	535	28,366	100	Good	0%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY E2	TW E2	TAXIWAY	1/1/2007	505	10,252	71	Satisfactory	100%	0%	0%
FMY	RL	PAGE FIELD	1	TAXIWAY E2	TW E2	TAXIWAY	1/1/2009	530	10,056	90	Good	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON AREA	AP	APRON	1/1/1986	4105	161,696	49	Poor	93%	0%	7%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON AREA	AP	APRON	1/1/1990	4110	174,018	41	Poor	94%	0%	6%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON AREA	AP	APRON	1/1/1960	4115	32,078	35	Very Poor	93%	0%	7%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON AREA	AP	APRON	1/1/1980	4120	49,139	52	Poor	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON AREA	AP	APRON	1/1/1997	4123	17,601	72	Satisfactory	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON AREA	AP	APRON	1/1/1980	4125	12,408	15	Serious	62%	29%	9%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON TO HANGAR	AP HANG	APRON	1/1/1995	4405	23,666	47	Poor	96%	0%	4%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON NORTH	AP N	APRON	1/1/2011	4505	188,239	82	Satisfactory	60%	0%	40%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TURNAROUND APRON RW 11-29	AP RW11-29	APRON	1/1/1997	5105	11,639	50	Poor	85%	0%	15%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TURNAROUND APRON RW 11-29	AP RW11-29	APRON	1/1/1997	5110	11,131	50	Poor	86%	0%	14%

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GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON T-HANGARS TAXILANES	AP T-HANG	APRON	1/1/1984	4205	159,635	55	Poor	77%	0%	23%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON T-HANGARS TAXILANES	AP T-HANG	APRON	1/1/2009	4210	13,307	87	Good	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	57	Fair	95%	0%	5%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON T-HANGARS TAXILANES	AP T-HANG	APRON	1/1/1984	4310	19,911	40	Very Poor	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	APRON WEST	AP W	APRON	1/1/1965	4705	37,020	12	Serious	71%	22%	7%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	RUNWAY 11-29	RW 11-29	RUNWAY	1/1/1997	6205	367,600	65	Fair	98%	0%	2%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	RUNWAY 11-29	RW 11-29	RUNWAY	1/1/2010	6210	22,301	86	Good	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6105	182,500	81	Satisfactory	88%	0%	12%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6110	182,500	88	Good	78%	0%	22%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6115	50,300	85	Satisfactory	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6117	50,300	89	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	82	Satisfactory	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6122	17,500	87	Good	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1997	110	62,789	63	Fair	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1997	115	2,744	37	Very Poor	75%	0%	25%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2002	320	23,750	51	Poor	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1997	405	7,000	51	Poor	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1960	410	43,255	32	Very Poor	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1997	417	10,400	58	Fair	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/1984	105	8,491	55	Poor	88%	0%	12%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1985	205	40,742	36	Very Poor	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1991	210	48,281	64	Fair	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2010	212	2,283	87	Good	100%	0%	0%

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GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1985	215	68,940	33	Very Poor	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2004	225	28,746	87	Good	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2010	230	12,000	86	Good	99%	0%	1%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1997	270	13,236	62	Fair	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2010	275	2,301	83	Satisfactory	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B1	TW B1	TAXIWAY	1/1/2004	240	10,879	71	Satisfactory	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B1	TW B1	TAXIWAY	1/1/2010	245	3,235	92	Good	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B2	TW B2	TAXIWAY	1/1/1985	250	8,852	41	Poor	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B2	TW B2	TAXIWAY	1/1/2010	255	2,494	89	Good	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B2	TW B2	TAXIWAY	1/1/1970	310	3,077	31	Very Poor	98%	0%	2%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B2	TW B2	TAXIWAY	1/1/1985	315	3,386	28	Very Poor	91%	0%	9%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B3	TW B3	TAXIWAY	1/1/1997	258	2,948	73	Satisfactory	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY B3	TW B3	TAXIWAY	1/1/1997	260	12,078	56	Fair	82%	0%	18%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/9/1998	330	38,971	77	Satisfactory	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY C3	TW C3	TAXIWAY	1/1/1960	305	22,138	60	Fair	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY C3	TW C3	TAXIWAY	1/1/2010	307	2,704	90	Good	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/9/1998	420	31,033	64	Fair	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/2009	605	51,882	78	Satisfactory	66%	0%	34%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY F1	TW F1	TAXIWAY	1/1/2009	610	7,988	85	Satisfactory	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY F1	TW F1	TAXIWAY	1/1/2010	612	2,702	86	Good	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY F2	TW F2	TAXIWAY	1/1/2009	615	7,725	89	Good	92%	0%	8%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY F2	TW F2	TAXIWAY	1/1/2010	617	4,418	92	Good	100%	0%	0%
GIF	GA	WINTER HAVEN'S GILBERT AIRPORT	1	TAXIWAY TO HANGAR	TW HANG	TAXIWAY	1/1/1965	4605	9,405	15	Serious	48%	52%	0%

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IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	APRON TO HANGARS	AP HANG	APRON	1/1/1998	4405	46,919	83	Satisfactory	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	APRON RUN-UP RW 27	AP RU RW27	APRON	11/1/2014	5105	25,727	94	Good	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	APRON RUN-UP RW 36	AP RU RW36	APRON	1/1/1998	4305	9,779	77	Satisfactory	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	APRON RUN-UP RW 36	AP RU RW36	APRON	1/1/2001	4310	6,046	70	Fair	87%	0%	13%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	APRON RUN-UP RW 36	AP RU RW36	APRON	1/1/2002	4315	18,864	88	Good	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	APRON RUN-UP RW 9	AP RU RW9	APRON	11/1/2014	5205	31,086	94	Good	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	SOUTH APRON AND FUELING RAMPS	AP S	APRON	1/1/1997	4205	29,873	78	Satisfactory	82%	0%	18%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	SOUTH APRON AND FUELING RAMPS	AP S	APRON	1/1/1998	4210	54,026	76	Satisfactory	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	SOUTH APRON AND FUELING RAMPS	AP S	APRON	7/31/2007	4215	48,256	87	Good	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	SOUTH APRON AND FUELING RAMPS	AP S	APRON	7/31/2007	4220	29,117	92	Good	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	CROP APRON	CROP AP	APRON	1/1/1987	4105	10,000	33	Very Poor	85%	0%	15%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1942	6105	30,000	28	Very Poor	7%	45%	48%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1942	6110	15,000	29	Very Poor	7%	69%	24%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1942	6115	406,752	24	Serious	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1942	6120	206,705	28	Very Poor	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/1942	6305	16,098	34	Very Poor	11%	52%	37%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/1942	6310	34,357	33	Very Poor	12%	49%	39%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	11/1/2014	6235	500,000	94	Good	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1942	205	222,150	25	Serious	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	11/1/2014	207	16,854	94	Good	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY A1	TW A1	TAXIWAY	1/1/1942	210	23,396	20	Serious	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	11/1/2014	225	25,177	94	Good	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	11/1/2014	230	22,664	94	Good	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	11/1/2014	105	75,000	94	Good	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1942	110	101,170	25	Serious	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	11/1/2014	120	12,050	92	Good	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	11/1/2014	125	65,249	93	Good	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY B	TW B1	TAXIWAY	11/1/2014	415	39,812	91	Good	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY B2	TW B2	TAXIWAY	11/1/2014	420	45,468	94	Good	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY B3	TW B3	TAXIWAY	11/1/2014	425	21,549	91	Good	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/1998	310	52,883	81	Satisfactory	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2007	315	73,566	83	Satisfactory	100%	0%	0%
IMM	GA	IMMOKALEE REGIONAL AIRPORT	1	TAXIWAY TO CROP AP	TW TO AP	TAXIWAY	1/1/1987	305	33,633	61	Fair	98%	0%	2%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	CENTER APRON	AP CENTER	APRON	1/1/2014	4705	211,428	83	Satisfactory	83%	0%	17%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	CENTER APRON	AP CENTER	APRON	1/1/2014	4710	47,426	90	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	CENTER APRON	AP CENTER	APRON	1/1/2014	4715	27,737	87	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	CENTER APRON	AP CENTER	APRON	1/1/2014	4720	13,260	89	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	CENTER APRON	AP CENTER	APRON	3/1/2014	4725	20,517	89	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	CENTER APRON	AP CENTER	APRON	1/1/2017	4730	33,280	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	CENTER APRON	AP CENTER	APRON	1/1/2017	4735	34,184	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2015	225	25,000	89	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2015	250	32,500	89	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2015	4105	80,200	92	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2015	4115	139,017	87	Good	87%	0%	13%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2011	4123	82,949	78	Satisfactory	94%	0%	6%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTH APRON	AP N	APRON	6/1/2018	4125	80,609	100	Good	0%	0%	0%

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LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTH APRON	AP N	APRON	12/25/1999	4140	127,950	60	Fair	97%	0%	3%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2011	4145	39,944	78	Satisfactory	56%	0%	44%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2015	4150	61,106	85	Satisfactory	55%	0%	45%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTHEAST APRON	AP NE	APRON	12/25/1999	4215	10,562	18	Serious	34%	63%	3%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	12/25/1999	4605	40,818	65	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	12/25/1999	4610	9,949	59	Fair	81%	0%	19%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	1/1/1944	4612	8,809	11	Serious	7%	85%	8%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	12/25/1999	4615	33,325	15	Serious	8%	82%	10%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	12/25/1999	4620	18,190	31	Very Poor	8%	92%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	12/25/1999	4625	26,470	70	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	12/25/1999	4630	1,780	62	Fair	22%	35%	43%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	1/1/2015	4640	124,349	91	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	12/25/1999	4645	6,608	49	Poor	78%	14%	8%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	12/25/2002	4650	2,273	86	Good	14%	75%	11%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	12/25/2010	4655	3,280	85	Satisfactory	80%	0%	20%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	1/1/2015	4660	36,799	92	Good	83%	0%	17%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	1/1/2005	4665	18,572	72	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	1/1/2018	4670	18,608	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	SOUTHWEST APRON RUN-UP	AP RU SW	APRON	12/25/1999	5105	7,735	41	Poor	45%	0%	55%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	SOUTH APRON	AP S	APRON	1/1/2015	4510	304,107	71	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	SOUTHEAST APRON	AP SE	APRON	1/1/1944	4307	5,199	29	Very Poor	8%	53%	39%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	SOUTHEAST APRON	AP SE	APRON	1/1/2005	4310	139,322	76	Satisfactory	89%	0%	11%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	SOUTHEAST APRON	AP SE	APRON	5/1/2017	4312	13,417	100	Good	0%	0%	0%

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LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	SOUTHEAST APRON	AP SE	APRON	5/1/2017	4315	189,950	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	SOUTHEAST APRON	AP SE	APRON	1/1/2016	4320	65,522	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	SOUTHEAST APRON	AP SE	APRON	1/1/2016	4325	3,000	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	SOUTHWEST APRON	AP SW	APRON	1/1/1992	905	105,514	52	Poor	99%	0%	1%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	SOUTHWEST APRON	AP SW	APRON	12/25/1999	915	11,499	15	Serious	86%	0%	14%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	SOUTHWEST APRON	AP SW	APRON	1/1/1944	917	4,533	9	Failed	8%	68%	24%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	SOUTHWEST APRON	AP SW	APRON	12/25/1999	920	4,963	54	Poor	98%	0%	2%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	SOUTHWEST APRON	AP SW	APRON	1/1/1944	922	4,572	6	Failed	5%	57%	38%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	SOUTHWEST APRON	AP SW	APRON	12/25/1999	925	14,432	38	Very Poor	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	SOUTHWEST APRON	AP SW	APRON	1/1/1944	927	4,824	19	Serious	8%	55%	37%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	SOUTHWEST APRON	AP SW	APRON	12/25/1999	4405	12,763	34	Very Poor	81%	19%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	SOUTHWEST APRON	AP SW	APRON	1/1/1944	4407	38,471	22	Serious	8%	67%	25%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	SOUTHWEST APRON	AP SW	APRON	12/25/1999	4410	14,742	14	Serious	63%	35%	2%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2005	6215	252,500	66	Fair	97%	0%	3%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2005	6220	126,250	71	Satisfactory	98%	0%	2%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2005	6245	166,242	67	Fair	94%	0%	6%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2005	6250	83,118	66	Fair	96%	0%	4%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2000	6255	39,564	64	Fair	86%	0%	14%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2000	6260	19,782	72	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	12/25/2015	6263	14,211	91	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	7/10/2014	6265	11,510	70	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	7/10/2014	6270	5,755	92	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	7/10/2014	6105	250,000	86	Good	100%	0%	0%

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LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	7/10/2014	6110	125,000	93	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2000	6115	100,000	66	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2000	6125	50,000	76	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2000	6130	30,000	65	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2000	6135	15,000	75	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2000	6140	7,292	75	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2000	6145	175,750	78	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2000	6150	370,833	66	Fair	98%	0%	2%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2000	6155	14,167	64	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2000	6160	9,457	64	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2014	6165	40,000	90	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2014	6170	20,000	91	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	7/10/2014	6175	27,450	89	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	7/10/2014	6180	11,250	66	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	12/25/2015	6182	28,800	90	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2018	105	130,355	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2018	110	54,893	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2018	130	296,484	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2018	131	57,957	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2000	150	107,625	65	Fair	96%	0%	4%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2000	151	10,105	68	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY A1	TW A1	TAXIWAY	1/1/2018	103	39,490	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	7/10/2014	113	3,120	89	Good	88%	0%	12%

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LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/1993	115	17,011	63	Fair	96%	0%	4%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/1993	120	20,210	70	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY A4	TW A4	TAXIWAY	1/1/2018	133	23,151	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY A5	TW A5	TAXIWAY	1/1/1999	155	57,635	70	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2018	205	46,473	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2018	207	22,787	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2003	210	164,555	71	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2013	215	158,909	90	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY B1	TW B1	TAXIWAY	1/1/2013	217	19,804	90	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY B2	TW B2	TAXIWAY	1/1/2003	209	28,288	72	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY B3	TW B3	TAXIWAY	1/1/2019	230	11,810	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2000	305	99,742	68	Fair	91%	0%	9%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2000	307	33,901	65	Fair	92%	0%	8%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2004	310	79,687	80	Satisfactory	93%	0%	7%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2016	403	113,058	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2016	405	80,693	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2016	410	53,031	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	12/25/1999	425	15,514	57	Fair	98%	0%	2%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	12/25/1999	430	6,072	50	Poor	94%	0%	6%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2016	435	48,487	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2013	440	4,241	88	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/2005	503	8,591	70	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	3/1/2014	505	11,700	79	Satisfactory	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/1992	510	139,573	57	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/1962	515	29,739	33	Very Poor	53%	47%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/1944	520	15,000	39	Very Poor	0%	85%	15%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/2006	523	3,900	80	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/1964	525	58,582	47	Poor	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/2016	526	43,803	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	12/25/1999	540	11,282	47	Poor	80%	0%	20%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	12/25/1999	545	8,501	52	Poor	81%	0%	19%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY E1	TW E1	TAXIWAY	3/1/2014	550	84,408	90	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/1986	615	38,505	46	Poor	98%	0%	2%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/2016	617	4,131	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/1944	619	4,591	21	Serious	8%	72%	20%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/2019	620	75,180	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/2011	625	17,219	83	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/2017	1210	22,862	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/2017	1215	39,232	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/2017	1225	43,687	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY H	TW H	TAXIWAY	1/1/2017	800	14,641	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY H	TW H	TAXIWAY	12/25/1999	805	96,842	51	Poor	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY H	TW H	TAXIWAY	1/1/2018	808	6,347	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY H	TW H	TAXIWAY	1/1/2011	810	34,008	85	Satisfactory	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY H	TW H	TAXIWAY	12/25/1999	820	8,990	46	Poor	82%	18%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY H	TW H	TAXIWAY	1/1/1944	822	4,846	29	Very Poor	11%	62%	27%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY J	TW J	TAXIWAY	12/25/1999	245	34,168	56	Fair	91%	0%	9%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY J	TW J	TAXIWAY	1/1/2018	1103	14,643	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY J	TW J	TAXIWAY	1/1/2011	1105	38,145	79	Satisfactory	90%	0%	10%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY K	TW K	TAXIWAY	1/1/2003	238	18,088	70	Fair	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY K	TW K	TAXIWAY	12/25/1999	240	35,856	51	Poor	84%	0%	16%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY M	TW M	TAXIWAY	1/1/2018	1305	69,327	100	Good	0%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY P	TW P	TAXIWAY	1/1/2008	1605	186,786	70	Fair	91%	0%	9%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY P1	TW P1	TAXIWAY	7/10/2014	1601	5,991	91	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY P1	TW P1	TAXIWAY	1/1/2008	1603	62,154	71	Satisfactory	93%	0%	7%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY P2	TW P2	TAXIWAY	7/10/2014	1608	3,101	90	Good	100%	0%	0%
LAL	RL	LAKELAND LINDER INTERNATIONAL AIRPORT	1	TAXIWAY P2	TW P2	TAXIWAY	1/1/2008	1610	26,579	65	Fair	90%	0%	10%
MKY	GA	MARCO ISLAND AIRPORT	1	NORTH APRON	AP N	APRON	10/1/2014	4205	209,077	94	Good	100%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2010	4210	42,455	92	Good	100%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	NW APRON	AP NW	APRON	1/1/1996	4105	12,198	76	Satisfactory	100%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	NW APRON	AP NW	APRON	1/11/2012	4110	14,881	92	Good	100%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	NW APRON	AP NW	APRON	1/11/2012	4115	13,114	94	Good	100%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	NW APRON	AP NW	APRON	1/11/2012	4120	167,162	92	Good	100%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	RUNWAY 17-35	RW 17-35	RUNWAY	10/1/2014	6105	500,000	94	Good	100%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/11/2012	105	14,884	82	Satisfactory	100%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	10/1/2014	107	3,172	94	Good	100%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/11/2012	110	133,080	94	Good	100%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	10/1/2014	205	3,882	94	Good	100%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/11/2012	305	5,198	94	Good	100%	0%	0%

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MKY	GA	MARCO ISLAND AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	10/1/2014	310	4,298	94	Good	100%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/11/2012	405	5,198	94	Good	100%	0%	0%
MKY	GA	MARCO ISLAND AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	10/1/2014	410	4,298	94	Good	100%	0%	0%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	APRON	AP	APRON	12/31/2007	4105	139,680	79	Satisfactory	81%	0%	19%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	APRON	AP	APRON	12/31/2007	4110	53,454	65	Fair	70%	0%	30%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2003	6205	281,325	56	Fair	75%	0%	25%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	3/15/2011	6210	11,325	92	Good	100%	0%	0%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	7/31/2008	6105	250,000	71	Satisfactory	98%	0%	2%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	7/31/2008	6107	250,000	85	Satisfactory	95%	0%	5%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	T-HANGAR TAXILANE	T-HANG	TAXILANE	12/25/1999	4205	17,395	65	Fair	100%	0%	0%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	3/15/2011	105	75,503	85	Satisfactory	80%	0%	20%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	3/15/2011	110	104,973	87	Good	100%	0%	0%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1998	115	2,137	67	Fair	78%	0%	22%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1998	130	1,391	40	Very Poor	48%	0%	52%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	3/15/2011	117	17,464	90	Good	100%	0%	0%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	3/15/2011	120	17,791	88	Good	100%	0%	0%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1991	205	151,420	52	Poor	78%	0%	22%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	3/15/2011	210	9,422	89	Good	100%	0%	0%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	3/15/2011	305	31,940	88	Good	100%	0%	0%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1991	405	14,810	64	Fair	100%	0%	0%
OBE	GA	OKEECHOBEE COUNTY AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	3/15/2011	410	5,148	87	Good	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	MAIN APRON	AP MAIN	APRON	1/1/2009	4205	278,175	87	Good	0%	13%	87%
PGD	PR	PUNTA GORDA AIRPORT	1	MAIN APRON	AP MAIN	APRON	1/1/2009	4206	194,550	77	Satisfactory	94%	0%	6%

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PGD	PR	PUNTA GORDA AIRPORT	1	MAIN APRON	AP MAIN	APRON	12/25/1995	4208	10,625	63	Fair	0%	0%	100%
PGD	PR	PUNTA GORDA AIRPORT	1	MAIN APRON	AP MAIN	APRON	1/1/2007	4210	14,657	88	Good	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	MAIN APRON	AP MAIN	APRON	1/1/2007	4215	32,858	76	Satisfactory	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	MAIN APRON	AP MAIN	APRON	1/1/2009	4220	31,145	80	Satisfactory	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	MAIN APRON	AP MAIN	APRON	7/2/2018	4225	102,541	100	Good	0%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	MAIN APRON	AP MAIN	APRON	7/2/2018	4230	30,430	100	Good	0%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	NORTH APRON	AP N	APRON	12/25/1999	4305	221,433	56	Fair	93%	0%	7%
PGD	PR	PUNTA GORDA AIRPORT	1	NORTH APRON	AP N	APRON	12/25/1999	4320	98,202	59	Fair	98%	0%	2%
PGD	PR	PUNTA GORDA AIRPORT	1	SOUTH GA APRON	AP S	APRON	1/1/1992	4105	192,015	53	Poor	98%	0%	2%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2002	6205	6,582	65	Fair	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2002	6210	494,128	59	Fair	69%	12%	19%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2002	6215	253,378	68	Fair	92%	0%	8%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2002	6220	53,287	66	Fair	91%	0%	9%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2002	6225	26,644	83	Satisfactory	95%	0%	5%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2000	6105	520,000	50	Poor	54%	45%	1%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2000	6110	262,500	77	Satisfactory	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2000	6115	149,200	67	Fair	89%	10%	1%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2000	6120	72,100	78	Satisfactory	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2007	6125	50,300	58	Fair	35%	46%	19%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2007	6130	25,150	82	Satisfactory	79%	0%	21%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2006	6305	151,500	60	Fair	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2006	6310	33,102	86	Good	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXILANE TO T-HANGARS	TL T-HANG	TAXILANE	1/1/2006	4505	79,013	81	Satisfactory	100%	0%	0%

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PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	9/1/2016	320	162,031	100	Good	0%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2009	330	271,000	50	Poor	40%	48%	12%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/2009	365	38,414	67	Fair	54%	46%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/1993	305	48,969	72	Satisfactory	66%	34%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2009	310	158,559	58	Fair	33%	66%	1%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	9/1/2016	315	23,546	100	Good	0%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/1993	350	3,675	62	Fair	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2002	102	83,519	36	Very Poor	23%	68%	9%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1993	115	214,000	35	Very Poor	32%	67%	1%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1993	120	43,181	58	Fair	84%	0%	16%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1993	155	4,146	64	Fair	96%	0%	4%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1993	160	2,534	78	Satisfactory	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1992	172	3,508	58	Fair	97%	0%	3%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1993	180	10,800	77	Satisfactory	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1993	195	3,304	69	Fair	84%	0%	16%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/2006	410	19,242	78	Satisfactory	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/2004	415	70,611	83	Satisfactory	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY E1	TW E1	TAXIWAY	1/1/2010	450	7,748	62	Fair	97%	0%	3%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	12/25/1999	1105	50,341	62	Fair	99%	0%	1%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/1993	110	34,930	54	Poor	43%	53%	4%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY TO NORTH T-HANGARS	TW N T-HAN	TAXIWAY	1/1/1989	215	6,938	35	Very Poor	34%	18%	48%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	1/1/1992	4405	22,295	62	Fair	81%	19%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	1/1/1990	4410	15,629	59	Fair	96%	0%	4%

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PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	12/25/1999	4415	7,080	80	Satisfactory	96%	0%	4%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	1/1/1992	4420	45,846	62	Fair	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	1/1/1992	4425	27,208	64	Fair	100%	0%	0%
PGD	PR	PUNTA GORDA AIRPORT	1	TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	1/1/2003	4430	14,668	68	Fair	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	CARGO APRON	AP CARGO	APRON	1/1/2004	4105	306,672	67	Fair	82%	0%	18%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	CARGO APRON	AP CARGO	APRON	1/1/1990	4110	217,932	42	Poor	8%	80%	12%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	CARGO APRON	AP CARGO	APRON	1/1/2004	4115	31,550	76	Satisfactory	87%	0%	13%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	CARGO APRON	AP CARGO	APRON	1/1/1990	4120	64,065	33	Very Poor	95%	0%	5%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	FBO APRON	AP FBO	APRON	1/1/1982	4205	306,945	53	Poor	92%	0%	8%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	APRON GA	AP GA	APRON	1/1/2000	4505	309,375	66	Fair	79%	0%	21%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	NORTH APRON (GA & TERMINAL)	AP N	APRON	1/1/1993	4305	51,536	45	Poor	99%	0%	1%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	NORTH APRON (GA & TERMINAL)	AP N	APRON	1/1/1981	4310	894,457	62	Fair	69%	0%	31%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	NORTH APRON (GA & TERMINAL)	AP N	APRON	1/1/1981	4315	335,066	50	Poor	9%	3%	88%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	NORTH APRON (GA & TERMINAL)	AP N	APRON	1/1/1981	4320	210,753	25	Serious	5%	17%	78%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	NORTH APRON (GA & TERMINAL)	AP N	APRON	1/1/1993	4325	9,799	34	Very Poor	86%	0%	14%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	NORTH APRON (GA & TERMINAL)	AP N	APRON	1/1/1998	4330	104,168	64	Fair	96%	0%	4%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	NORTH APRON (GA & TERMINAL)	AP N	APRON	1/1/1998	4335	89,800	79	Satisfactory	8%	36%	56%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	NORTH APRON (GA & TERMINAL)	AP N	APRON	1/1/1998	4340	115,483	67	Fair	13%	4%	83%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	SOUTH APRON	AP S	APRON	1/1/2005	4405	273,648	73	Satisfactory	63%	34%	3%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	SOUTH APRON	AP S	APRON	1/1/2005	4410	338,558	85	Satisfactory	0%	7%	93%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	SOUTH APRON	AP S	APRON	1/1/2005	4415	1,015,413	73	Satisfactory	96%	0%	4%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	SOUTH APRON	AP S	APRON	1/1/2005	4420	316,440	84	Satisfactory	11%	6%	83%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	SOUTH APRON	AP S	APRON	1/1/2005	4425	282,885	72	Satisfactory	85%	0%	15%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	SOUTH APRON	AP S	APRON	1/1/2005	4430	365,980	80	Satisfactory	8%	8%	84%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/2006	6104	300,000	75	Satisfactory	67%	26%	7%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/2006	6105	840,000	69	Fair	79%	12%	9%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/2006	6106	240,000	71	Satisfactory	95%	0%	5%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/2006	6110	420,000	76	Satisfactory	85%	0%	15%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2006	104	90,000	72	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2006	105	652,500	79	Satisfactory	68%	25%	7%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2006	106	71,250	60	Fair	79%	0%	21%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2006	108	15,000	82	Satisfactory	94%	0%	6%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2006	109	71,250	50	Poor	45%	42%	13%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A1	TW A1	TAXIWAY	1/1/2006	103	41,214	45	Poor	68%	21%	11%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A10	TW A10	TAXIWAY	1/1/2006	107	41,225	57	Fair	74%	22%	4%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/2006	205	6,253	71	Satisfactory	78%	0%	22%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/2006	210	6,095	68	Fair	76%	0%	24%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/2006	215	20,920	72	Satisfactory	92%	0%	8%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/2006	216	15,036	64	Fair	58%	0%	42%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/2004	305	52,363	61	Fair	84%	0%	16%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/2004	310	27,601	75	Satisfactory	91%	0%	9%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A4	TW A4	TAXIWAY	1/1/2006	405	41,112	64	Fair	81%	0%	19%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A4	TW A4	TAXIWAY	1/1/2006	415	54,221	65	Fair	75%	0%	25%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A4	TW A4	TAXIWAY	1/1/2004	417	32,475	71	Satisfactory	87%	0%	13%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A4	TW A4	TAXIWAY	1/1/2004	420	47,568	65	Fair	71%	0%	29%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A5	TW A5	TAXIWAY	1/1/2006	505	32,212	70	Fair	66%	0%	34%

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RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A5	TW A5	TAXIWAY	1/1/2006	510	63,154	66	Fair	89%	0%	11%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A5	TW A5	TAXIWAY	1/1/2006	550	3,572	78	Satisfactory	92%	0%	8%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A5	TW A5	TAXIWAY	1/1/1982	555	26,463	52	Poor	56%	35%	9%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A6	TW A6	TAXIWAY	1/1/2006	605	20,803	61	Fair	84%	0%	16%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A6	TW A6	TAXIWAY	1/1/2006	610	11,779	63	Fair	64%	0%	36%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A6	TW A6	TAXIWAY	1/1/2006	615	62,148	69	Fair	63%	0%	37%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A6	TW A6	TAXIWAY	1/1/2006	620	10,268	84	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A6	TW A6	TAXIWAY	1/1/2006	625	19,914	74	Satisfactory	75%	0%	25%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A6	TW A6	TAXIWAY	1/1/2006	630	51,095	65	Fair	75%	0%	25%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A7	TW A7	TAXIWAY	1/1/2006	705	33,018	64	Fair	87%	0%	13%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A7	TW A7	TAXIWAY	1/1/2006	715	62,592	67	Fair	85%	0%	15%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A7	TW A7	TAXIWAY	1/1/2006	720	10,319	80	Satisfactory	89%	0%	11%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A7	TW A7	TAXIWAY	1/1/2006	725	18,985	60	Fair	51%	21%	28%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A7	TW A7	TAXIWAY	1/1/2006	730	44,816	61	Fair	67%	0%	33%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A8	TW A8	TAXIWAY	1/1/2006	805	42,625	68	Fair	72%	0%	28%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A8	TW A8	TAXIWAY	1/1/2006	815	52,835	77	Satisfactory	92%	0%	8%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A8	TW A8	TAXIWAY	1/1/2006	820	10,268	83	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A8	TW A8	TAXIWAY	1/1/2006	825	19,914	71	Satisfactory	56%	0%	44%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A8	TW A8	TAXIWAY	1/1/2006	830	51,041	62	Fair	62%	21%	17%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A9	TW A9	TAXIWAY	1/1/2006	905	7,542	75	Satisfactory	97%	0%	3%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A9	TW A9	TAXIWAY	1/1/2006	910	33,294	65	Fair	75%	0%	25%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY A9	TW A9	TAXIWAY	1/1/2006	912	8,923	80	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/2005	250	239,045	43	Poor	20%	79%	1%

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RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/2005	255	201,189	58	Fair	39%	51%	10%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/2005	260	487,698	54	Poor	42%	46%	12%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY F1	TW F1	TAXIWAY	1/1/2005	240	48,083	79	Satisfactory	61%	0%	39%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY F2	TW F2	TAXIWAY	1/1/2005	425	75,802	70	Fair	79%	16%	5%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY F3	TW F3	TAXIWAY	1/1/2005	520	80,129	66	Fair	80%	16%	4%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY F4	TW F4	TAXIWAY	1/1/2005	525	74,713	64	Fair	77%	12%	11%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY F5	TW F5	TAXIWAY	1/1/2005	650	53,885	66	Fair	79%	21%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY F6	TW F6	TAXIWAY	1/1/2005	655	72,076	65	Fair	94%	0%	6%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY F7	TW F7	TAXIWAY	1/1/2005	750	59,387	59	Fair	74%	23%	3%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY F8	TW F8	TAXIWAY	1/1/2005	950	65,943	69	Fair	80%	0%	20%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY F9	TW F9	TAXIWAY	1/1/2005	270	48,514	74	Satisfactory	68%	24%	8%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/2005	1205	90,091	66	Fair	55%	45%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	1/1/2005	1210	173,181	47	Poor	36%	59%	5%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY G1	TW G1	TAXIWAY	1/1/2005	430	73,615	70	Fair	56%	41%	3%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY G2	TW G2	TAXIWAY	1/1/2005	530	70,650	47	Poor	33%	65%	2%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY G3	TW G3	TAXIWAY	1/1/2014	1010	63,722	85	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY G4	TW G4	TAXIWAY	1/1/2005	540	68,762	73	Satisfactory	94%	0%	6%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY G5	TW G5	TAXIWAY	1/1/2014	1030	41,880	87	Good	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY G5	TW G5	TAXIWAY	1/1/2014	1035	36,395	84	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY G6	TW G6	TAXIWAY	1/1/2014	1040	42,233	70	Fair	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY G6	TW G6	TAXIWAY	1/1/2014	1045	40,136	89	Good	91%	0%	9%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY H	TW H	TAXIWAY	1/1/2014	1005	170,148	89	Good	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY H	TW H	TAXIWAY	1/1/2014	1020	74,814	87	Good	100%	0%	0%

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RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY J	TW J	TAXIWAY	1/1/2005	535	247,210	54	Poor	41%	57%	2%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY K	TW K	TAXIWAY	1/1/2014	1025	183,737	81	Satisfactory	100%	0%	0%
RSW	PR	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	1	TAXIWAY L	TW L	TAXIWAY	1/1/2014	1015	271,686	83	Satisfactory	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	APRON	AP	APRON	1/1/1942	4105	954,796	26	Very Poor	6%	62%	32%
SEF	GA	SEBRING REGIONAL AIRPORT	1	RUN UP APRON	AP RU	APRON	1/1/2003	415	33,540	85	Satisfactory	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	RUN UP APRON	AP RU	APRON	1/1/2001	5110	31,951	70	Fair	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	T-HANGAR APRON	AP T-HANG	APRON	1/1/2007	4115	125,007	72	Satisfactory	71%	0%	29%
SEF	GA	SEBRING REGIONAL AIRPORT	1	T-HANGAR APRON	AP T-HANG	APRON	1/1/2007	4120	15,909	79	Satisfactory	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	T-HANGAR APRON	AP T-HANG	APRON	1/1/2007	4125	29,215	71	Satisfactory	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	RUNWAY 01-19	RW 01-19	RUNWAY	1/1/2013	6105	527,744	93	Good	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2010	6205	479,927	78	Satisfactory	96%	0%	4%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/2001	405	191,244	83	Satisfactory	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/2003	420	55,719	84	Satisfactory	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/2010	422	26,514	85	Satisfactory	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY A1	TW A1	TAXIWAY	1/1/2001	605	11,502	76	Satisfactory	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY A1	TW A1	TAXIWAY	1/1/2013	610	13,223	94	Good	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/2013	105	19,296	94	Good	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/1987	110	24,061	77	Satisfactory	70%	0%	30%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/1987	115	3,298	37	Very Poor	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/1987	205	25,673	83	Satisfactory	90%	0%	10%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/2013	210	16,931	90	Good	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/1987	215	2,587	41	Poor	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY A4	TW A4	TAXIWAY	1/1/2003	320	9,745	80	Satisfactory	100%	0%	0%

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SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY A4	TW A4	TAXIWAY	1/1/2013	325	15,390	91	Good	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2010	305	35,167	75	Satisfactory	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2010	315	30,239	89	Good	100%	0%	0%
SEF	GA	SEBRING REGIONAL AIRPORT	1	TAXIWAY T-HANGARS	TW T-HANG	TAXILANE	1/1/1995	505	34,611	49	Poor	83%	0%	17%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	EAST APRON	AP E	APRON	12/25/1994	4210	3,900	26	Very Poor	9%	61%	30%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TERMINAL APRON	AP TERM	APRON	1/1/1989	4105	685,188	97	Good	71%	0%	29%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TERMINAL APRON	AP TERM	APRON	1/1/1983	4110	422,965	96	Good	75%	0%	25%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TERMINAL APRON	AP TERM	APRON	1/1/1989	4115	35,200	100	Good	75%	0%	25%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TERMINAL APRON	AP TERM	APRON	1/1/1989	4120	70,800	88	Good	0%	0%	100%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TERMINAL APRON	AP TERM	APRON	1/1/1989	4125	45,080	88	Good	0%	0%	100%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TERMINAL APRON	AP TERM	APRON	1/1/1984	4130	368,000	98	Good	0%	0%	100%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	AP W	AP W	APRON	12/25/1998	4610	6,650	94	Good	31%	0%	69%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2001	6102	115,000	83	Satisfactory	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2007	6105	100,000	84	Satisfactory	86%	0%	14%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2001	6108	57,500	82	Satisfactory	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2007	6110	50,000	81	Satisfactory	55%	0%	45%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2007	6115	50,000	86	Good	89%	0%	11%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2007	6120	25,000	82	Satisfactory	75%	0%	25%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2007	6125	400,500	85	Satisfactory	85%	0%	15%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2007	6130	200,250	82	Satisfactory	57%	0%	43%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2007	6135	50,000	87	Good	86%	0%	14%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2007	6140	25,000	86	Good	76%	0%	24%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2007	6145	100,000	86	Good	80%	0%	20%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2007	6150	50,000	88	Good	78%	0%	22%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2001	6155	134,500	89	Good	92%	0%	8%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2001	6160	67,250	93	Good	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2010	6205	485,831	88	Good	85%	0%	15%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2010	6210	242,915	88	Good	69%	0%	31%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	APRON T-HANGARS WEST	TL AP W	TAXILANE	12/25/1998	4605	100,722	91	Good	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXILANE NORTHEAST	TL NE	TAXILANE	12/25/2006	3005	55,325	94	Good	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXILANE NORTHEAST	TL NE	TAXILANE	12/25/2003	3010	43,681	79	Satisfactory	96%	0%	4%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXILANE NORTHEAST	TL NE	TAXILANE	6/1/2018	3015	12,142	100	Good	0%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXILANE NORTHEAST	TL NE	TAXILANE	12/25/1998	3020	46,100	82	Satisfactory	91%	0%	9%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2001	103	110,514	71	Satisfactory	31%	69%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2010	105	123,186	74	Satisfactory	63%	0%	37%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2010	110	119,270	78	Satisfactory	63%	0%	37%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2010	115	20,371	80	Satisfactory	54%	0%	46%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2010	120	193,796	79	Satisfactory	67%	0%	33%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2010	125	102,225	77	Satisfactory	66%	0%	34%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2001	126	30,753	80	Satisfactory	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2002	128	124,368	85	Satisfactory	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2001	195	30,044	86	Good	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY A1	TW A1	TAXIWAY	1/1/2002	190	38,481	83	Satisfactory	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY A10	TW A10	TAXIWAY	1/1/2001	127	38,539	88	Good	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/1993	185	35,555	69	Fair	80%	0%	20%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/2010	175	38,350	80	Satisfactory	58%	0%	42%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/2010	180	15,845	84	Satisfactory	77%	0%	23%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY A4	TW A4	TAXIWAY	1/1/2010	170	38,808	61	Fair	63%	0%	37%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY A7	TW A7	TAXIWAY	1/1/2010	155	35,813	65	Fair	49%	0%	51%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY A8	TW A8	TAXIWAY	1/1/2010	145	31,777	89	Good	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY A9	TW A9	TAXIWAY	1/1/2010	130	10,830	77	Satisfactory	80%	0%	20%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY A9	TW A9	TAXIWAY	1/1/2001	135	25,046	72	Satisfactory	81%	0%	19%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY TO DOLPHIN APRON	TW AP DOLP	TAXIWAY	1/1/1993	122	12,538	68	Fair	58%	27%	15%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY TO DOLPHIN APRON	TW AP DOLP	TAXIWAY	1/1/1993	124	14,535	88	Good	91%	0%	9%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY TO EAST APRON	TW AP E	TAXIWAY	1/1/1980	602	29,806	64	Fair	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2010	203	23,710	94	Good	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1977	205	7,200	64	Fair	89%	0%	11%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1977	210	168,433	41	Poor	83%	0%	17%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	12/25/2002	211	12,058	59	Fair	98%	0%	2%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2010	215	26,159	90	Good	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	11/14/2011	225	186,792	85	Satisfactory	75%	0%	25%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2010	230	19,201	81	Satisfactory	52%	0%	48%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY B1	TW B1	TAXIWAY	12/25/2005	260	18,379	80	Satisfactory	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY B1	TW B1	TAXIWAY	1/1/2010	265	13,111	92	Good	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	12/25/2002	303	191,641	74	Satisfactory	82%	0%	18%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	12/25/2002	305	88,506	58	Fair	80%	19%	1%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2010	320	13,872	85	Satisfactory	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2010	330	18,094	94	Good	98%	0%	2%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	12/25/2004	335	340,865	64	Fair	96%	0%	4%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY C1	TW C1	TAXIWAY	12/25/2004	345	32,704	67	Fair	97%	0%	3%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY C2	TW C2	TAXIWAY	12/25/2004	340	36,914	69	Fair	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY C3	TW C3	TAXIWAY	12/25/2002	315	35,788	77	Satisfactory	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY C4	TW C4	TAXIWAY	12/25/2002	310	37,673	76	Satisfactory	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2001	405	88,300	77	Satisfactory	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2010	415	24,545	88	Good	84%	0%	16%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	12/25/2010	425	32,831	94	Good	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	12/25/2004	430	195,052	80	Satisfactory	95%	0%	5%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/1992	435	6,042	60	Fair	70%	0%	30%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	12/25/2004	505	90,559	69	Fair	96%	0%	4%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/2010	605	21,519	83	Satisfactory	71%	0%	29%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	1/1/1993	610	94,932	63	Fair	83%	0%	17%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	12/25/2004	625	25,498	57	Fair	77%	0%	23%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	12/25/2010	630	110,224	84	Satisfactory	87%	0%	13%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	12/25/2005	635	16,460	88	Good	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	12/25/2004	645	13,980	66	Fair	96%	0%	4%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY G	TW G	TAXIWAY	12/25/2010	705	75,944	78	Satisfactory	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY H	TW H	TAXIWAY	12/25/2005	805	85,417	81	Satisfactory	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY H	TW H	TAXIWAY	1/1/2010	810	24,978	94	Good	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY J	TW J	TAXIWAY	12/25/2005	1005	76,394	70	Fair	68%	0%	32%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY J	TW J	TAXIWAY	12/25/2013	1010	55,392	78	Satisfactory	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY R	TW R	TAXIWAY	1/1/1993	1825	44,574	61	Fair	100%	0%	0%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY R	TW R	TAXIWAY	1/1/1993	1835	18,891	65	Fair	74%	0%	26%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY R	TW R	TAXIWAY	1/1/1993	1840	11,151	66	Fair	70%	0%	30%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY R	TW R	TAXIWAY	1/1/1993	1845	31,533	59	Fair	46%	0%	54%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY R	TW R	TAXIWAY	1/1/1993	1850	10,853	54	Poor	65%	0%	35%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY R	TW R	TAXIWAY	1/1/1983	1860	24,275	43	Poor	71%	0%	29%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY T1	TW T1	TAXIWAY	12/25/1998	2005	18,726	68	Fair	68%	0%	32%
SRQ	PR	SARASOTA/BRADENTON INTERNATIONAL AIRPORT	1	TAXIWAY T2	TW T2	TAXIWAY	12/25/1998	2010	6,382	74	Satisfactory	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/2018	4102	164,918	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/2017	4103	45,587	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/1942	4105	112,872	21	Serious	13%	61%	26%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/2017	4107	90,832	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	APRON	AP	APRON	12/25/1999	4115	35,804	4	Failed	6%	61%	33%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/2018	4120	57,693	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/2015	4125	53,301	91	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/2017	4127	19,505	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/2015	4130	5,580	94	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/2015	4140	73,011	93	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	CENTER APRON (OLD RW9-27)	AP CENTER	APRON	1/1/2017	4405	120,111	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	CENTER APRON (OLD RW9-27)	AP CENTER	APRON	1/1/2017	4415	46,412	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	26,551	94	Good	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	94	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	12/1/2006	6105	413,900	76	Satisfactory	99%	0%	1%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	12/1/2006	6110	196,950	74	Satisfactory	82%	0%	18%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	12/1/2006	6115	30,000	67	Fair	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	12/1/2006	6120	20,000	61	Fair	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	12/1/2006	6125	30,000	68	Fair	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	12/1/2006	6130	20,000	63	Fair	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2013	6135	26,100	93	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2013	6140	13,050	90	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	5/9/2017	6145	64,500	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 13-31	RW 13-31	RUNWAY	5/9/2017	6150	32,250	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2013	6205	255,000	90	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2013	6210	350,820	94	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2013	6215	18,000	94	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2013	6220	27,000	92	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2013	6225	18,000	94	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2013	6230	27,000	94	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2013	6240	13,680	86	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2013	6250	18,000	94	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	GA T-HANGARS	T-HANG	TAXIWAY	1/1/2003	605	17,687	69	Fair	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	GA T-HANGARS	T-HANG	TAXIWAY	1/1/2003	610	42,593	66	Fair	91%	0%	9%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	GA T-HANGARS	T-HANG	TAXIWAY	12/25/1994	620	103,188	54	Poor	94%	0%	6%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	GA T-HANGARS	T-HANG	TAXIWAY	1/1/2003	705	36,074	79	Satisfactory	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	GA T-HANGARS	T-HANG	TAXIWAY	12/25/1997	708	11,509	68	Fair	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	GA T-HANGARS	T-HANG	TAXIWAY	12/25/1994	710	42,414	49	Poor	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	GA T-HANGARS	T-HANG	TAXIWAY	1/1/2012	715	12,818	92	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	GA T-HANGARS	T-HANG	TAXIWAY	1/1/2012	720	5,418	92	Good	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
VNC	RL	VENICE MUNICIPAL AIRPORT	1	GA T-HANGARS	T-HANG	TAXIWAY	1/1/2012	725	17,455	94	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	GA T-HANGARS	T-HANG	TAXIWAY	11/1/2013	730	18,001	59	Fair	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	GA T-HANGARS	T-HANG	TAXIWAY	1/1/2018	735	21,879	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2015	105	55,145	94	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2015	110	53,584	89	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2015	115	52,281	92	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2013	120	9,988	90	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	12/1/2006	125	5,738	66	Fair	88%	0%	12%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2017	220	30,324	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2013	225	12,448	91	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2017	230	17,274	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	5/9/2017	235	23,085	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2015	315	84,284	94	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	5/9/2017	400	39,559	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	5/9/2017	405	76,074	100	Good	0%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY D	TW D	TAXIWAY	1/1/2013	410	18,193	94	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/2013	505	62,102	94	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/2013	510	10,168	92	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/2015	515	22,576	94	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY E	TW E	TAXIWAY	1/1/2013	550	9,260	94	Good	100%	0%	0%
VNC	RL	VENICE MUNICIPAL AIRPORT	1	TAXIWAY F	TW F	TAXIWAY	5/9/2017	450	11,590	100	Good	0%	0%	0%
X01	GA	EVERGLADES AIRPARK	1	APRON	AP	APRON	1/1/1969	4103	2,700	63	Fair	95%	0%	5%
X01	GA	EVERGLADES AIRPARK	1	APRON	AP	APRON	1/1/1996	4105	22,921	76	Satisfactory	100%	0%	0%

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X01	GA	EVERGLADES AIRPARK	1	APRON	AP	APRON	1/1/1997	4110	12,546	83	Satisfactory	100%	0%	0%
X01	GA	EVERGLADES AIRPARK	1	RUN UP APRON	AP RU RW15	APRON	1/1/2003	5105	3,500	77	Satisfactory	100%	0%	0%
X01	GA	EVERGLADES AIRPARK	1	RUN UP APRON	AP RU RW33	APRON	1/1/2003	4120	4,663	74	Satisfactory	100%	0%	0%
X01	GA	EVERGLADES AIRPARK	1	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/1969	6105	32,850	49	Poor	100%	0%	0%
X01	GA	EVERGLADES AIRPARK	1	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/1969	6110	61,150	33	Very Poor	99%	0%	1%
X01	GA	EVERGLADES AIRPARK	1	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/1969	6115	26,300	52	Poor	100%	0%	0%
X01	GA	EVERGLADES AIRPARK	1	TAXIWAY A	TW A	TAXIWAY	1/1/1997	105	13,850	72	Satisfactory	100%	0%	0%
X01	GA	EVERGLADES AIRPARK	1	TAXIWAY A	TW A	TAXIWAY	3/1/2005	110	33,525	69	Fair	100%	0%	0%
X01	GA	EVERGLADES AIRPARK	1	TAXIWAY A	TW A	TAXIWAY	1/1/2003	115	3,886	66	Fair	98%	0%	2%
X01	GA	EVERGLADES AIRPARK	1	TAXIWAY A	TW A	TAXIWAY	1/1/2003	125	2,214	56	Fair	98%	0%	2%
X01	GA	EVERGLADES AIRPARK	1	TAXIWAY A	TW A	TAXIWAY	1/1/2014	130	12,060	93	Good	88%	0%	12%
X01	GA	EVERGLADES AIRPARK	1	TAXIWAY A CONNECTOR	TW A CONN	TAXIWAY	1/1/1997	205	5,409	72	Satisfactory	100%	0%	0%
X06	GA	ARCADIA MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/1985	4105	71,100	61	Fair	100%	0%	0%
X06	GA	ARCADIA MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/1987	4110	15,103	59	Fair	100%	0%	0%
X06	GA	ARCADIA MUNICIPAL AIRPORT	1	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/1985	6105	277,500	64	Fair	97%	0%	3%
X06	GA	ARCADIA MUNICIPAL AIRPORT	1	TAXIWAY	TW	TAXIWAY	1/1/1985	105	158,069	62	Fair	100%	0%	0%
X06	GA	ARCADIA MUNICIPAL AIRPORT	1	TAXIWAY	TW	TAXIWAY	1/1/1985	110	7,846	61	Fair	100%	0%	0%
X06	GA	ARCADIA MUNICIPAL AIRPORT	1	TAXIWAY	TW	TAXIWAY	1/1/1985	115	4,273	50	Poor	100%	0%	0%
X06	GA	ARCADIA MUNICIPAL AIRPORT	1	HANGAR TAXIWAY	TW HANGAR	TAXIWAY	1/1/2000	210	13,163	27	Very Poor	100%	0%	0%
X06	GA	ARCADIA MUNICIPAL AIRPORT	1	HANGAR TAXIWAY	TW HANGAR	TAXIWAY	1/1/2000	220	6,642	36	Very Poor	99%	0%	1%
X06	GA	ARCADIA MUNICIPAL AIRPORT	1	HANGAR TAXIWAY	TW HANGAR	TAXIWAY	1/1/2000	230	18,891	26	Very Poor	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/1988	4105	108,406	42	Poor	99%	0%	1%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	APRON	AP	APRON	1/1/2000	4110	27,382	48	Poor	80%	20%	0%

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X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	APRON	AP	APRON	7/31/2008	4115	18,790	84	Satisfactory	93%	0%	7%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	APRON	AP	APRON	7/31/2008	4205	37,971	85	Satisfactory	90%	0%	10%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/1997	6205	290,145	58	Fair	94%	0%	6%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/1997	6206	3,155	62	Fair	96%	0%	4%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	RUNWAY 6-24	RW 6-24	RUNWAY	6/1/2017	6105	400,000	100	Good	0%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1978	105	85,999	41	Poor	83%	17%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1988	110	3,314	20	Serious	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1997	115	1,989	60	Fair	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1997	120	2,159	62	Fair	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/1978	125	10,727	47	Poor	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	9/1/2014	130	57,272	94	Good	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY A1	TW A1	TAXIWAY	9/1/2014	500	12,935	94	Good	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1978	205	14,037	55	Poor	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2004	207	8,945	62	Fair	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/2004	210	18,096	63	Fair	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	1/1/1997	215	2,166	62	Fair	100%	0%	0%
X07	GA	LAKE WALES MUNICIPAL AIRPORT	1	TAXIWAY C	TW C	TAXIWAY	1/1/2004	305	32,049	66	Fair	100%	0%	0%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1992	4110	120,823	45	Poor	94%	0%	6%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1980	4115	15,424	49	Poor	100%	0%	0%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1980	4120	20,565	32	Very Poor	100%	0%	0%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1994	4135	5,077	18	Serious	91%	9%	0%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/1997	4140	5,361	42	Poor	80%	0%	20%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2015	4145	64,837	100	Good	0%	0%	0%

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X14	GA	LABELLE MUNICIPAL AIRPORT	1	NORTH APRON	AP N	APRON	1/1/2005	4180	2,740	87	Good	53%	0%	47%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	1/1/1989	4160	32,354	28	Very Poor	100%	0%	0%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	NORTHWEST APRON	AP NW	APRON	1/1/1980	4165	4,482	23	Serious	76%	6%	18%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	APRON T-HANG	AP T-HANG	APRON	1/1/2005	4305	62,326	70	Fair	87%	0%	13%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2005	6105	394,125	88	Good	100%	0%	0%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	TAXILANETO TW B	TL B	TAXILANE	3/1/2011	4205	25,555	86	Good	100%	0%	0%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	TAXILANE TO NW AP	TL NW AP	TAXILANE	1/1/1975	605	9,425	15	Serious	94%	0%	6%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2005	105	156,983	86	Good	100%	0%	0%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2005	120	8,224	85	Satisfactory	100%	0%	0%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	TAXIWAY A	TW A	TAXIWAY	1/1/2005	405	32,734	83	Satisfactory	100%	0%	0%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	TAXIWAY A1	TW A1	TAXIWAY	1/1/2005	305	9,142	87	Good	100%	0%	0%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	TAXIWAY A2	TW A2	TAXIWAY	1/1/2005	205	9,142	76	Satisfactory	100%	0%	0%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	TAXIWAY A3	TW A3	TAXIWAY	1/1/2005	110	9,142	84	Satisfactory	100%	0%	0%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	TAXIWAY A4	TW A4	TAXIWAY	1/1/2005	115	9,142	75	Satisfactory	100%	0%	0%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	3/1/2011	805	7,613	90	Good	100%	0%	0%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	TAXIWAY B	TW B	TAXIWAY	3/1/2011	810	7,419	88	Good	100%	0%	0%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	SOUTH EAST TAXIWAY TO NORTH RAMP	TW SE NR	TAXIWAY	12/25/1999	705	20,295	50	Poor	100%	0%	0%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	TAXIWAY TO HANGARS	TW TO HANG	TAXIWAY	1/1/2005	510	7,382	69	Fair	100%	0%	0%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	TAXIWAY TO RUNWAY	TW TO RW	TAXIWAY	1/1/1989	905	10,000	38	Very Poor	100%	0%	0%
X14	GA	LABELLE MUNICIPAL AIRPORT	1	TAXIWAY TO RUNWAY	TW TO RW	TAXIWAY	1/1/2005	910	9,707	83	Satisfactory	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	APRON	AP	APRON	10/1/2013	4105	170,574	90	Good	90%	0%	10%
24J	GA	SUWANNEE COUNTY AIRPORT	2	APRON RUN-UP	AP RU	APRON	1/1/2007	4205	20,937	64	Fair	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	APRON RUN-UP	AP RU	APRON	1/1/2004	4210	3,816	64	Fair	100%	0%	0%

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24J	GA	SUWANNEE COUNTY AIRPORT	2	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/2006	6105	76,725	76	Satisfactory	92%	0%	8%
24J	GA	SUWANNEE COUNTY AIRPORT	2	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/2006	6110	223,650	73	Satisfactory	97%	0%	3%
24J	GA	SUWANNEE COUNTY AIRPORT	2	TL to T-HANGAR	T-HANGAR	TAXILANE	1/1/1990	4110	3,332	64	Fair	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	TL to T-HANGAR	T-HANGAR	TAXILANE	1/1/2004	4115	25,656	65	Fair	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	TL to T-HANGAR	T-HANGAR	TAXILANE	7/1/2006	4120	26,729	60	Fair	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	TL to T-HANGAR	T-HANGAR	TAXILANE	1/1/2008	4125	9,768	72	Satisfactory	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1990	105	49,503	70	Fair	92%	0%	8%
24J	GA	SUWANNEE COUNTY AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2004	110	100,648	72	Satisfactory	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2004	145	8,266	81	Satisfactory	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	TAXIWAY A1	TW A1	TAXIWAY	1/1/1990	115	11,269	63	Fair	88%	0%	12%
24J	GA	SUWANNEE COUNTY AIRPORT	2	TAXIWAY A2	TW A2	TAXIWAY	1/1/2000	125	8,551	81	Satisfactory	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/2004	135	8,551	81	Satisfactory	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2007	205	13,924	72	Satisfactory	100%	0%	0%
24J	GA	SUWANNEE COUNTY AIRPORT	2	TW to APRON	TW to AP	TAXIWAY	1/1/1990	305	2,718	52	Poor	91%	0%	9%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	APRON	AP	APRON	7/1/2010	4105	39,323	91	Good	67%	0%	33%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	APRON	AP	APRON	7/1/2010	4115	170,262	91	Good	75%	0%	25%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	APRON	AP	APRON	1/1/2015	4120	37,638	100	Good	0%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	APRON	AP	APRON	1/1/1986	4215	29,007	40	Very Poor	50%	37%	13%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	Run-Up Apron RW 27	AP RU 27	APRON	1/1/2011	5105	29,317	94	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	5,235	87	Good	81%	0%	19%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	Run-Up Apron RW 35	AP RU 35	APRON	1/1/2013	5210	6,736	87	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	EAST T-HANGAR TAXILANES	E T-HANG	TAXILANE	12/25/1999	4305	15,004	59	Fair	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	EAST T-HANGAR TAXILANES	E T-HANG	TAXILANE	7/1/2009	4310	11,792	82	Satisfactory	98%	0%	2%

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28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	EAST T-HANGAR TAXILANES	E T-HANG	TAXILANE	6/1/2015	4315	8,845	100	Good	0%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	NORTH T-HANGARS TAXILANES	N T-HANG	TAXILANE	12/25/1999	4205	21,999	41	Poor	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	NORTH T-HANGARS TAXILANES	N T-HANG	TAXILANE	12/25/1999	4210	46,739	33	Very Poor	89%	11%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	NORTH T-HANGARS TAXILANES	N T-HANG	TAXILANE	12/25/1999	4220	17,646	50	Poor	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	RUNWAY 17-35	RW 17-35	RUNWAY	7/1/2009	6205	242,316	92	Good	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	93	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2011	6105	255,800	90	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	90	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2011	6115	103,700	88	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY A	TW A	TAXIWAY	1/1/2003	100	53,572	71	Satisfactory	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY A	TW A	TAXIWAY	1/1/2011	103	1,709	89	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY A	TW A	TAXIWAY	1/1/2006	105	129,791	75	Satisfactory	86%	0%	14%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY A	TW A	TAXIWAY	1/1/2006	107	7,472	35	Very Poor	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY A	TW A	TAXIWAY	1/1/2006	110	60,917	80	Satisfactory	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY A	TW A	TAXIWAY	1/1/2011	120	3,723	88	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY A	TW A	TAXIWAY	1/1/2006	125	13,575	33	Very Poor	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY A1	TW A1	TAXIWAY	1/1/2011	115	2,993	88	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY A1	TW A1	TAXIWAY	1/1/2006	117	20,449	78	Satisfactory	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY B	TW B	TAXIWAY	7/1/2008	205	69,160	83	Satisfactory	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY B	TW B	TAXIWAY	7/1/2008	210	29,104	86	Good	88%	0%	12%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY B	TW B	TAXIWAY	7/1/2008	215	16,000	41	Poor	17%	0%	83%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY B	TW B	TAXIWAY	1/1/2011	220	3,433	88	Good	89%	0%	11%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY B	TW B	TAXIWAY	1/1/2006	225	12,691	52	Poor	94%	0%	6%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY B	TW B	TAXIWAY	7/1/2008	230	11,803	79	Satisfactory	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY C	TW C	TAXIWAY	7/1/2012	303	2,119	76	Satisfactory	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY C	TW C	TAXIWAY	1/1/2013	305	32,590	92	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY C	TW C	TAXIWAY	7/1/2010	306	8,714	79	Satisfactory	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY C	TW C	TAXIWAY	1/1/2013	310	66,344	90	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY C	TW C	TAXIWAY	1/1/2011	311	3,314	81	Satisfactory	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY C	TW C	TAXIWAY	1/1/2011	315	5,043	87	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY C1	TW C1	TAXIWAY	1/1/2013	330	17,330	87	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY C2	TW C2	TAXIWAY	7/1/2009	320	18,074	92	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY C3	TW C3	TAXIWAY	1/1/2013	405	13,867	94	Good	100%	0%	0%
28J	GA	PALATKA MUNICIPAL - LT. KAY LARKIN FIELD	2	TAXIWAY C3	TW C3	TAXIWAY	7/1/2010	410	4,920	86	Good	100%	0%	0%
40J	GA	PERRY-FOLEY AIRPORT	2	APRON	AP	APRON	1/1/1945	4105	339,332	38	Very Poor	8%	64%	28%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 12-30	RW 12-30	RUNWAY	1/1/1945	6105	10,250	35	Very Poor	13%	54%	33%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 12-30	RW 12-30	RUNWAY	1/1/1945	6110	45,034	46	Poor	15%	48%	37%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 12-30	RW 12-30	RUNWAY	1/1/1997	6115	434,400	63	Fair	100%	0%	0%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 12-30	RW 12-30	RUNWAY	1/1/1945	6125	32,882	46	Poor	16%	63%	21%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 12-30	RW 12-30	RUNWAY	1/1/1945	6130	4,875	34	Very Poor	8%	66%	26%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1945	6305	10,996	52	Poor	0%	47%	53%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1945	6310	35,176	54	Poor	0%	32%	68%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2013	6315	438,000	89	Good	100%	0%	0%
40J	GA	PERRY-FOLEY AIRPORT	2	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1945	6325	21,407	54	Poor	19%	58%	23%
40J	GA	PERRY-FOLEY AIRPORT	2	T-HANGAR TAXILANE	T-HANGAR	TAXILANE	7/1/2009	4110	30,807	90	Good	100%	0%	0%
40J	GA	PERRY-FOLEY AIRPORT	2	TAXIWAY A & B	TW A & B	TAXIWAY	1/1/1995	105	131,781	58	Fair	95%	0%	5%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
40J	GA	PERRY-FOLEY AIRPORT	2	TAXIWAY A & B	TW A & B	TAXIWAY	1/1/1995	110	111,959	59	Fair	100%	0%	0%
40J	GA	PERRY-FOLEY AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/1995	205	152,818	56	Fair	100%	0%	0%
40J	GA	PERRY-FOLEY AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/1995	210	57,791	59	Fair	100%	0%	0%
40J	GA	PERRY-FOLEY AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/1945	215	5,000	22	Serious	72%	28%	0%
42J	GA	KEYSTONE AIRPARK	2	APRON	AP	APRON	1/1/1943	4105	167,821	64	Fair	0%	47%	53%
42J	GA	KEYSTONE AIRPARK	2	APRON	AP	APRON	1/1/2016	4110	42,163	100	Good	0%	0%	0%
42J	GA	KEYSTONE AIRPARK	2	APRON T-HANGARS	AP T-HANG	APRON	1/1/1943	4505	24,431	31	Very Poor	13%	85%	2%
42J	GA	KEYSTONE AIRPARK	2	APRON T-HANGARS	AP T-HANG	APRON	1/1/2004	4510	40,735	78	Satisfactory	92%	0%	8%
42J	GA	KEYSTONE AIRPARK	2	APRON T-HANGARS	AP T-HANG	APRON	1/1/2008	4515	15,277	52	Poor	100%	0%	0%
42J	GA	KEYSTONE AIRPARK	2	APRON T-HANGARS	AP T-HANG	APRON	1/1/2009	4520	61,168	35	Very Poor	46%	10%	44%
42J	GA	KEYSTONE AIRPARK	2	RUNWAY 11-29	RW 11-29	RUNWAY	1/1/1942	6205	22,286	43	Poor	19%	46%	35%
42J	GA	KEYSTONE AIRPARK	2	RUNWAY 11-29	RW 11-29	RUNWAY	1/1/1991	6215	329,625	55	Poor	100%	0%	0%
42J	GA	KEYSTONE AIRPARK	2	RUNWAY 11-29	RW 11-29	RUNWAY	1/1/1942	6220	28,125	39	Very Poor	7%	62%	31%
42J	GA	KEYSTONE AIRPARK	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1943	6105	15,000	43	Poor	8%	42%	50%
42J	GA	KEYSTONE AIRPARK	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1943	6110	18,125	41	Poor	8%	57%	35%
42J	GA	KEYSTONE AIRPARK	2	RUNWAY 5-23	RW 5-23	RUNWAY	7/1/2010	6115	220,000	81	Satisfactory	92%	0%	8%
42J	GA	KEYSTONE AIRPARK	2	RUNWAY 5-23	RW 5-23	RUNWAY	7/1/2010	6120	220,000	85	Satisfactory	93%	0%	7%
42J	GA	KEYSTONE AIRPARK	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1943	6130	15,627	50	Poor	10%	42%	48%
42J	GA	KEYSTONE AIRPARK	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1943	6135	19,518	49	Poor	10%	58%	32%
42J	GA	KEYSTONE AIRPARK	2	TAXIWAY A	TW A	TAXIWAY	1/1/1987	105	195,631	35	Very Poor	100%	0%	0%
42J	GA	KEYSTONE AIRPARK	2	TAXIWAY B	TW B	TAXIWAY	1/1/1987	205	19,612	49	Poor	100%	0%	0%
42J	GA	KEYSTONE AIRPARK	2	TAXIWAY B	TW B	TAXIWAY	1/1/1997	210	77,412	51	Poor	96%	0%	4%
42J	GA	KEYSTONE AIRPARK	2	TAXIWAY B	TW B	TAXIWAY	1/1/1997	220	14,679	53	Poor	81%	0%	19%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
42J	GA	KEYSTONE AIRPARK	2	TAXIWAY C	TW C	TAXIWAY	1/1/1997	305	92,494	58	Fair	99%	0%	1%
42J	GA	KEYSTONE AIRPARK	2	TAXIWAY E - CONNECTOR TO T-HANGAR	TW E	TAXIWAY	1/1/1990	505	31,823	58	Fair	97%	0%	3%
CDK	GA	GEORGE T. LEWIS AIRPORT	2	APRON	AP	APRON	1/1/1970	4105	19,944	23	Serious	79%	0%	21%
CDK	GA	GEORGE T. LEWIS AIRPORT	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1980	6105	173,801	28	Very Poor	100%	0%	0%
CDK	GA	GEORGE T. LEWIS AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1970	105	7,156	16	Serious	97%	0%	3%
CDK	GA	GEORGE T. LEWIS AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1980	110	2,500	29	Very Poor	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	FAA APRON	AP FAA	APRON	1/1/2004	4505	147,450	80	Satisfactory	61%	0%	39%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	FAA APRON	AP FAA	APRON	1/1/2004	4510	6,400	78	Satisfactory	30%	0%	70%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	NORTH APRON	AP N	APRON	7/1/2018	4205	24,445	100	Good	0%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	NORTH APRON	AP N	APRON	7/1/2018	4210	265,650	100	Good	0%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	NORTH APRON	AP N	APRON	7/1/2018	4215	22,406	100	Good	0%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	NORTH APRON	AP N	APRON	12/25/1994	4220	27,322	30	Very Poor	56%	38%	6%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	NW APRON	AP NW	APRON	1/1/1991	4305	41,023	63	Fair	95%	0%	5%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	NW APRON	AP NW	APRON	7/1/2018	4310	204,437	100	Good	0%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	NW APRON	AP NW	APRON	7/1/2018	4320	56,781	100	Good	0%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	RUN-UP APRON AT RW 5	AP RU RW 5	APRON	1/1/2003	5205	22,135	77	Satisfactory	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	RUN-UP APRON AT RW 14	AP RU RW14	APRON	1/1/2010	5310	24,645	71	Satisfactory	84%	0%	16%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	RUN-UP APRON AT RW 23	AP RU RW23	APRON	1/1/2005	5105	12,030	73	Satisfactory	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	RUN-UP APRON AT RW 23	AP RU RW23	APRON	1/1/2019	5110	6,117	100	Good	0%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	SOUTH APRON	AP S	APRON	7/1/2018	4105	185,265	100	Good	0%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	SOUTH APRON	AP S	APRON	7/1/2018	4115	15,813	100	Good	0%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	12/25/1999	4405	8,887	12	Serious	7%	82%	11%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	1/1/2014	4406	2,417	86	Good	97%	0%	3%

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CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	12/25/1999	4407	14,286	56	Fair	92%	0%	8%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	1/1/2019	4410	12,829	100	Good	0%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	1/1/2002	4415	23,211	68	Fair	84%	0%	16%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	12/25/1994	4420	12,167	67	Fair	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	1/1/2006	4430	4,074	26	Very Poor	41%	0%	59%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	1/1/2007	4435	20,729	74	Satisfactory	75%	0%	25%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2019	6205	45,000	100	Good	0%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2019	6210	355,800	100	Good	0%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2011	6105	363,800	68	Fair	95%	0%	5%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2019	6110	25,800	100	Good	0%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXILANE A3	TL A3	TAXILANE	1/1/2019	153	69,029	100	Good	0%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXILANE A3	TL A3	TAXILANE	1/1/2007	155	19,174	79	Satisfactory	95%	0%	5%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2010	105	74,656	57	Fair	86%	0%	14%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2019	110	6,423	100	Good	0%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2005	120	37,712	72	Satisfactory	76%	0%	24%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A1	TW A1	TAXIWAY	1/1/2005	130	22,201	84	Satisfactory	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A2	TW A2	TAXIWAY	1/1/2010	132	3,131	69	Fair	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A2	TW A2	TAXIWAY	1/1/1991	135	6,046	57	Fair	96%	0%	4%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/2019	142	13,123	100	Good	0%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/2001	145	4,606	72	Satisfactory	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/2010	150	4,850	81	Satisfactory	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A4	TW A4	TAXIWAY	1/1/2010	160	5,193	66	Fair	96%	0%	4%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A4	TW A4	TAXIWAY	7/1/2018	165	5,091	100	Good	0%	0%	0%

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CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A5	TW A5	TAXIWAY	7/1/2018	170	5,011	100	Good	0%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A5	TW A5	TAXIWAY	1/1/2010	175	5,069	55	Poor	73%	0%	27%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A5	TW A5	TAXIWAY	1/1/2010	180	8,126	64	Fair	67%	0%	33%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY A5	TW A5	TAXIWAY	1/1/2019	185	13,533	100	Good	0%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2005	215	29,838	77	Satisfactory	99%	0%	1%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2010	225	59,500	55	Poor	93%	0%	7%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2003	227	5,899	70	Fair	99%	0%	1%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2011	230	3,679	81	Satisfactory	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2003	235	26,915	68	Fair	78%	0%	22%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B1	TW B1	TAXIWAY	12/25/1994	210	7,110	59	Fair	83%	0%	17%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B2	TW B2	TAXIWAY	1/1/2011	220	3,863	81	Satisfactory	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B2	TW B2	TAXIWAY	1/1/2003	240	11,812	69	Fair	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B2	TW B2	TAXIWAY	1/1/2010	242	4,802	82	Satisfactory	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B2	TW B2	TAXIWAY	12/25/1994	243	6,422	42	Poor	75%	13%	12%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B3	TW B3	TAXIWAY	1/1/2010	244	3,380	70	Fair	92%	0%	8%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B4	TW B4	TAXIWAY	1/2/1984	245	9,056	31	Very Poor	76%	15%	9%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B4	TW B4	TAXIWAY	1/1/2010	250	15,426	67	Fair	91%	0%	9%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B4	TW B4	TAXIWAY	1/1/2011	265	3,169	80	Satisfactory	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B5	TW B5	TAXIWAY	1/1/1991	255	4,433	51	Poor	80%	0%	20%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY B5	TW B5	TAXIWAY	1/1/2005	260	5,545	80	Satisfactory	83%	0%	17%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2019	305	24,696	100	Good	0%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2019	310	5,648	100	Good	0%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	12/25/2010	320	16,569	57	Fair	94%	0%	6%

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CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2005	455	12,087	80	Satisfactory	70%	0%	30%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2005	460	29,215	78	Satisfactory	93%	0%	7%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY E	TW E	TAXIWAY	1/1/2019	505	14,164	100	Good	0%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY F	TW F	TAXIWAY	1/1/2019	605	9,632	100	Good	0%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY F	TW F	TAXIWAY	1/1/2019	610	5,562	100	Good	0%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY G	TW G	TAXIWAY	1/1/2003	765	65,079	73	Satisfactory	100%	0%	0%
CRG	RL	JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT	2	TAXIWAY G	TW G	TAXIWAY	1/1/2004	770	9,691	75	Satisfactory	100%	0%	0%
CTY	GA	CROSS CITY AIRPORT	2	APRON	AP	APRON	1/1/1942	4105	266,464	39	Very Poor	2%	63%	35%
CTY	GA	CROSS CITY AIRPORT	2	APRON	AP	APRON	1/1/2006	4110	6,463	64	Fair	25%	0%	75%
CTY	GA	CROSS CITY AIRPORT	2	APRON	AP	APRON	1/1/2007	4115	4,047	48	Poor	15%	48%	37%
CTY	GA	CROSS CITY AIRPORT	2	APRON	AP	APRON	1/1/1999	4120	2,844	37	Very Poor	2%	67%	31%
CTY	GA	CROSS CITY AIRPORT	2	T-HANGAR APRON	AP T-HANG	APRON	1/1/2006	4205	13,049	82	Satisfactory	100%	0%	0%
CTY	GA	CROSS CITY AIRPORT	2	T-HANGAR APRON	AP T-HANG	APRON	1/1/2017	4210	29,553	100	Good	0%	0%	0%
CTY	GA	CROSS CITY AIRPORT	2	RUNWAY 13-31	RW 13-31	RUNWAY	12/1/2015	6105	470,100	100	Good	0%	0%	0%
CTY	GA	CROSS CITY AIRPORT	2	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/1942	6110	30,000	50	Poor	3%	49%	48%
CTY	GA	CROSS CITY AIRPORT	2	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/1989	6205	11,250	38	Very Poor	100%	0%	0%
CTY	GA	CROSS CITY AIRPORT	2	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/1993	6210	386,400	66	Fair	98%	0%	2%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY A - PARALLEL RW 13-31	TW A	TAXIWAY	1/1/1989	105	19,211	31	Very 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	57	Fair	99%	0%	1%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY A - PARALLEL RW 13-31	TW A	TAXIWAY	1/1/1989	115	14,383	43	Poor	100%	0%	0%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY A - PARALLEL RW 13-31	TW A	TAXIWAY	1/1/1942	120	3,438	41	Poor	8%	75%	17%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY A - PARALLEL RW 13-31	TW A	TAXIWAY	1/1/1989	170	8,149	55	Poor	91%	0%	9%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY A - PARALLEL RW 13-31	TW A	TAXIWAY	1/1/1989	175	9,701	47	Poor	97%	0%	3%

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CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY A1	TW A1	TAXIWAY	1/1/1989	150	7,840	26	Very Poor	100%	0%	0%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY A1	TW A1	TAXIWAY	1/1/1989	155	7,685	45	Poor	74%	26%	0%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY A2	TW A2	TAXIWAY	1/1/1989	160	21,140	50	Poor	100%	0%	0%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/1989	165	19,127	52	Poor	97%	0%	3%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/1989	205	11,081	55	Poor	100%	0%	0%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/1995	207	10,500	50	Poor	98%	0%	2%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/1993	210	180,691	61	Fair	100%	0%	0%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY B1	TW B1	TAXIWAY	1/1/1993	215	19,048	66	Fair	100%	0%	0%
CTY	GA	CROSS CITY AIRPORT	2	TAXIWAY B2	TW B2	TAXIWAY	1/1/1993	220	19,010	58	Fair	95%	0%	5%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	NORTH APRON - TERMINAL	AP N	APRON	1/1/2014	4205	30,473	90	Good	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	NORTH APRON - TERMINAL	AP N	APRON	1/1/2014	4210	23,464	94	Good	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	NORTH APRON - TERMINAL	AP N	APRON	1/1/1993	4215	155,925	55	Poor	75%	0%	25%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	NORTH APRON - TERMINAL	AP N	APRON	1/1/1944	4220	23,835	1	Failed	5%	76%	19%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	NORTH APRON - TERMINAL	AP N	APRON	1/1/2004	4240	113,573	85	Satisfactory	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	NORTHWEST APRON	AP NW	APRON	1/1/2000	4105	11,190	36	Very Poor	52%	0%	48%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	NORTHWEST APRON	AP NW	APRON	1/1/1987	4110	14,280	33	Very Poor	76%	10%	14%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	NORTH RUN UP APRON	AP RU N	APRON	1/1/2004	4510	7,368	58	Fair	72%	0%	28%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	T-HANGAR APRON	AP T-HANG	APRON	12/25/2000	4305	19,403	85	Satisfactory	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	T-HANGAR APRON	AP T-HANG	APRON	1/1/1987	4307	28,110	56	Fair	81%	0%	19%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	T-HANGAR APRON	AP T-HANG	APRON	12/25/1999	4310	18,438	69	Fair	94%	0%	6%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2010	6215	479,466	65	Fair	98%	0%	2%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2004	6225	11,592	64	Fair	96%	0%	4%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2004	6105	379,000	65	Fair	98%	0%	2%

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FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2014	6110	138,933	92	Good	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2004	6305	86,150	98	Good	72%	0%	28%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2004	6335	30,150	83	Satisfactory	64%	0%	36%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2010	305	20,095	68	Fair	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2010	310	17,554	87	Good	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2004	315	36,250	73	Satisfactory	70%	0%	30%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2004	320	35,000	71	Satisfactory	79%	0%	21%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2004	325	71,712	64	Fair	53%	0%	47%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2004	327	18,381	78	Satisfactory	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1944	330	39,508	69	Fair	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2004	335	4,219	67	Fair	96%	0%	4%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1996	350	11,250	71	Satisfactory	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2010	205	11,685	66	Fair	89%	0%	11%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2010	210	99,184	59	Fair	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2010	215	7,146	63	Fair	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2010	220	17,500	58	Fair	95%	0%	5%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2010	225	6,738	69	Fair	95%	0%	5%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2010	230	29,700	65	Fair	97%	0%	3%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2010	233	15,343	70	Fair	96%	0%	4%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2010	235	20,200	63	Fair	71%	0%	29%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/1996	236	4,994	70	Fair	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2010	120	9,442	57	Fair	95%	0%	5%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2010	125	9,632	85	Satisfactory	13%	0%	87%

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FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2004	130	10,200	89	Good	62%	0%	38%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2004	140	14,381	94	Good	31%	0%	69%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2004	145	11,198	37	Very Poor	60%	0%	40%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2010	150	1,968	67	Fair	86%	0%	14%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2010	155	6,151	83	Satisfactory	12%	24%	64%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2004	405	6,163	81	Satisfactory	90%	0%	10%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2004	410	24,188	71	Satisfactory	95%	0%	5%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/1996	412	8,092	71	Satisfactory	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2004	415	8,400	77	Satisfactory	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/1996	417	17,493	71	Satisfactory	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2004	420	42,000	72	Satisfactory	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2004	425	9,694	68	Fair	99%	0%	1%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2004	430	18,663	69	Fair	100%	0%	0%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY E	TW E	TAXIWAY	1/1/2011	510	61,180	91	Good	92%	0%	8%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY TO NORTHWEST APRON	TW NW AP	TAXIWAY	1/1/1987	505	2,976	33	Very Poor	64%	0%	36%
FHB	GA	FERNANDINA BEACH MUNICIPAL AIRPORT	2	TAXIWAY TO NORTHWEST APRON	TW NW AP	TAXIWAY	1/1/2004	507	3,469	74	Satisfactory	71%	0%	29%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4203	23,039	64	Fair	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4205	189,798	72	Satisfactory	97%	0%	3%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4210	49,872	62	Fair	90%	0%	10%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4215	76,639	82	Satisfactory	50%	0%	50%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4220	53,200	46	Poor	30%	63%	7%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4222	13,199	66	Fair	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4226	97,393	73	Satisfactory	100%	0%	0%

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GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4228	14,420	58	Fair	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4230	36,283	77	Satisfactory	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4240	130,329	70	Fair	97%	0%	3%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4241	21,600	76	Satisfactory	99%	0%	1%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4245	15,617	70	Fair	92%	0%	8%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4250	145,100	77	Satisfactory	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4255	125,665	72	Satisfactory	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4260	104,561	74	Satisfactory	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	NORTH APRONS	AP N	APRON	7/1/2010	4270	32,960	79	Satisfactory	99%	0%	1%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	RUN UP APRON AT RW 25	AP RU 25	APRON	7/1/2009	5105	9,793	87	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	RUN UP APRON AT RW 7	AP RU 7	APRON	1/1/1980	5205	7,974	50	Poor	99%	0%	1%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTH APRONS	AP S	APRON	7/1/2009	4105	66,500	75	Satisfactory	77%	0%	23%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTH APRONS	AP S	APRON	1/1/1978	4110	126,000	88	Good	15%	0%	85%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTH APRONS	AP S	APRON	1/1/1978	4115	35,000	84	Satisfactory	0%	0%	100%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTH APRONS	AP S	APRON	7/1/2009	4120	12,825	86	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTH APRONS	AP S	APRON	7/1/2009	4125	22,290	80	Satisfactory	65%	0%	35%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTH APRONS	AP S	APRON	7/1/2009	4130	8,760	88	Good	76%	0%	24%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTH APRONS	AP S	APRON	1/1/2016	4135	70,723	100	Good	14%	75%	11%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	1/1/2005	4305	32,431	65	Fair	48%	49%	3%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	12/25/1999	4310	12,201	29	Very Poor	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	12/25/1999	4315	23,585	55	Poor	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	7/1/2010	4320	21,340	73	Satisfactory	79%	0%	21%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	7/1/2010	4325	72,728	64	Fair	54%	0%	46%

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GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	1/1/2009	4330	61,003	76	Satisfactory	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	RUNWAY 11-29	RW 11-29	RUNWAY	1/1/2015	6201	12,282	88	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	RUNWAY 11-29	RW 11-29	RUNWAY	2/1/2005	6202	34,697	52	Poor	79%	11%	10%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	RUNWAY 11-29	RW 11-29	RUNWAY	2/1/2005	6205	630,300	72	Satisfactory	97%	0%	3%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	RUNWAY 11-29	RW 11-29	RUNWAY	2/1/2005	6207	17,349	70	Fair	96%	0%	4%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	RUNWAY 11-29	RW 11-29	RUNWAY	2/1/2005	6210	315,150	76	Satisfactory	95%	0%	5%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	RUNWAY 11-29	RW 11-29	RUNWAY	2/1/2005	6225	100,100	66	Fair	99%	0%	1%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	RUNWAY 11-29	RW 11-29	RUNWAY	2/1/2005	6230	50,050	76	Satisfactory	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	RUNWAY 7-25	RW 7-25	RUNWAY	9/1/2015	6105	415,800	89	Good	92%	0%	8%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TL T-HANGAR	TL T-HANG	TAXILANE	7/1/2009	3105	52,426	63	Fair	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2015	104	13,820	89	Good	86%	0%	14%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1973	105	80,019	30	Very Poor	73%	24%	3%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2005	108	6,264	72	Satisfactory	92%	0%	8%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2012	110	50,240	89	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	7/1/2009	115	22,645	60	Fair	93%	0%	7%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	7/1/2009	117	9,679	69	Fair	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	7/1/2009	119	4,962	59	Fair	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2012	120	98,695	91	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1979	130	11,380	64	Fair	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1980	135	20,258	60	Fair	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1992	140	32,303	37	Very Poor	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1992	143	5,547	46	Poor	98%	0%	2%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1980	147	3,947	58	Fair	98%	0%	2%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	7/1/2009	149	4,225	68	Fair	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	7/1/2009	152	3,939	85	Satisfactory	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	7/1/2009	153	4,523	82	Satisfactory	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	7/1/2009	154	4,561	53	Poor	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2015	203	8,026	90	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	7/1/2009	205	129,976	89	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2015	206	7,137	87	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	7/1/2009	208	18,964	81	Satisfactory	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2005	210	11,878	53	Poor	89%	0%	11%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2015	304	17,460	89	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	3/1/2011	305	110,122	75	Satisfactory	64%	0%	36%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	7/1/2010	307	44,526	61	Fair	96%	0%	4%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	7/1/2010	315	22,886	81	Satisfactory	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	86	Good	93%	0%	7%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	CONNECTOR TAXIWAY FROM TW E TO S AP	TW CONN E	TAXIWAY	7/1/2009	610	8,448	79	Satisfactory	93%	0%	7%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	CONNECTOR TAXIWAY FROM TW E TO S AP	TW CONN W	TAXIWAY	1/1/2014	715	65,848	91	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	7/1/2009	410	20,831	80	Satisfactory	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E - PARALLEL RW 11-29	TW E	TAXIWAY	1/1/2014	505	491,892	86	Good	93%	0%	7%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E - PARALLEL RW 11-29	TW E	TAXIWAY	1/1/2014	510	75,075	89	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E1	TW E1	TAXIWAY	1/1/2005	515	19,914	65	Fair	94%	0%	6%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E1	TW E1	TAXIWAY	1/1/2014	517	15,325	90	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E2	TW E2	TAXIWAY	1/1/2005	520	19,417	73	Satisfactory	89%	0%	11%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E2	TW E2	TAXIWAY	1/1/2014	522	15,698	91	Good	100%	0%	0%

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GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E3	TW E3	TAXIWAY	1/1/2005	530	28,702	69	Fair	89%	0%	11%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E3	TW E3	TAXIWAY	1/1/2014	532	20,853	89	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E4	TW E4	TAXIWAY	1/1/2005	540	29,074	66	Fair	84%	0%	16%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E4	TW E4	TAXIWAY	1/1/2014	542	17,460	90	Good	100%	0%	0%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E5	TW E5	TAXIWAY	1/1/2005	550	19,373	77	Satisfactory	96%	0%	4%
GNV	PR	GAINESVILLE REGIONAL AIRPORT	2	TAXIWAY E5	TW E5	TAXIWAY	1/1/2014	552	9,790	91	Good	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	FBO APRON	AP FBO	APRON	7/1/2016	4215	10,233	88	Good	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	FBO APRON	AP FBO	APRON	12/25/1999	4220	22,343	62	Fair	88%	0%	12%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	FBO APRON	AP FBO	APRON	1/1/1997	4225	13,370	60	Fair	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/2012	4305	72,711	74	Satisfactory	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	NORTH APRON	AP N	APRON	12/25/2009	4307	22,380	73	Satisfactory	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1990	4310	10,000	46	Poor	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	NORTHEAST APRON	AP NE	APRON	12/25/1999	4405	11,815	14	Serious	46%	51%	3%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	NORTHEAST APRON	AP NE	APRON	12/25/1999	4410	27,876	5	Failed	1%	81%	18%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	NORTHWEST APRON	AP NW	APRON	7/1/2016	4105	110,686	94	Good	86%	0%	14%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	NORTHWEST APRON	AP NW	APRON	7/1/2016	4110	39,032	94	Good	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	NORTHWEST APRON	AP NW	APRON	1/1/2005	4115	60,864	69	Fair	83%	0%	17%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	NORTHWEST APRON	AP NW	APRON	1/1/2001	4120	41,757	68	Fair	74%	0%	26%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	NORTHWEST APRON	AP NW	APRON	12/25/2006	4125	11,947	69	Fair	92%	0%	8%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	RUN UP APRON ON RWS 7, 25, 29	AP RU	APRON	1/1/1999	5105	11,481	79	Satisfactory	95%	0%	5%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	RUN UP APRON ON RWS 7, 25, 29	AP RU	APRON	1/1/1999	5110	11,371	80	Satisfactory	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	RUN UP APRON ON RWS 7, 25, 29	AP RU	APRON	6/1/2019	5115	10,993	100	Good	0%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	RUNWAY 11-29	RW 11-29	RUNWAY	6/1/2019	6205	412,753	100	Good	0%	0%	0%

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HEG	RL	HERLONG RECREATIONAL AIRPORT	2	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/2009	6105	268,900	75	Satisfactory	68%	0%	32%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/2009	6110	131,000	77	Satisfactory	91%	0%	9%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY A - PARALLEL TO RW 7-25	TW A	TAXIWAY	1/1/2013	105	153,047	88	Good	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2013	305	21,515	92	Good	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	6/1/2019	605	32,373	100	Good	0%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	6/1/2019	610	4,869	100	Good	0%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	6/1/2019	620	4,869	100	Good	0%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	6/1/2019	625	16,303	100	Good	0%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY D - PARALLEL TO RW 11-29	TW D	TAXIWAY	6/1/2019	205	171,329	100	Good	0%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY EAST OF FBO RAMP	TW E FBO	TAXIWAY	7/1/2016	710	3,344	94	Good	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY EAST CONNECTOR TO NW APRON	TW E NW AP	TAXIWAY	7/1/2016	405	4,713	94	Good	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	CONNECTOR TAXIWAY TO N APRON	TW N AP	TAXIWAY	1/1/2012	805	16,073	79	Satisfactory	94%	0%	6%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY TO NORTHEAST APRON	TW NE AP	TAXIWAY	12/25/1999	1105	6,535	9	Failed	1%	73%	26%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY T-HANGARS	TW T-HANG	TAXIWAY	1/1/1990	905	3,307	46	Poor	97%	0%	3%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY T-HANGARS	TW T-HANG	TAXIWAY	1/1/1990	915	20,878	49	Poor	96%	0%	4%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY T-HANGARS	TW T-HANG	TAXIWAY	1/1/1996	925	33,188	50	Poor	100%	0%	0%
HEG	RL	HERLONG RECREATIONAL AIRPORT	2	TAXIWAY WEST CONNECTOR TO NW RAMP	TW W NW AP	TAXIWAY	1/1/2013	550	2,186	90	Good	100%	0%	0%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	CARGO AND AIR CARGO APRONS	AP CARGO	APRON	1/1/1989	4105	296,070	83	Satisfactory	11%	9%	80%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	CARGO AND AIR CARGO APRONS	AP CARGO	APRON	1/1/1994	4110	27,040	33	Very Poor	89%	0%	11%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	CARGO AND AIR CARGO APRONS	AP CARGO	APRON	1/1/2000	4118	198,059	88	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	CARGO AND AIR CARGO APRONS	AP CARGO	APRON	1/1/1981	4120	212,550	78	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	CARGO AND AIR CARGO APRONS	AP CARGO	APRON	1/1/1968	4125	84,968	48	Poor	2%	35%	63%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	CARGO AND AIR CARGO APRONS	AP CARGO	APRON	5/1/2007	4135	32,378	61	Fair	3%	45%	52%

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JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	GA APRON	AP GA	APRON	1/1/2016	4205	76,140	89	Good	100%	0%	0%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	GA APRON	AP GA	APRON	1/1/2006	5105	127,653	49	Poor	52%	9%	39%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	GA APRON	AP GA	APRON	1/1/2006	5110	239,174	68	Fair	97%	0%	3%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	GA APRON	AP GA	APRON	1/1/2006	5115	28,389	62	Fair	77%	0%	23%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	HOLDING APRON BETWEEN RWS 4, 13	AP HOLD	APRON	1/1/1992	4405	150,030	85	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	1/1/1985	4305	36,141	79	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	1/1/1985	4310	144,838	79	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	1/1/1985	4315	146,950	86	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	12/11/2007	4410	95,567	95	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	12/11/2007	4412	24,650	97	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	12/11/2007	4415	101,704	99	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	12/11/2007	4420	195,814	94	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	12/11/2007	4425	643,219	93	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	12/11/2007	4430	361,365	68	Fair	5%	8%	87%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	12/11/2007	4435	625,548	88	Good	0%	7%	93%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	12/11/2007	4440	121,630	97	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TERMINAL APRON	AP TERM	APRON	1/1/1991	4445	312,670	76	Satisfactory	7%	0%	93%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1996	6205	25,000	82	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1996	6207	50,000	87	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2000	6210	330,000	92	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2000	6215	622,500	93	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1996	6220	30,000	89	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1996	6225	60,000	94	Good	0%	0%	100%

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JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1996	6230	37,500	90	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/1994	6105	1,000,000	89	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/1994	6110	500,000	83	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1983	105	54,448	79	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1989	110	168,750	81	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2000	115	118,125	84	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1985	120	271,875	80	Satisfactory	0%	26%	74%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1994	125	136,875	74	Satisfactory	0%	34%	66%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAYS WITHIN APRONS	TW AP	TAXIWAY	1/1/2006	910	134,973	67	Fair	100%	0%	0%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAYS WITHIN APRONS	TW AP	TAXIWAY	1/1/2016	915	8,630	89	Good	100%	0%	0%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAYS WITHIN APRONS	TW AP	TAXIWAY	1/1/2016	920	23,852	86	Good	100%	0%	0%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAYS WITHIN APRONS	TW AP	TAXIWAY	1/1/1994	2715	8,530	31	Very Poor	81%	12%	7%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAYS WITHIN APRONS	TW AP	TAXIWAY	1/1/2017	2720	10,052	83	Satisfactory	100%	0%	0%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAYS WITHIN APRONS	TW AP	TAXIWAY	1/1/1981	2772	33,940	67	Fair	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAYS WITHIN APRONS	TW AP	TAXIWAY	1/1/1981	2774	50,906	82	Satisfactory	10%	0%	90%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAYS WITHIN APRONS	TW AP	TAXIWAY	1/1/1968	2775	38,593	48	Poor	0%	45%	55%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/1985	805	253,320	82	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/1994	810	136,875	81	Satisfactory	10%	0%	90%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/1994	1480	24,260	73	Satisfactory	7%	0%	93%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/1994	1490	50,660	75	Satisfactory	8%	0%	92%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY E	TW E	TAXIWAY	1/1/1994	1670	29,143	78	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY E	TW E	TAXIWAY	1/1/1985	1680	59,400	80	Satisfactory	10%	0%	90%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY F	TW F	TAXIWAY	1/1/1985	1145	30,320	90	Good	0%	0%	100%

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JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY F	TW F	TAXIWAY	1/1/1985	1150	18,725	86	Good	14%	0%	86%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY F	TW F	TAXIWAY	1/1/1968	1155	98,961	30	Very Poor	79%	9%	12%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY F	TW F	TAXIWAY	1/1/1994	1170	27,436	82	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY F	TW F	TAXIWAY	1/1/1985	1175	39,074	93	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY G	TW G	TAXIWAY	1/1/1985	1020	29,478	78	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY G	TW G	TAXIWAY	1/1/1985	1025	19,138	85	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY G	TW G	TAXIWAY	1/1/2016	1030	35,019	89	Good	100%	0%	0%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY G	TW G	TAXIWAY	1/1/2016	1032	44,449	94	Good	100%	0%	0%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY G	TW G	TAXIWAY	1/1/2016	1035	7,929	92	Good	100%	0%	0%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY G	TW G	TAXIWAY	1/1/2016	1040	14,096	89	Good	100%	0%	0%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY G	TW G	TAXIWAY	1/1/2001	1045	14,480	53	Poor	63%	23%	14%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY G	TW G	TAXIWAY	1/1/1994	1060	133,822	91	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY H	TW H	TAXIWAY	1/1/1994	550	208,460	88	Good	0%	12%	88%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY H	TW H	TAXIWAY	1/1/1985	555	127,293	70	Fair	0%	23%	77%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY H	TW H	TAXIWAY	1/1/2007	557	38,685	80	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY J	TW J	TAXIWAY	1/1/1994	740	136,242	87	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY J	TW J	TAXIWAY	1/1/1989	745	94,986	82	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY J	TW J	TAXIWAY	1/1/1982	750	21,670	69	Fair	6%	12%	82%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY J	TW J	TAXIWAY	1/1/1968	755	13,125	73	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY J	TW J	TAXIWAY	1/1/1984	760	21,750	70	Fair	6%	0%	94%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY J	TW J	TAXIWAY	1/1/2013	765	123,159	97	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY K	TW K	TAXIWAY	1/1/1992	1320	107,334	85	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY L	TW L	TAXIWAY	1/1/1994	205	25,258	78	Satisfactory	0%	0%	100%

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JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY L	TW L	TAXIWAY	1/1/1983	210	28,620	84	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY L	TW L	TAXIWAY	1/1/1983	215	18,195	77	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY L	TW L	TAXIWAY	1/1/1992	220	25,304	83	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY L	TW L	TAXIWAY	1/1/1992	225	52,307	81	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY N	TW N	TAXIWAY	1/1/1992	305	221,250	87	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY N	TW N	TAXIWAY	1/1/1998	310	180,075	90	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY N	TW N	TAXIWAY	1/1/2000	312	131,250	89	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY N	TW N	TAXIWAY	1/1/1996	315	45,000	93	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY P	TW P	TAXIWAY	1/1/1982	640	60,825	70	Fair	7%	0%	93%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY P	TW P	TAXIWAY	1/1/1994	641	8,909	87	Good	15%	0%	85%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY P	TW P	TAXIWAY	1/1/1992	650	133,322	96	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY P	TW P	TAXIWAY	1/1/1992	655	79,579	94	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY P	TW P	TAXIWAY	1/1/2013	660	126,658	99	Good	85%	0%	15%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY Q	TW Q	TAXIWAY	1/1/1996	560	115,700	85	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY R	TW R	TAXIWAY	1/1/1996	570	43,767	86	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY R	TW R	TAXIWAY	1/1/1996	575	111,623	88	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY R	TW R	TAXIWAY	1/1/1991	576	29,713	86	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY S	TW S	TAXIWAY	1/1/1989	1285	140,346	81	Satisfactory	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY S	TW S	TAXIWAY	1/1/1989	1290	28,370	78	Satisfactory	0%	14%	86%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY T	TW T	TAXIWAY	1/1/2012	1282	59,457	97	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY U	TW U	TAXIWAY	1/1/1998	390	52,557	91	Good	0%	0%	100%
JAX	PR	JACKSONVILLE INTERNATIONAL AIRPORT	2	TAXIWAY V	TW V	TAXIWAY	1/1/2013	905	78,127	100	Good	0%	0%	100%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	EAST APRON	AP E	APRON	12/25/1999	4205	100,138	47	Poor	61%	6%	33%

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LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	EAST APRON	AP E	APRON	12/25/1999	4210	39,217	52	Poor	83%	17%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	EAST APRON	AP E	APRON	12/25/1999	4212	27,455	57	Fair	100%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	EAST APRON	AP E	APRON	1/1/1997	4215	105,993	41	Poor	97%	0%	3%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	EAST APRON	AP E	APRON	12/25/1999	4220	41,459	47	Poor	100%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	EAST APRON	AP E	APRON	12/25/1999	4228	27,000	4	Failed	61%	30%	9%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	EAST APRON	AP E	APRON	1/1/1997	4230	91,108	39	Very Poor	71%	18%	11%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	EAST APRON	AP E	APRON	12/25/1999	4235	83,816	48	Poor	70%	18%	12%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	EAST APRON	AP E	APRON	12/25/1999	4250	32,011	50	Poor	88%	0%	12%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	NORTH APRON	AP NW	APRON	1/1/2004	4105	263,561	77	Satisfactory	95%	0%	5%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	NORTH APRON	AP NW	APRON	1/1/1992	4110	9,384	28	Very Poor	63%	26%	11%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	NORTH APRON	AP NW	APRON	1/1/2013	4130	24,920	94	Good	100%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUN UP AND TURNAROUND APRON RW10-28	AP RW10-28	APRON	1/29/2016	5105	29,370	100	Good	0%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUN UP AND TURNAROUND APRON RW10-28	AP RW10-28	APRON	1/1/1997	5115	62,200	78	Satisfactory	81%	0%	19%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUN UP AND TURNAROUND APRON RW10-28	AP RW10-28	APRON	1/29/2016	5120	24,359	100	Good	0%	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	53	Poor	75%	0%	25%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	7/1/2010	5130	162,978	90	Good	84%	0%	16%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	SOUTHWEST APRON	AP SW	APRON	7/1/2010	5135	19,999	86	Good	51%	0%	49%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/1985	6105	574,700	49	Poor	69%	18%	13%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/1985	6110	287,350	60	Fair	76%	0%	24%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/1998	6114	183,000	53	Poor	80%	12%	8%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/1998	6115	42,500	48	Poor	98%	0%	2%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/1998	6116	91,500	54	Poor	98%	0%	2%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/1998	6120	21,250	50	Poor	97%	0%	3%

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LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1992	6205	240,000	42	Poor	70%	16%	14%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1985	6207	21,932	49	Poor	77%	0%	23%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1985	6209	22,150	56	Fair	77%	0%	23%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXILANE TO T-HANGARS	T-HANG NW	TAXILANE	1/1/2004	4115	34,013	59	Fair	100%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXILANE TO T-HANGARS	T-HANG NW	TAXILANE	1/1/2004	4116	2,480	81	Satisfactory	57%	35%	8%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXILANE TO T-HANGARS	T-HANG NW	TAXILANE	1/1/2004	4125	27,917	56	Fair	100%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/29/2016	105	294,652	100	Good	0%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/29/2016	110	134,421	100	Good	0%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/29/2016	120	19,420	100	Good	0%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY A1	TW A1	TAXIWAY	1/29/2016	130	24,489	100	Good	0%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY A1	TW A1	TAXIWAY	1/29/2016	135	17,500	100	Good	0%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY A1	TW A1	TAXIWAY	1/1/2004	140	56,925	85	Satisfactory	100%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	6/1/2017	202	29,562	100	Good	0%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	6/1/2017	210	159,830	100	Good	0%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	6/1/2017	215	15,646	100	Good	0%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	6/1/2017	220	247,495	100	Good	0%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/29/2016	305	29,985	100	Good	0%	0%	0%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2004	310	54,377	72	Satisfactory	86%	0%	14%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/1992	405	86,039	39	Very Poor	75%	24%	1%
LCQ	GA	LAKE CITY GATEWAY AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/1992	410	13,694	47	Poor	96%	0%	4%
VQQ	GA	CECIL AIRPORT	2	EAST APRON	AP E	APRON	1/1/2015	4405	26,675	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	EAST APRON	AP E	APRON	1/1/2015	4410	60,000	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1954	4103	62,610	73	Satisfactory	7%	0%	93%

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VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1988	4105	172,130	71	Satisfactory	29%	2%	69%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1956	4110	290,625	56	Fair	25%	11%	64%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1965	4115	236,250	78	Satisfactory	28%	2%	70%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1954	4117	14,325	88	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1954	4120	391,125	73	Satisfactory	5%	3%	92%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1951	4125	1,403,402	79	Satisfactory	7%	0%	93%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1951	4132	37,875	75	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1951	4137	74,250	68	Fair	5%	34%	61%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1953	4138	11,250	74	Satisfactory	8%	0%	92%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1951	4140	102,688	71	Satisfactory	6%	0%	94%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/1965	4150	105,074	75	Satisfactory	7%	0%	93%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	5/1/2005	4305	70,920	95	Good	37%	0%	63%
VQQ	GA	CECIL AIRPORT	2	NORTH APRON	AP N	APRON	1/1/2011	4310	43,214	99	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	N HOT REFUELING AND COMPASS ROSE AP	AP N RFUEL	APRON	1/1/1954	5125	22,115	76	Satisfactory	8%	0%	92%
VQQ	GA	CECIL AIRPORT	2	N HOT REFUELING AND COMPASS ROSE AP	AP N RFUEL	APRON	1/1/1954	5130	22,115	81	Satisfactory	10%	0%	90%
VQQ	GA	CECIL AIRPORT	2	N HOT REFUELING AND COMPASS ROSE AP	AP N RFUEL	APRON	1/1/1954	5135	22,115	62	Fair	4%	18%	78%
VQQ	GA	CECIL AIRPORT	2	N HOT REFUELING AND COMPASS ROSE AP	AP N RFUEL	APRON	1/1/1954	5140	22,115	44	Poor	10%	0%	90%
VQQ	GA	CECIL AIRPORT	2	NATIONAL GUARD WASH APRON	AP NAT GRD	APRON	1/1/1976	5305	30,200	88	Good	16%	0%	84%
VQQ	GA	CECIL AIRPORT	2	NATIONAL GUARD WASH APRON	AP NAT GRD	APRON	1/1/2010	5310	199,156	93	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1955	4205	166,732	72	Satisfactory	6%	12%	82%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1959	4210	233,520	77	Satisfactory	7%	0%	93%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1960	4220	266,686	76	Satisfactory	7%	0%	93%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1991	4225	35,000	14	Serious	5%	76%	19%

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VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1955	4230	26,250	12	Serious	1%	87%	12%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1955	4235	13,730	12	Serious	8%	92%	0%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1955	4240	82,954	75	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1955	4245	102,240	75	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1976	4250	285,584	72	Satisfactory	0%	4%	96%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1955	4255	19,950	9	Failed	5%	81%	14%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1961	4260	50,613	77	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1955	4265	99,400	80	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	WEST PARKING APRON	AP W	APRON	1/1/1955	4270	41,180	73	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	W HOT REFUELING AND COMPASS ROSE AP	AP W RFUEL	APRON	1/1/1956	5005	22,135	78	Satisfactory	9%	0%	91%
VQQ	GA	CECIL AIRPORT	2	W HOT REFUELING AND COMPASS ROSE AP	AP W RFUEL	APRON	1/1/1956	5010	22,135	72	Satisfactory	7%	17%	76%
VQQ	GA	CECIL AIRPORT	2	W HOT REFUELING AND COMPASS ROSE AP	AP W RFUEL	APRON	1/1/1956	5015	22,135	83	Satisfactory	11%	0%	89%
VQQ	GA	CECIL AIRPORT	2	W HOT REFUELING AND COMPASS ROSE AP	AP W RFUEL	APRON	1/1/1956	5020	22,135	43	Poor	2%	18%	80%
VQQ	GA	CECIL AIRPORT	2	W HOT REFUELING AND COMPASS ROSE AP	AP W RFUEL	APRON	1/1/1955	5055	13,010	30	Very Poor	7%	63%	30%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/1/1951	6205	50,000	79	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/1/1951	6210	50,000	83	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/1/2011	6215	638,300	82	Satisfactory	67%	26%	7%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/1/2011	6217	61,900	79	Satisfactory	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/1/2011	6220	638,300	86	Good	58%	34%	8%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/1/2011	6222	61,900	75	Satisfactory	88%	0%	12%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/1/1951	6225	50,200	72	Satisfactory	7%	5%	88%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/1/1951	6230	50,200	82	Satisfactory	10%	0%	90%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/1/1959	6235	450,000	80	Satisfactory	0%	7%	93%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18L-36R	RW 18L-36R	RUNWAY	1/1/1959	6240	450,000	85	Satisfactory	0%	6%	94%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/1951	6105	50,000	79	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/1951	6110	50,000	77	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/1986	6115	542,800	30	Very Poor	66%	19%	15%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/1986	6120	542,800	33	Very Poor	86%	0%	14%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/1986	6125	30,000	74	Satisfactory	45%	0%	55%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/1986	6130	30,000	88	Good	91%	0%	9%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/1951	6135	50,000	74	Satisfactory	6%	0%	94%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/1951	6140	50,000	84	Satisfactory	10%	0%	90%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/2011	6145	26,000	91	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/2011	6150	26,000	93	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/2011	6155	30,000	89	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/2011	6160	30,000	88	Good	92%	0%	8%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/2011	6165	31,200	87	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/2011	6170	31,200	88	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/2011	6175	20,400	74	Satisfactory	94%	0%	6%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 18R-36L	RW 18R-36L	RUNWAY	1/1/2011	6180	20,400	88	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1951	6405	50,000	81	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1951	6410	50,000	77	Satisfactory	28%	0%	72%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2006	6414	56,500	51	Poor	65%	32%	3%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1986	6415	283,572	27	Very Poor	75%	18%	7%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2006	6417	28,250	59	Fair	96%	0%	4%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1986	6420	311,822	33	Very Poor	86%	0%	14%

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VQQ	GA	CECIL AIRPORT	2	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2011	6425	33,700	88	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2011	6430	33,700	91	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2011	6435	20,000	92	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2011	6440	20,000	88	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1956	6305	50,000	76	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1956	6310	48,500	79	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2010	6315	603,300	76	Satisfactory	99%	0%	1%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2011	6317	20,000	76	Satisfactory	94%	0%	6%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2010	6320	585,202	84	Satisfactory	93%	0%	7%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2011	6322	19,400	71	Satisfactory	39%	0%	61%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1992	6325	57,000	89	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1992	6330	55,290	89	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1956	6335	50,000	78	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1956	6340	48,500	74	Satisfactory	7%	0%	93%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1958	105	67,381	62	Fair	0%	6%	94%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1959	110	269,943	75	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1951	115	54,396	86	Good	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2011	117	27,484	78	Satisfactory	49%	0%	51%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2011	120	18,750	91	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2011	125	19,405	81	Satisfactory	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/1951	130	457,575	82	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A1	TW A1	TAXIWAY	1/1/1951	505	77,280	84	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A1	TW A1	TAXIWAY	1/1/1951	510	58,667	84	Satisfactory	0%	0%	100%

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VQQ	GA	CECIL AIRPORT	2	TAXIWAY A1	TW A1	TAXIWAY	1/1/1954	515	67,256	74	Satisfactory	6%	0%	94%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A2	TW A2	TAXIWAY	1/1/2011	603	26,792	90	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A2	TW A2	TAXIWAY	1/1/2011	605	11,684	90	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A2	TW A2	TAXIWAY	1/1/2011	607	7,608	91	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A2	TW A2	TAXIWAY	1/1/2011	608	7,608	94	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A2	TW A2	TAXIWAY	1/1/2011	610	4,184	94	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A2	TW A2	TAXIWAY	1/1/1954	615	23,980	85	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A2	TW A2	TAXIWAY	1/1/1954	620	24,484	72	Satisfactory	7%	26%	67%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/2011	703	26,792	94	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/2011	705	11,684	92	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/2011	707	7,608	92	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/2011	708	7,608	94	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/2011	710	4,184	94	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/1951	715	23,980	81	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A3	TW A3	TAXIWAY	1/1/1951	720	24,484	73	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A4	TW A4	TAXIWAY	1/1/1951	805	57,662	77	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A4	TW A4	TAXIWAY	1/1/1951	810	79,426	81	Satisfactory	9%	0%	91%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY A5	TW A5	TAXIWAY	1/1/1958	1005	166,214	75	Satisfactory	0%	18%	82%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/1951	205	355,476	83	Satisfactory	9%	0%	91%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2011	208	19,400	89	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2011	210	11,684	91	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2011	212	38,584	92	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/1951	215	165,208	81	Satisfactory	11%	0%	89%

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VQQ	GA	CECIL AIRPORT	2	TAXIWAY B1	TW B1	TAXIWAY	1/1/1951	1105	56,522	79	Satisfactory	9%	0%	91%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B1	TW B1	TAXIWAY	1/1/1956	1110	77,371	77	Satisfactory	8%	0%	92%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B1	TW B1	TAXIWAY	1/1/1951	1115	30,000	76	Satisfactory	7%	0%	93%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B2	TW B2	TAXIWAY	1/1/2011	1203	11,792	88	Good	89%	0%	11%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B2	TW B2	TAXIWAY	1/1/2011	1205	22,500	90	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B2	TW B2	TAXIWAY	1/1/2011	1207	23,696	91	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B2	TW B2	TAXIWAY	1/1/1951	1210	23,980	70	Fair	0%	52%	48%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B2	TW B2	TAXIWAY	1/1/1951	1215	24,522	74	Satisfactory	7%	6%	87%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B3	TW B3	TAXIWAY	1/1/1951	1405	58,667	76	Satisfactory	6%	0%	94%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY B3	TW B3	TAXIWAY	1/1/1956	1410	77,505	79	Satisfactory	0%	0%	100%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/1951	305	175,845	80	Satisfactory	10%	0%	90%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/1954	310	136,320	73	Satisfactory	7%	0%	93%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/1960	315	44,457	30	Very Poor	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/1951	405	435,222	75	Satisfactory	7%	3%	90%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	5/1/2005	410	29,146	95	Good	37%	0%	63%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2009	415	123,375	86	Good	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2008	420	31,875	66	Fair	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY D2	TW D2	TAXIWAY	1/1/2008	905	59,738	78	Satisfactory	100%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY E	TW E	TAXIWAY	1/1/2015	1610	228,000	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY E1	TW E1	TAXIWAY	1/1/2015	1605	99,253	100	Good	0%	0%	0%
VQQ	GA	CECIL AIRPORT	2	TAXIWAY M	TW M	TAXIWAY	1/1/1951	1305	22,376	81	Satisfactory	10%	0%	90%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	APRON	AP	APRON	1/1/2009	4105	86,922	60	Fair	50%	0%	50%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	APRON	AP	APRON	2/1/2015	4110	101,074	79	Satisfactory	100%	0%	0%

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X60	GA	WILLISTON MUNICIPAL AIRPORT	2	HANGAR APRON	AP HANG	APRON	1/1/2009	4205	10,495	78	Satisfactory	63%	0%	37%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	HANGAR APRON	AP HANG	APRON	1/1/2019	4210	6,628	100	Good	0%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	RUN-UP APRON	AP RU	APRON	1/1/2013	5105	28,165	94	Good	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	APRON AT T-HANGARS	AP T-HANG	APRON	1/1/1986	4315	3,900	52	Poor	97%	0%	3%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	APRON AT T-HANGARS	AP T-HANG	APRON	1/1/2003	4316	2,867	28	Very Poor	94%	0%	6%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	APRON AT T-HANGARS	AP T-HANG	APRON	1/1/2005	4320	18,657	79	Satisfactory	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	APRON AT T-HANGARS	AP T-HANG	APRON	1/1/2003	4325	21,796	64	Fair	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1942	6205	24,688	72	Satisfactory	5%	53%	42%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	2/1/2015	6215	254,982	89	Good	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1942	6235	22,894	79	Satisfactory	10%	0%	90%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	RUNWAY 14-32	RW 14-32	RUNWAY	2/1/2015	6250	15,631	92	Good	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1942	6110	7,500	67	Fair	30%	38%	32%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2006	6112	15,000	47	Poor	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2013	205	159,607	89	Good	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY A	TW A	TAXIWAY	1/1/2013	220	287,885	93	Good	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY A1	TW A1	TAXIWAY	1/1/2013	255	34,316	91	Good	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY B	TW B	TAXIWAY	1/1/2009	305	101,269	83	Satisfactory	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2009	105	65,023	64	Fair	81%	0%	19%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY C	TW C	TAXIWAY	1/1/2009	115	35,409	85	Satisfactory	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2009	505	61,793	83	Satisfactory	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY D	TW D	TAXIWAY	1/1/2013	510	8,500	90	Good	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY D1	TW D1	TAXIWAY	1/1/2009	405	57,110	85	Satisfactory	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY E	TW E	TAXIWAY	1/1/2009	705	55,768	83	Satisfactory	100%	0%	0%

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X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY F	TW F	TAXIWAY	1/1/1942	550	128,837	8	Failed	86%	6%	8%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY F	TW F	TAXIWAY	1/1/1942	555	11,250	35	Very Poor	12%	75%	13%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY F	TW F	TAXIWAY	2/1/2015	565	33,640	92	Good	100%	0%	0%
X60	GA	WILLISTON MUNICIPAL AIRPORT	2	TAXIWAY G	TW G	TAXIWAY	1/1/1942	450	94,473	7	Failed	100%	0%	0%
1J0	GA	TRI-COUNTY AIRPORT	3	APRON	AP	APRON	2/1/2013	4103	3,171	89	Good	100%	0%	0%
1J0	GA	TRI-COUNTY AIRPORT	3	APRON	AP	APRON	2/1/2013	4105	27,552	88	Good	100%	0%	0%
1J0	GA	TRI-COUNTY AIRPORT	3	APRON	AP	APRON	1/1/2007	4115	67,925	75	Satisfactory	100%	0%	0%
1J0	GA	TRI-COUNTY AIRPORT	3	RUNWAY 1-19	RW 1-19	RUNWAY	1/1/2016	6105	278,678	100	Good	0%	0%	0%
1J0	GA	TRI-COUNTY AIRPORT	3	RUNWAY 1-19	RW 1-19	RUNWAY	1/1/2016	6110	22,500	100	Good	0%	0%	0%
1J0	GA	TRI-COUNTY AIRPORT	3	RUNWAY 1-19	RW 1-19	RUNWAY	1/1/2015	6115	105,000	93	Good	100%	0%	0%
1J0	GA	TRI-COUNTY AIRPORT	3	T-HANGAR TAXILANE	T-HANGAR	TAXILANE	1/1/2001	4110	4,895	34	Very Poor	11%	51%	38%
1J0	GA	TRI-COUNTY AIRPORT	3	T-HANGAR TAXILANE	T-HANGAR	TAXILANE	1/1/2007	4120	8,232	85	Satisfactory	100%	0%	0%
1J0	GA	TRI-COUNTY AIRPORT	3	T-HANGAR TAXILANE	T-HANGAR	TAXILANE	3/1/2012	4125	9,759	86	Good	74%	0%	26%
1J0	GA	TRI-COUNTY AIRPORT	3	T-HANGAR TAXILANE	T-HANGAR	TAXILANE	1/1/2014	4130	10,176	92	Good	100%	0%	0%
1J0	GA	TRI-COUNTY AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	7/1/2008	110	50,342	82	Satisfactory	100%	0%	0%
1J0	GA	TRI-COUNTY AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/2015	115	48,748	94	Good	100%	0%	0%
1J0	GA	TRI-COUNTY AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/2015	120	54,867	94	Good	100%	0%	0%
1J0	GA	TRI-COUNTY AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/2016	125	2,980	100	Good	0%	0%	0%
1J0	GA	TRI-COUNTY AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/2017	130	48,351	100	Good	0%	0%	0%
1J0	GA	TRI-COUNTY AIRPORT	3	TAXIWAY A1	TW A1	TAXIWAY	1/1/1996	105	16,695	64	Fair	100%	0%	0%
1J0	GA	TRI-COUNTY AIRPORT	3	TAXIWAY A1	TW A1	TAXIWAY	1/1/2016	108	2,709	100	Good	0%	0%	0%
1J0	GA	TRI-COUNTY AIRPORT	3	TAXIWAY A2	TW A2	TAXIWAY	1/1/2015	205	6,916	86	Good	100%	0%	0%
1J0	GA	TRI-COUNTY AIRPORT	3	TAXIWAY A3	TW A3	TAXIWAY	1/1/2015	305	8,094	76	Satisfactory	81%	0%	19%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1997	6105	192,150	58	Fair	100%	0%	0%
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1997	6110	31,050	49	Poor	90%	0%	10%
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	TAXIWAY TO HANGARS	TW HANGAR	TAXIWAY	1/1/1989	105	17,773	59	Fair	100%	0%	0%
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	TAXIWAY TO HANGARS	TW HANGAR	TAXIWAY	1/1/1989	110	12,530	41	Poor	100%	0%	0%
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	TAXIWAY TO HANGARS	TW HANGAR	TAXIWAY	1/1/1989	115	4,746	59	Fair	81%	0%	19%
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	TAXIWAY TO HANGARS	TW HANGAR	TAXIWAY	1/1/1995	120	6,000	61	Fair	100%	0%	0%
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	TAXIWAY TO HANGARS	TW HANGAR	TAXIWAY	1/1/1997	125	9,695	50	Poor	52%	0%	48%
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	TAXIWAY TO HANGARS	TW HANGAR	TAXIWAY	1/1/1998	130	4,036	54	Poor	83%	0%	17%
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	TAXIWAY TO HANGARS	TW HANGAR	TAXIWAY	1/1/2003	140	11,703	58	Fair	91%	0%	9%
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	TAXIWAY TO HANGARS	TW HANGAR	TAXIWAY	1/1/2010	145	33,082	92	Good	100%	0%	0%
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	TAXIWAY TO HANGARS	TW HANGAR	TAXIWAY	1/1/2012	150	32,921	94	Good	100%	0%	0%
2J9	GA	QUINCY MUNICIPAL AIRPORT	3	TAXIWAY J	TW J	TAXIWAY	6/1/2016	160	9,560	100	Good	0%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	APRON EAST	AP E	APRON	4/1/2015	4205	88,496	100	Good	0%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	APRON WEST	AP W	APRON	1/1/1992	4105	89,498	57	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	APRON WEST	AP W	APRON	1/1/2000	4110	72,218	54	Poor	96%	0%	4%
2R4	GA	PETER PRINCE FIELD	3	APRON WEST	AP W	APRON	1/1/2000	4115	55,812	59	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	APRON WEST	AP W	APRON	1/1/1995	4120	50,545	61	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	APRON WEST	AP W	APRON	1/1/1996	4125	117,425	62	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	APRON WEST	AP W	APRON	1/1/2007	4130	88,086	68	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	RUN-UP RUNWAY 18	RU RW 18	APRON	1/1/2011	5105	11,805	94	Good	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	RUN-UP RUNWAY 18	RU RW 18	APRON	1/1/2011	5110	11,199	94	Good	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	RUN-UP RUNWAY 36	RU RW 36	APRON	1/1/2011	5205	12,428	94	Good	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	RUN-UP RUNWAY 36	RU RW 36	APRON	1/1/2011	5210	10,237	94	Good	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
2R4	GA	PETER PRINCE FIELD	3	RUNWAY 18-36	RW 18-36	RUNWAY	9/1/2016	6105	277,500	100	Good	0%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY A	TW A	TAXIWAY	1/1/1992	105	12,759	62	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY A	TW A	TAXIWAY	1/1/1995	115	38,153	59	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY A	TW A	TAXIWAY	1/1/1996	120	6,724	61	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY A	TW A	TAXIWAY	1/1/2007	500	9,348	70	Fair	97%	0%	3%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY A	TW A	TAXIWAY	1/1/2001	510	39,191	62	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY B	TW B	TAXIWAY	1/1/1992	205	104,968	62	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY B	TW B	TAXIWAY	1/1/1992	210	8,970	46	Poor	96%	0%	4%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY B	TW B	TAXIWAY	1/1/1996	215	9,340	57	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY B	TW B	TAXIWAY	4/1/2015	250	8,550	100	Good	0%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY C	TW C	TAXIWAY	1/1/1968	305	11,689	57	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY D	TW D	TAXIWAY	1/1/1992	405	7,141	56	Fair	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY D	TW D	TAXIWAY	1/1/1992	410	3,148	50	Poor	100%	0%	0%
2R4	GA	PETER PRINCE FIELD	3	TAXIWAY TO HANGAR	TW HANG	TAXIWAY	8/1/2013	605	70,365	94	Good	100%	0%	0%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	NORTH APRON	AP N	APRON	1/1/2006	4205	24,706	66	Fair	65%	0%	35%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	NORTH APRON	AP N	APRON	1/1/2006	4210	21,961	72	Satisfactory	100%	0%	0%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	NORTH APRON	AP N	APRON	1/1/2002	4215	27,234	86	Good	100%	0%	0%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	NE APRON	AP NE	APRON	1/1/2011	4110	36,132	74	Satisfactory	63%	0%	37%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	SOUTH APRON	AP S	APRON	1/1/2010	4305	11,037	70	Fair	60%	0%	40%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	SOUTH APRON	AP S	APRON	5/5/2004	4310	20,383	75	Satisfactory	100%	0%	0%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	WEST APRON	AP W	APRON	1/1/2013	4405	50,388	90	Good	100%	0%	0%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2011	6110	207,070	85	Satisfactory	98%	0%	2%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1999	6120	43,007	69	Fair	100%	0%	0%

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54J	GA	DEFUNIAK SPRINGS AIRPORT	3	T-HANGAR TAXILANE	T-HANG	TAXILANE	1/1/2013	4410	27,418	87	Good	100%	0%	0%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/2011	105	2,965	92	Good	100%	0%	0%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/2011	110	2,043	76	Satisfactory	94%	0%	6%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/2011	115	30,731	78	Satisfactory	85%	0%	15%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/2007	530	79,426	84	Satisfactory	79%	0%	21%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/2002	605	47,174	87	Good	100%	0%	0%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	TAXIWAY A1	TW A1	TAXIWAY	1/1/2011	305	9,946	73	Satisfactory	75%	0%	25%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	TAXIWAY A2	TW A2	TAXIWAY	1/1/2011	405	5,309	87	Good	100%	0%	0%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	TAXIWAY A2	TW A2	TAXIWAY	1/1/2002	610	15,636	72	Satisfactory	67%	0%	33%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	TAXIWAY A3	TW A3	TAXIWAY	1/1/2002	603	9,546	78	Satisfactory	73%	0%	27%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	TAXIWAY A4	TW A4	TAXIWAY	1/1/2007	525	10,318	73	Satisfactory	69%	0%	31%
54J	GA	DEFUNIAK SPRINGS AIRPORT	3	TAXIWAY B	TW B	TAXIWAY	5/5/2004	710	48,614	81	Satisfactory	80%	0%	20%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	APRON	AP	APRON	1/1/1940	4105	979,973	54	Poor	22%	47%	31%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1940	6105	512,205	73	Satisfactory	0%	30%	70%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1940	6110	256,102	67	Fair	0%	50%	50%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1940	6305	525,250	69	Fair	18%	29%	53%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1940	6310	262,625	58	Fair	24%	43%	33%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/1940	6205	498,541	74	Satisfactory	20%	26%	54%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/1940	6210	249,271	69	Fair	18%	37%	45%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY A	TW A	TAXIWAY	1/1/1940	205	31,535	61	Fair	13%	59%	28%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY A	TW A	TAXIWAY	1/1/1942	210	16,092	39	Very Poor	15%	0%	85%

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AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY A	TW A	TAXIWAY	1/1/1940	220	154,199	66	Fair	0%	63%	37%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY A	TW A	TAXIWAY	1/1/1942	225	75,620	69	Fair	0%	29%	71%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY A	TW A	TAXIWAY	1/1/1940	345	29,764	48	Poor	22%	53%	25%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY A	TW A	TAXIWAY	1/1/1942	350	10,975	69	Fair	21%	20%	59%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY A1	TW A1	TAXIWAY	1/1/1940	230	32,807	42	Poor	7%	63%	30%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY A1	TW A1	TAXIWAY	1/1/1942	235	11,058	60	Fair	13%	49%	38%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY A2	TW A2	TAXIWAY	1/1/1940	240	34,679	53	Poor	0%	84%	16%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY A2	TW A2	TAXIWAY	1/1/1942	245	10,796	61	Fair	0%	78%	22%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY A3	TW A3	TAXIWAY	1/1/1940	250	35,036	60	Fair	0%	46%	54%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY A3	TW A3	TAXIWAY	1/1/1942	255	10,441	65	Fair	0%	64%	36%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY B1	TW B1	TAXIWAY	1/1/1940	305	29,556	59	Fair	12%	47%	41%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY B1	TW B1	TAXIWAY	1/1/1942	310	15,572	52	Poor	3%	42%	55%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY B2	TW B2	TAXIWAY	1/1/1940	315	34,613	51	Poor	16%	63%	21%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY B2	TW B2	TAXIWAY	1/1/1942	320	10,600	57	Fair	20%	69%	11%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY B3	TW B3	TAXIWAY	1/1/1940	325	34,613	59	Fair	0%	64%	36%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY B3	TW B3	TAXIWAY	1/1/1942	330	10,600	72	Satisfactory	0%	56%	44%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY C	TW C	TAXIWAY	1/1/1940	105	153,704	66	Fair	14%	34%	52%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY C	TW C	TAXIWAY	1/1/1942	110	77,718	66	Fair	17%	21%	62%

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AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY C1	TW C1	TAXIWAY	1/1/1942	155	10,613	57	Fair	19%	64%	17%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY C1	TW C1	TAXIWAY	1/1/1940	160	34,877	70	Fair	18%	36%	46%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY C2	TW C2	TAXIWAY	1/1/1942	145	10,646	64	Fair	14%	54%	32%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY C2	TW C2	TAXIWAY	1/1/1940	150	34,830	72	Satisfactory	21%	30%	49%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY D	TW D	TAXIWAY	1/1/1940	335	40,968	46	Poor	8%	69%	23%
AAF	GA	APALACHICOLA REGIONAL-CLEVE RANDOLPH FIELD	3	TAXIWAY D	TW D	TAXIWAY	1/1/1942	340	15,082	52	Poor	11%	30%	59%
CEW	GA	BOB SIKES AIRPORT	3	APRON	AP	APRON	1/1/1980	4105	52,500	36	Very Poor	98%	0%	2%
CEW	GA	BOB SIKES AIRPORT	3	APRON	AP	APRON	1/1/1983	4110	98,486	28	Very Poor	96%	0%	4%
CEW	GA	BOB SIKES AIRPORT	3	APRON	AP	APRON	1/1/1987	4115	187,231	30	Very Poor	82%	0%	18%
CEW	GA	BOB SIKES AIRPORT	3	APRON	AP	APRON	3/1/2012	4120	147,645	82	Satisfactory	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	APRON	AP	APRON	3/1/2012	4130	32,400	98	Good	0%	0%	100%
CEW	GA	BOB SIKES AIRPORT	3	HANGAR APRON	AP HANG	APRON	1/1/1994	4205	10,698	69	Fair	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	HANGAR APRON	AP HANG	APRON	1/1/2017	4210	3,840	100	Good	0%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	HANGAR APRON	AP HANG	APRON	1/1/2003	4215	4,841	26	Very Poor	8%	64%	28%
CEW	GA	BOB SIKES AIRPORT	3	HANGAR APRON	AP HANG	APRON	6/1/2007	4220	19,711	91	Good	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	NORTH APRON	AP N	APRON	11/1/2012	4340	33,816	87	Good	95%	0%	5%
CEW	GA	BOB SIKES AIRPORT	3	NORTH APRON	AP N	APRON	11/1/2012	4345	99,461	89	Good	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	NORTH APRON	AP N	APRON	11/1/2012	4350	23,280	83	Satisfactory	71%	0%	29%
CEW	GA	BOB SIKES AIRPORT	3	NORTH APRON	AP N	APRON	11/1/2012	4355	105,318	80	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	80	Satisfactory	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/2008	6105	80,000	74	Satisfactory	97%	0%	3%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
CEW	GA	BOB SIKES AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/2008	6110	40,000	83	Satisfactory	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/2008	6115	420,000	83	Satisfactory	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/2008	6120	210,000	83	Satisfactory	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/2008	6125	300,000	71	Satisfactory	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/2008	6130	150,000	73	Satisfactory	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	11/1/2012	105	98,453	86	Good	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	11/1/2012	110	303,843	81	Satisfactory	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	11/1/2012	125	267,093	83	Satisfactory	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	11/1/2012	140	27,340	86	Good	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	11/1/2012	150	25,816	90	Good	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	11/1/2012	160	25,973	94	Good	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY A2	TW A2	TAXIWAY	11/1/2012	115	54,612	87	Good	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY A3	TW A3	TAXIWAY	11/1/2012	120	53,835	79	Satisfactory	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY A3	TW A3	TAXIWAY	11/1/2012	330	7,151	82	Satisfactory	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY A4	TW A4	TAXIWAY	11/1/2012	130	53,404	80	Satisfactory	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY A4	TW A4	TAXIWAY	11/1/2012	135	26,609	77	Satisfactory	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	CONNECTOR TAXIWAYS TO APRON	TW CONN	TAXIWAY	11/1/2012	310	7,038	83	Satisfactory	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	CONNECTOR TAXIWAYS TO APRON	TW CONN	TAXIWAY	11/1/2012	320	2,982	94	Good	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	CONNECTOR TAXIWAYS TO APRON	TW CONN	TAXIWAY	11/1/2012	335	26,207	86	Good	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	CONNECTOR TAXIWAYS TO APRON	TW CONN	TAXIWAY	11/1/2012	340	26,273	74	Satisfactory	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY K	TW K	TAXIWAY	3/1/2008	605	25,848	88	Good	100%	0%	0%
CEW	GA	BOB SIKES AIRPORT	3	TAXIWAY PMV	TW PMV	TAXIWAY	1/1/2008	505	75,709	92	Good	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	APRON	AP	APRON	1/1/1985	4105	50,000	54	Poor	92%	0%	8%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	APRON	AP	APRON	1/1/1985	4107	8,500	29	Very Poor	100%	0%	0%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	APRON	AP	APRON	1/1/1974	4110	65,028	57	Fair	96%	0%	4%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	APRON	AP	APRON	1/1/1974	4112	10,880	34	Very Poor	97%	0%	3%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	APRON	AP	APRON	1/1/1975	4115	52,489	57	Fair	98%	0%	2%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	APRON	AP	APRON	1/1/1987	4120	116,532	46	Poor	82%	0%	18%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	APRON	AP	APRON	1/1/1983	4125	208,083	28	Very Poor	97%	0%	3%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	APRON	AP	APRON	1/1/1992	4150	57,443	57	Fair	97%	0%	3%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	RUNWAY 14-32	RW 14-32	RUNWAY	3/1/2013	6105	175,000	94	Good	100%	0%	0%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	RUNWAY 14-32	RW 14-32	RUNWAY	3/1/2013	6110	175,075	94	Good	100%	0%	0%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	RUNWAY 14-32	RW 14-32	RUNWAY	3/1/2013	6115	55,000	94	Good	100%	0%	0%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	RUNWAY 14-32	RW 14-32	RUNWAY	3/1/2013	6117	55,000	94	Good	100%	0%	0%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	RUNWAY 14-32	RW 14-32	RUNWAY	3/1/2013	6120	20,000	94	Good	100%	0%	0%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	RUNWAY 14-32	RW 14-32	RUNWAY	3/1/2013	6122	20,009	94	Good	100%	0%	0%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/1992	115	140,000	50	Poor	98%	0%	2%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/1992	135	12,461	57	Fair	100%	0%	0%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/1992	150	41,334	53	Poor	97%	0%	3%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	TAXIWAY A1	TW A1	TAXIWAY	1/1/1992	105	18,192	57	Fair	100%	0%	0%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	TAXIWAY A2	TW A2	TAXIWAY	1/1/1992	110	9,346	45	Poor	100%	0%	0%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	TAXIWAY A3	TW A3	TAXIWAY	1/1/1992	120	9,344	45	Poor	98%	0%	2%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	TAXIWAY A4	TW A4	TAXIWAY	1/1/1992	125	9,346	46	Poor	100%	0%	0%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	TAXIWAY A5	TW A5	TAXIWAY	1/1/1992	130	9,341	44	Poor	80%	20%	0%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	TAXIWAY A6	TW A6	TAXIWAY	1/1/1992	140	18,192	59	Fair	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	CONNECTOR TAXIWAY TO APRON	TW CONN	TAXIWAY	1/1/1992	205	7,890	50	Poor	87%	13%	0%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	CONNECTOR TAXIWAY TO APRON	TW CONN	TAXIWAY	1/1/1992	208	1,891	64	Fair	86%	14%	0%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	CONNECTOR TAXIWAY TO APRON	TW CONN	TAXIWAY	1/1/1992	209	5,014	15	Serious	32%	65%	3%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	CONNECTOR TAXIWAY TO APRON	TW CONN	TAXIWAY	1/1/1992	212	2,951	46	Poor	90%	0%	10%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	TAXIWAY TO HANGARS	TW HANG	TAXIWAY	12/25/1999	305	56,962	56	Fair	83%	0%	17%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	TAXIWAY TO HANGARS	TW HANG	TAXIWAY	6/1/2011	307	6,215	94	Good	100%	0%	0%
DTS	GA	DESTIN EXECUTIVE AIRPORT	3	TAXIWAY TO HANGARS	TW HANG	TAXIWAY	12/25/1999	315	36,233	49	Poor	81%	19%	0%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	APRON CORP HANG	AP CO HANG	APRON	1/1/2009	4605	32,896	87	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	APRON CORP HANG	AP CO HANG	APRON	1/1/2009	4606	44,645	84	Satisfactory	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	APRON CORP HANG	AP CO HANG	APRON	1/1/2012	4607	15,360	91	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	APRON CORP HANG	AP CO HANG	APRON	1/1/2012	4608	12,746	89	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	APRON GA	AP GA	APRON	1/1/2009	4405	138,600	86	Good	77%	0%	23%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	APRON GA	AP GA	APRON	1/1/2011	4406	80,568	86	Good	87%	0%	13%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	APRON GA	AP GA	APRON	1/1/2017	4410	197,793	100	Good	0%	0%	0%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	APRON RU S	AP RU S	APRON	1/1/2009	4505	24,778	68	Fair	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	APRON RU S	AP RU S	APRON	1/1/2009	4510	12,774	96	Good	0%	0%	100%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	APRON TERM	AP TERM	APRON	1/1/2009	4105	33,611	99	Good	0%	0%	100%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	APRON TERM	AP TERM	APRON	1/1/2009	4110	292,956	82	Satisfactory	97%	0%	3%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	APRON TERM	AP TERM	APRON	1/1/2009	4115	127,372	91	Good	0%	0%	100%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	APRON TERM	AP TERM	APRON	1/1/2014	4120	43,000	87	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	APRON T-HANG	AP T-HANG	APRON	1/1/2009	4305	103,415	89	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	APRON T-HANG	AP T-HANG	APRON	1/1/2009	4310	126,734	80	Satisfactory	72%	0%	28%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/2009	6105	750,000	96	Good	0%	0%	100%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/2009	6110	750,000	96	Good	30%	20%	50%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXILANE F	TL F	TAXILANE	1/1/2009	605	153,255	77	Satisfactory	63%	0%	37%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY D	TW D	TAXIWAY	1/1/2009	405	750,000	78	Satisfactory	45%	37%	18%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY E1	TW E1	TAXIWAY	1/1/2009	510	15,240	88	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY E2	TW E2	TAXIWAY	1/1/2009	505	19,798	89	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY J	TW J	TAXIWAY	1/1/2009	1005	8,143	93	Good	0%	0%	100%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY J	TW J	TAXIWAY	1/1/2009	1010	38,891	90	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY J	TW J	TAXIWAY	1/1/2009	1015	15,624	89	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY J	TW J	TAXIWAY	1/1/2009	1020	8,297	64	Fair	46%	0%	54%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY K	TW K	TAXIWAY	1/1/2009	1105	10,661	96	Good	0%	0%	100%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY K	TW K	TAXIWAY	1/1/2009	1110	46,845	92	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY K	TW K	TAXIWAY	1/1/2009	1115	15,661	89	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY K	TW K	TAXIWAY	1/1/2011	1120	10,562	69	Fair	70%	0%	30%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY M	TW M	TAXIWAY	1/1/2009	1305	10,661	81	Satisfactory	0%	77%	23%

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ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY M	TW M	TAXIWAY	1/1/2009	1310	46,845	87	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY M	TW M	TAXIWAY	1/1/2009	1315	15,502	89	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY P	TW P	TAXIWAY	1/1/2009	1605	10,661	97	Good	0%	0%	100%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY P	TW P	TAXIWAY	1/1/2009	1610	46,845	90	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY P	TW P	TAXIWAY	1/1/2009	1615	27,461	89	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY Q	TW Q	TAXIWAY	1/1/2009	1705	43,410	91	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY S	TW S	TAXIWAY	1/1/2009	1905	10,661	85	Satisfactory	0%	0%	100%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY S	TW S	TAXIWAY	1/1/2009	1910	46,845	88	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY T	TW T	TAXIWAY	1/1/2009	2005	10,661	82	Satisfactory	0%	0%	100%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY T	TW T	TAXIWAY	1/1/2009	2010	46,276	91	Good	100%	0%	0%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY U	TW U	TAXIWAY	1/1/2009	2105	8,143	88	Good	17%	34%	49%
ECP	PR	NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT	3	TAXIWAY U	TW U	TAXIWAY	1/1/2009	2110	38,297	86	Good	37%	0%	63%
F95	GA	CALHOUN COUNTY AIRPORT	3	GA APRON	AP GA	APRON	1/1/2012	4105	78,381	76	Satisfactory	26%	14%	60%
F95	GA	CALHOUN COUNTY AIRPORT	3	GA APRON	AP GA	APRON	1/1/2003	4110	39,362	57	Fair	77%	0%	23%
F95	GA	CALHOUN COUNTY AIRPORT	3	GA APRON	AP GA	APRON	1/1/2007	4115	40,207	70	Fair	36%	0%	64%
F95	GA	CALHOUN COUNTY AIRPORT	3	GA APRON	AP GA	APRON	1/1/2015	4120	27,973	86	Good	14%	0%	86%
F95	GA	CALHOUN COUNTY AIRPORT	3	GA APRON	AP GA	APRON	6/1/2019	4150	9,900	100	Good	0%	0%	0%
F95	GA	CALHOUN COUNTY AIRPORT	3	GA APRON	AP GA	APRON	6/1/2016	4160	9,969	100	Good	0%	0%	0%
F95	GA	CALHOUN COUNTY AIRPORT	3	GA APRON	AP GA	APRON	1/1/2003	4205	10,930	65	Fair	5%	13%	82%
F95	GA	CALHOUN COUNTY AIRPORT	3	HELIPAD APRON	AP HELIPAD	APRON	1/1/2003	4305	4,850	89	Good	66%	0%	34%

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F95	GA	CALHOUN COUNTY AIRPORT	3	T-HANG APRON	AP T-HANG	APRON	1/1/2006	805	2,520	76	Satisfactory	68%	0%	32%
F95	GA	CALHOUN COUNTY AIRPORT	3	T-HANG APRON	AP T-HANG	APRON	1/1/2003	806	2,820	76	Satisfactory	55%	0%	45%
F95	GA	CALHOUN COUNTY AIRPORT	3	T-HANG APRON	AP T-HANG	APRON	1/1/2003	810	5,700	54	Poor	66%	0%	34%
F95	GA	CALHOUN COUNTY AIRPORT	3	T-HANG APRON	AP T-HANG	APRON	1/1/2007	905	6,468	57	Fair	25%	0%	75%
F95	GA	CALHOUN COUNTY AIRPORT	3	T-HANG APRON	AP T-HANG	APRON	1/1/2007	910	6,140	82	Satisfactory	55%	0%	45%
F95	GA	CALHOUN COUNTY AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2012	6105	269,775	85	Satisfactory	100%	0%	0%
F95	GA	CALHOUN COUNTY AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	6/1/2016	6110	9,975	100	Good	0%	0%	0%
F95	GA	CALHOUN COUNTY AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	6/1/2016	120	93,205	100	Good	0%	0%	0%
F95	GA	CALHOUN COUNTY AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	6/1/2019	125	60,539	100	Good	0%	0%	0%
F95	GA	CALHOUN COUNTY AIRPORT	3	TAXIWAY A2	TW A2	TAXIWAY	6/1/2016	110	18,034	100	Good	0%	0%	0%
MAI	GA	MARIANNA MUNICIPAL AIRPORT	3	APRON	AP	APRON	1/1/1945	4105	1,488,818	32	Very Poor	6%	57%	37%
MAI	GA	MARIANNA MUNICIPAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2016	6205	490,878	100	Good	0%	0%	0%
MAI	GA	MARIANNA MUNICIPAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/1945	6105	479,495	45	Poor	100%	0%	0%
MAI	GA	MARIANNA MUNICIPAL AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	7/1/2012	805	34,804	95	Good	100%	0%	0%
MAI	GA	MARIANNA MUNICIPAL AIRPORT	3	TAXIWAY B	TW B	TAXIWAY	1/1/2016	705	28,263	100	Good	0%	0%	0%
MAI	GA	MARIANNA MUNICIPAL AIRPORT	3	TAXIWAY C	TW C	TAXIWAY	1/1/2016	605	23,537	94	Good	100%	0%	0%
MAI	GA	MARIANNA MUNICIPAL AIRPORT	3	TAXIWAY D	TW D	TAXIWAY	1/1/2016	505	27,792	100	Good	0%	0%	0%
MAI	GA	MARIANNA MUNICIPAL AIRPORT	3	TAXIWAY E	TW E	TAXIWAY	1/1/2016	405	81,965	100	Good	0%	0%	0%
MAI	GA	MARIANNA MUNICIPAL AIRPORT	3	TAXIWAY F	TW F	TAXIWAY	1/1/1945	305	22,994	21	Serious	100%	0%	0%
MAI	GA	MARIANNA MUNICIPAL AIRPORT	3	TAXIWAY G	TW G	TAXIWAY	1/1/1945	105	99,608	22	Serious	100%	0%	0%
MAI	GA	MARIANNA MUNICIPAL AIRPORT	3	TAXIWAY PARRL-G	TW PARALL	TAXIWAY	1/1/1945	150	265,596	38	Very Poor	7%	62%	31%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	EAST APRON	AP E	APRON	1/1/2019	4405	255,240	100	Good	0%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	GA APRON	AP GA	APRON	1/1/2017	4325	35,779	100	Good	0%	0%	0%

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PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	GA APRON	AP GA	APRON	1/1/2017	4330	248,103	100	Good	0%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	GA APRON	AP GA	APRON	1/1/2017	4335	75,253	100	Good	0%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	SOUTH APRON	AP S	APRON	1/1/1997	4505	112,542	69	Fair	99%	0%	1%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	SOUTH APRON	AP S	APRON	1/1/1997	4510	338,266	49	Poor	98%	0%	2%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	SOUTH APRON	AP S	APRON	1/1/1997	4515	219,093	62	Fair	95%	0%	5%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TERMINAL APRON	AP TERM	APRON	1/1/1988	4205	359,897	91	Good	0%	0%	100%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TERMINAL APRON	AP TERM	APRON	1/1/1977	4210	256,288	85	Satisfactory	0%	6%	94%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TERMINAL APRON	AP TERM	APRON	1/1/2010	4215	42,079	97	Good	0%	0%	100%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TERMINAL APRON	AP TERM	APRON	1/1/2010	4220	75,255	99	Good	0%	0%	100%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TERMINAL APRON	AP TERM	APRON	1/1/2010	4225	108,635	96	Good	0%	0%	100%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TERMINAL APRON	AP TERM	APRON	1/1/2001	4230	27,735	2	Failed	31%	55%	14%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TERMINAL APRON	AP TERM	APRON	12/25/1998	4235	126,857	90	Good	0%	0%	100%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	WEST APRON	AP W	APRON	1/1/2002	4605	216,187	70	Fair	92%	0%	8%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	11/1/2007	6105	333,178	91	Good	17%	0%	83%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	11/1/2007	6110	110,822	93	Good	22%	0%	78%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	11/1/2007	6115	52,500	73	Satisfactory	97%	0%	3%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	11/1/2007	6120	26,250	76	Satisfactory	95%	0%	5%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	11/1/2007	6125	396,211	91	Good	0%	0%	100%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 17-35	RW 17-35	RUNWAY	11/1/2007	6130	131,789	89	Good	0%	0%	100%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6205	130,000	67	Fair	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6210	65,000	75	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6215	87,400	64	Fair	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	11/1/2007	6217	36,297	77	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6220	43,700	76	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6225	61,300	65	Fair	88%	12%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	11/1/2007	6227	18,149	87	Good	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6230	30,650	80	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6235	170,000	65	Fair	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6240	85,000	76	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6245	40,000	62	Fair	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6250	20,000	80	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6255	60,000	65	Fair	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2004	6260	30,000	78	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2006	6265	100,100	78	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2006	6270	50,050	80	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/2001	105	286,014	71	Satisfactory	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	2/1/2001	115	288,167	65	Fair	73%	25%	2%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY A1	TW A1	TAXIWAY	1/1/2001	120	47,399	37	Very Poor	34%	66%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY A2	TW A2	TAXIWAY	1/1/2006	150	55,331	80	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY A3	TW A3	TAXIWAY	1/1/2006	170	50,051	88	Good	15%	19%	66%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY A4	TW A4	TAXIWAY	1/1/2001	130	49,968	81	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY A5	TW A5	TAXIWAY	1/1/2001	125	49,806	73	Satisfactory	89%	0%	11%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY A7	TW A7	TAXIWAY	1/1/2002	215	72,160	65	Fair	64%	0%	36%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B	TW B	TAXIWAY	1/1/2002	205	213,853	75	Satisfactory	90%	0%	10%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B	TW B	TAXIWAY	1/1/2002	210	51,982	70	Fair	95%	0%	5%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B	TW B	TAXIWAY	1/1/2002	217	11,000	74	Satisfactory	68%	0%	32%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B	TW B	TAXIWAY	1/1/2002	220	256,627	73	Satisfactory	98%	0%	2%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B	TW B	TAXIWAY	1/1/2005	230	124,670	84	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B2	TW B2	TAXIWAY	1/1/2002	212	32,535	75	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B2	TW B2	TAXIWAY	1/1/1988	213	10,751	90	Good	20%	0%	80%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B2	TW B2	TAXIWAY	1/1/2002	240	50,378	75	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B3	TW B3	TAXIWAY	1/1/2002	255	50,248	76	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B4	TW B4	TAXIWAY	1/1/2002	260	50,114	68	Fair	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B5	TW B5	TAXIWAY	1/1/2002	265	48,322	70	Fair	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B7	TW B7	TAXIWAY	1/1/2002	270	14,899	64	Fair	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY B8	TW B8	TAXIWAY	1/1/2002	280	13,317	70	Fair	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY C	TW C	TAXIWAY	1/1/1997	315	67,178	76	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY C	TW C	TAXIWAY	1/1/1997	320	13,138	71	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY C	TW C	TAXIWAY	1/1/2004	325	33,625	72	Satisfactory	83%	0%	17%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY C	TW C	TAXIWAY	1/1/2002	330	16,451	70	Fair	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY C2	TW C2	TAXIWAY	1/1/2008	305	19,288	88	Good	97%	0%	3%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY C2	TW C2	TAXIWAY	1/1/1997	310	12,355	78	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY D	TW D	TAXIWAY	1/1/2001	140	43,648	68	Fair	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY D	TW D	TAXIWAY	1/1/2000	405	118,752	75	Satisfactory	99%	0%	1%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY D	TW D	TAXIWAY	1/1/2005	410	20,158	70	Fair	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY D	TW D	TAXIWAY	1/1/2005	430	48,301	81	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY D1	TW D1	TAXIWAY	1/1/2000	415	13,134	80	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY D2	TW D2	TAXIWAY	1/1/2000	420	13,134	76	Satisfactory	100%	0%	0%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY D3	TW D3	TAXIWAY	1/1/2006	425	14,220	85	Satisfactory	92%	0%	8%
PNS	PR	PENSACOLA INTERNATIONAL AIRPORT	3	TAXIWAY E	TW E	TAXIWAY	1/1/2018	505	140,943	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	CENTRAL RAMP	AP C	APRON	1/1/2005	4505	265,932	76	Satisfactory	89%	0%	11%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	CARGO APRON	AP CARGO	APRON	1/1/1990	4205	65,663	87	Good	93%	0%	7%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	CARGO APRON	AP CARGO	APRON	1/1/2007	4210	400,242	80	Satisfactory	83%	0%	17%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	CARGO APRON	AP CARGO	APRON	1/1/2007	4215	18,250	82	Satisfactory	0%	0%	100%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	NORTH RAMP	AP N	APRON	1/1/2010	4405	77,291	85	Satisfactory	95%	0%	5%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	NORTH RAMP	AP N	APRON	1/1/2010	4410	214,663	83	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	NORTH RAMP	AP N	APRON	1/1/2010	4415	308,039	80	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	NORTH RAMP	AP N	APRON	1/1/2010	4420	24,514	84	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	NORTH RAMP	AP N	APRON	1/1/2010	4425	9,973	79	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	RUN-UP APRON AT RW 18	AP RU RW18	APRON	1/1/2005	5505	25,207	64	Fair	97%	0%	3%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	SOUTH RAMP	AP S	APRON	1/5/2018	4305	70,348	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	SOUTH RAMP	AP S	APRON	1/5/2018	4310	180,291	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	SOUTH RAMP	AP S	APRON	1/5/2018	4313	11,875	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	SOUTH RAMP	AP S	APRON	1/5/2018	4315	60,505	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	SOUTH RAMP	AP S	APRON	1/5/2018	4320	68,878	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	SOUTH RAMP	AP S	APRON	1/5/2018	4325	4,183	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	SOUTH RAMP	AP S	APRON	1/5/2018	4332	401,224	100	Good	0%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TERMINAL APRON	AP TERM	APRON	1/1/1989	4105	855,384	85	Satisfactory	37%	0%	63%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TERMINAL APRON	AP TERM	APRON	1/1/2005	4110	13,317	55	Poor	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1993	6105	569,000	46	Poor	69%	29%	2%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1993	6110	284,500	64	Fair	95%	0%	5%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	10/1/2012	6125	62,300	78	Satisfactory	92%	0%	8%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	10/1/2012	6130	31,150	88	Good	88%	0%	12%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	10/1/2012	6135	20,000	74	Satisfactory	88%	0%	12%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	10/1/2012	6140	10,000	83	Satisfactory	88%	0%	12%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	10/1/2012	6145	18,000	73	Satisfactory	89%	0%	11%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	10/1/2012	6150	9,000	81	Satisfactory	89%	0%	11%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	10/1/2012	6155	31,400	90	Good	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	RUNWAY 18-36	RW 18-36	RUNWAY	10/1/2012	6160	15,700	90	Good	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2015	6205	400,000	91	Good	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2015	6210	800,000	92	Good	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXILANE SOUTH RAMP	TL AP S	TAXIWAY	1/1/1994	3205	5,661	67	Fair	72%	28%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXILANE T-HANGAR	TL T-HANG	TAXIWAY	1/1/1998	3105	46,227	62	Fair	88%	12%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXILANE T-HANGAR	TL T-HANG	TAXIWAY	1/1/1985	3110	16,646	53	Poor	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXILANE T-HANGAR	TL T-HANG	TAXIWAY	1/1/1985	3115	63,002	48	Poor	97%	0%	3%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	10/1/2012	103	62,586	84	Satisfactory	83%	0%	17%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/2005	105	465,433	62	Fair	96%	0%	4%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	10/1/2012	107	23,925	79	Satisfactory	93%	0%	7%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY A1	TW A1	TAXIWAY	10/1/2012	110	40,291	76	Satisfactory	84%	0%	16%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY A10	TW A10	TAXIWAY	1/1/2005	195	34,774	70	Fair	96%	0%	4%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY A10	TW A10	TAXIWAY	1/1/2010	196	6,575	90	Good	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY A11	TW A11	TAXIWAY	1/1/2005	197	30,183	65	Fair	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY A12	TW A12	TAXIWAY	1/1/2005	199	49,099	63	Fair	75%	16%	9%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY A2	TW A2	TAXIWAY	1/1/2005	120	42,179	71	Satisfactory	96%	0%	4%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY A3	TW A3	TAXIWAY	1/1/2005	130	32,330	66	Fair	95%	0%	5%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY A3	TW A3	TAXIWAY	7/1/2005	135	34,919	78	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY A4	TW A4	TAXIWAY	1/1/1985	140	19,805	60	Fair	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY A5	TW A5	TAXIWAY	1/1/2005	150	21,275	67	Fair	98%	0%	2%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY A5	TW A5	TAXIWAY	1/1/2005	155	34,234	63	Fair	86%	0%	14%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY A6	TW A6	TAXIWAY	1/1/2005	160	43,815	65	Fair	95%	0%	5%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY A7	TW A7	TAXIWAY	1/1/2005	170	31,280	61	Fair	91%	0%	9%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY A8	TW A8	TAXIWAY	1/1/2005	180	43,771	69	Fair	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY A9	TW A9	TAXIWAY	1/1/2005	190	34,544	62	Fair	79%	0%	21%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY A9	TW A9	TAXIWAY	1/1/2005	191	95,681	63	Fair	98%	0%	2%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY A9	TW A9	TAXIWAY	1/1/2005	193	35,166	63	Fair	72%	0%	28%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY B	TW B	TAXIWAY	1/1/2005	205	581,353	57	Fair	73%	24%	3%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY B	TW B	TAXIWAY	10/1/2012	207	116,110	83	Satisfactory	89%	0%	11%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY B1	TW B1	TAXIWAY	1/1/2005	210	46,292	59	Fair	98%	0%	2%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY B1	TW B1	TAXIWAY	1/1/2015	215	4,782	94	Good	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY B2	TW B2	TAXIWAY	1/1/2015	220	49,156	90	Good	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY B3	TW B3	TAXIWAY	1/1/2015	230	63,794	94	Good	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY B3	TW B3	TAXIWAY	1/1/2007	235	83,567	87	Good	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY B4	TW B4	TAXIWAY	1/1/2007	240	48,156	78	Satisfactory	96%	0%	4%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY B5	TW B5	TAXIWAY	1/1/2005	250	24,545	44	Poor	47%	47%	6%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY B6	TW B6	TAXIWAY	1/1/2015	260	38,862	89	Good	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY B6	TW B6	TAXIWAY	1/1/2005	265	17,002	63	Fair	90%	0%	10%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY B6	TW B6	TAXIWAY	1/1/2005	267	24,158	53	Poor	88%	0%	12%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY B7	TW B7	TAXIWAY	1/1/2015	270	39,535	86	Good	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY B7	TW B7	TAXIWAY	1/1/2015	271	23,946	85	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY B7	TW B7	TAXIWAY	1/1/2005	273	38,360	70	Fair	99%	0%	1%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY B7	TW B7	TAXIWAY	1/2/1992	275	9,455	61	Fair	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY B7	TW B7	TAXIWAY	1/1/1994	277	8,669	69	Fair	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY B8	TW B8	TAXIWAY	7/1/2003	280	62,931	72	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY B8	TW B8	TAXIWAY	1/1/2003	285	61,923	78	Satisfactory	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY B9	TW B9	TAXIWAY	1/1/2015	290	20,199	86	Good	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY B9	TW B9	TAXIWAY	1/1/2005	295	123,914	64	Fair	89%	0%	11%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY C	TW C	TAXIWAY	10/1/2012	305	96,607	84	Satisfactory	91%	0%	9%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY C	TW C	TAXIWAY	1/1/2005	307	13,381	64	Fair	97%	0%	3%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY C	TW C	TAXIWAY	1/1/1992	310	186,000	58	Fair	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY C	TW C	TAXIWAY	1/1/2003	315	66,291	73	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY D	TW D	TAXIWAY	7/1/2005	405	33,610	74	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY D	TW D	TAXIWAY	1/1/1998	410	10,157	73	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY T	TW T	TAXIWAY	12/25/1999	2005	23,143	88	Good	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY Z	TW Z	TAXIWAY	1/1/1994	2605	62,575	75	Satisfactory	100%	0%	0%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY Z	TW Z	TAXIWAY	1/1/1994	2610	2,379	55	Poor	85%	0%	15%
TLH	PR	TALLAHASSEE INTERNATIONAL AIRPORT	3	TAXIWAY Z	TW Z	TAXIWAY	1/1/1994	2615	2,615	71	Satisfactory	100%	0%	0%
VPS	PR	DESTIN-FORT WALTON BEACH AIRPORT	3	TERMINAL APRON	AP TERM	APRON	1/1/2010	4125	77,044	97	Good	0%	0%	100%
VPS	PR	DESTIN-FORT WALTON BEACH AIRPORT	3	TERMINAL APRON	AP TERM	APRON	5/1/2007	4115	82,476	93	Good	24%	0%	76%
VPS	PR	DESTIN-FORT WALTON BEACH AIRPORT	3	TERMINAL APRON	AP TERM	APRON	3/24/2003	4120	395,113	87	Good	12%	6%	82%
VPS	PR	DESTIN-FORT WALTON BEACH AIRPORT	3	TERMINAL APRON	AP TERM	APRON	1/1/2011	4110	17,866	69	Fair	5%	63%	32%
VPS	PR	DESTIN-FORT WALTON BEACH AIRPORT	3	TERMINAL APRON	AP TERM	APRON	1/1/2007	4130	17,472	96	Good	0%	100%	0%
VPS	PR	DESTIN-FORT WALTON BEACH AIRPORT	3	TERMINAL APRON	AP TERM	APRON	12/25/2003	4105	104,350	66	Fair	91%	0%	9%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
VPS	PR	DESTIN-FORT WALTON BEACH AIRPORT	3	TAXIWAY D1	TW D1	TAXIWAY	1/1/2019	105	81,289	100	Good	0%	0%	0%
VPS	PR	DESTIN-FORT WALTON BEACH AIRPORT	3	TAXIWAY D1	TW D1	TAXIWAY	1/1/2019	110	6,239	100	Good	0%	0%	0%
VPS	PR	DESTIN-FORT WALTON BEACH AIRPORT	3	TAXIWAY D2	TW D2	TAXIWAY	1/1/2019	120	5,338	100	Good	0%	0%	0%
VPS	PR	DESTIN-FORT WALTON BEACH AIRPORT	3	TAXIWAY D2	TW D2	TAXIWAY	1/1/2019	115	104,779	100	Good	0%	0%	0%
X13	GA	CARRABELLE-THOMPSON AIRPORT	3	APRON	AP	APRON	1/1/1995	4115	50,739	66	Fair	80%	0%	20%
X13	GA	CARRABELLE-THOMPSON AIRPORT	3	APRON	AP	APRON	1/1/2004	4120	10,671	59	Fair	100%	0%	0%
X13	GA	CARRABELLE-THOMPSON AIRPORT	3	RUN-UP APRON	AP RU	APRON	1/1/1991	5105	7,500	48	Poor	57%	0%	43%
X13	GA	CARRABELLE-THOMPSON AIRPORT	3	RUN-UP APRON	AP RU	APRON	1/1/1991	5110	8,569	55	Poor	90%	0%	10%
X13	GA	CARRABELLE-THOMPSON AIRPORT	3	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1991	6105	302,918	58	Fair	98%	0%	2%
X13	GA	CARRABELLE-THOMPSON AIRPORT	3	TAXIWAY A	TW A	TAXIWAY	1/1/1995	105	9,699	49	Poor	86%	14%	0%
BCT	RL	BOCA RATON AIRPORT	4	CUSTOMS APRON	AP CUSTOMS	APRON	2/24/2018	4105	82,166	100	Good	0%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	RUN-UP APRON 23	AP RU 23	APRON	1/1/2010	5110	25,516	88	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	RUN-UP APRON 5	AP RU 5	APRON	1/1/2010	5105	26,544	80	Satisfactory	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	RUN-UP APRON 5	AP RU 5	APRON	1/1/2010	5115	11,787	79	Satisfactory	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6105	520,000	92	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6106	72,700	93	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6107	35,000	96	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6110	260,000	91	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6111	36,350	90	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2010	6112	17,500	100	Good	100%	0%	0%

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BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2010	130	8,671	81	Satisfactory	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2010	125	9,396	85	Satisfactory	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2010	120	7,946	82	Satisfactory	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2010	220	3,501	83	Satisfactory	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2010	116	14,729	71	Satisfactory	46%	0%	54%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2010	115	7,946	86	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY G	TW G	TAXIWAY	1/1/2010	110	8,671	85	Satisfactory	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	1/1/2010	111	7,946	82	Satisfactory	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2010	105	193,060	87	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2010	106	29,080	90	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2010	107	14,241	89	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2010	108	10,940	80	Satisfactory	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2010	112	12,673	85	Satisfactory	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2010	113	4,000	90	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2010	131	12,673	84	Satisfactory	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P10	TW P10	TAXIWAY	1/1/2010	250	4,078	81	Satisfactory	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P2	TW P2	TAXIWAY	1/1/2010	210	2,572	83	Satisfactory	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P3	TW P3	TAXIWAY	1/1/2010	215	1,488	77	Satisfactory	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P4	TW P4	TAXIWAY	1/1/2010	225	3,670	85	Satisfactory	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P5	TW P5	TAXIWAY	1/1/2010	230	4,056	88	Good	100%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P6	TW P6	TAXIWAY	2/24/2018	222	4,897	100	Good	0%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P7	TW P7	TAXIWAY	2/24/2018	221	4,924	100	Good	0%	0%	0%
BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P8	TW P8	TAXIWAY	1/1/2010	260	3,165	84	Satisfactory	100%	0%	0%

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BCT	RL	BOCA RATON AIRPORT	4	TAXIWAY P9	TW P9	TAXIWAY	1/1/2010	240	4,073	85	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	NORTH APRON	AP N	APRON	1/1/1994	4105	657,596	68	Fair	82%	14%	4%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	NORTH APRON	AP N	APRON	1/1/1994	4110	4,320	95	Good	0%	0%	100%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	NORTH APRON	AP N	APRON	1/1/1994	4115	8,250	76	Satisfactory	0%	95%	5%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	NORTH APRON	AP N	APRON	1/1/1996	4120	172,695	67	Fair	76%	0%	24%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	APRON RUN-UP	AP RU 27L	APRON	1/1/1994	5110	27,137	73	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	APRON RUN-UP	AP RU 9R	APRON	1/1/1994	5105	27,417	73	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	T-HANGAR APRON	AP T-HANG	APRON	1/1/1994	4205	87,823	67	Fair	85%	0%	15%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	APRON T-HANGAR E	AP T-HANGE	APRON	1/1/1996	4415	7,892	62	Fair	87%	0%	13%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	APRON T-HANGAR E	AP T-HANGE	APRON	1/1/1996	4420	77,198	75	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	APRON T-HANGAR N	AP T-HANGN	APRON	1/1/2004	4305	93,738	76	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	APRON T-HANGAR N	AP T-HANGN	APRON	1/1/2004	4310	19,855	77	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	APRON T-HANGAR N	AP T-HANGN	APRON	1/1/2010	4315	9,386	78	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/1994	6205	329,838	70	Fair	87%	0%	13%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1994	6105	422,070	69	Fair	98%	0%	2%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXILANE A	TL A	TAXILANE	1/1/2004	4320	44,962	79	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY A1	TW A1	TAXIWAY	1/1/2004	805	7,977	74	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY A2	TW A2	TAXIWAY	1/1/2004	705	5,309	78	Satisfactory	100%	0%	0%

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F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2004	305	44,337	78	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2004	310	11,172	76	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/1994	405	14,861	70	Fair	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/1996	410	21,306	78	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2014	415	52,424	88	Good	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/1994	605	147,430	72	Satisfactory	95%	0%	5%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/1994	610	22,478	75	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/1994	615	6,198	69	Fair	98%	0%	2%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY F1	TW F1	TAXIWAY	1/1/1994	600	7,710	75	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY J	TW J	TAXIWAY	1/1/1994	1005	8,967	73	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY J	TW J	TAXIWAY	1/1/1994	1010	6,812	61	Fair	94%	0%	6%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY K	TW K	TAXIWAY	1/1/1994	1105	158,522	75	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY K	TW K	TAXIWAY	1/1/1994	1110	11,576	76	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY K	TW K	TAXIWAY	1/1/1994	1115	12,183	76	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY K1	TW K1	TAXIWAY	1/1/1994	1705	9,384	78	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY K2	TW K2	TAXIWAY	1/1/1994	1605	10,265	71	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY K3	TW K3	TAXIWAY	1/1/1994	1505	10,654	71	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY K4	TW K4	TAXIWAY	1/1/1994	505	17,143	78	Satisfactory	100%	0%	0%

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F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY K5	TW K5	TAXIWAY	1/1/1994	1405	10,756	74	Satisfactory	98%	0%	2%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY K6	TW K6	TAXIWAY	1/1/1994	1305	10,520	73	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY K7	TW K7	TAXIWAY	1/1/1994	1205	9,384	75	Satisfactory	100%	0%	0%
F45	RL	NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	1/1/1994	1805	14,861	68	Fair	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	APRON CONCOURSE D	AP CC D	APRON	1/1/1987	4205	268,824	73	Satisfactory	0%	10%	90%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	APRON CONCOURSE E	AP CC E	APRON	1/1/1987	4305	335,372	70	Fair	0%	9%	91%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	APRON CONCOURSE F	AP CC F	APRON	1/1/1987	4405	233,336	68	Fair	18%	10%	72%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	APRON CONCOURSE F	AP CC F	APRON	1/1/2017	4410	11,200	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	APRON CONCOURSE G	AP CC G	APRON	1/1/2018	4105	1,090,733	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	APRON CONCOURSE G	AP CC G	APRON	1/1/2018	4110	126,182	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	APRON CONCOURSE G	AP CC G	APRON	1/1/2018	4115	247,074	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	1/1/1987	4010	24,000	40	Very Poor	76%	11%	13%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	1/1/2010	4011	805,774	72	Satisfactory	90%	0%	10%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	1/1/1987	4020	579,850	50	Poor	53%	30%	17%

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FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	1/2/2005	4025	117,040	52	Poor	77%	19%	4%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	1/1/1987	4040	22,667	45	Poor	74%	26%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	1/1/1996	4045	36,044	55	Poor	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	1/1/1999	4075	56,984	60	Fair	64%	36%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	1/1/1999	4080	517,246	76	Satisfactory	22%	30%	48%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	1/1/1999	4082	115,252	82	Satisfactory	9%	0%	91%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	1/1/2007	4085	210,476	42	Poor	33%	44%	23%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	12/1/2017	4087	54,735	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	12/1/2017	4092	104,673	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	COMMON APRONS	AP COMMON	APRON	12/1/2017	4095	222,129	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	HOLD APRON Z	AP HOLD Z	APRON	12/1/2014	5305	478,970	95	Good	29%	0%	71%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUN-UP APRON AT RW 10L	AP RU 10L	APRON	1/1/2007	5105	361,733	71	Satisfactory	76%	0%	24%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUN-UP APRON AT RW 28R	AP RU 28R	APRON	1/1/2001	5210	15,200	35	Very Poor	36%	64%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUN-UP APRON AT RW 28R	AP RU 28R	APRON	6/1/2019	5211	29,850	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUN-UP APRON AT RW 28R	AP RU 28R	APRON	6/1/2019	5212	32,768	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	6/1/2019	6105	25,000	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	6/1/2019	6110	50,000	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	6/1/2019	6115	20,000	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	6/1/2019	6120	40,000	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	6/1/2019	6125	75,000	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	6/1/2019	6130	150,000	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	6/1/2019	6135	40,000	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	6/1/2019	6140	80,000	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	6/1/2019	6145	225,000	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	6/1/2019	6150	450,000	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	6/1/2019	6155	15,000	100	Good	0%	0%	0%

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FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	6/1/2019	6160	30,000	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	6/1/2019	6165	50,000	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	6/1/2019	6170	100,000	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	12/1/2014	6205	412,500	97	Good	32%	13%	55%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	12/1/2014	6210	412,500	98	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	12/1/2014	6215	20,625	95	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	12/1/2014	6220	31,776	93	Good	0%	83%	17%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	12/1/2014	6225	110,947	98	Good	50%	0%	50%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	12/1/2014	6230	110,947	98	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	6/1/2019	102	19,995	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	6/1/2019	105	144,501	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	6/1/2019	110	56,494	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	6/1/2019	112	31,339	100	Good	0%	0%	0%

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FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	6/1/2019	115	4,524	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	6/1/2019	116	24,722	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	6/1/2019	120	3,711	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	6/1/2019	124	29,794	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/2/2005	125	18,975	53	Poor	94%	0%	6%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	12/25/1999	126	17,589	59	Fair	69%	0%	31%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/2/2005	130	110,738	52	Poor	88%	0%	12%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	12/25/1999	132	10,294	62	Fair	60%	30%	10%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	12/25/1999	133	11,769	66	Fair	92%	0%	8%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/2/2005	135	59,250	58	Fair	84%	0%	16%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	12/25/1999	136	10,290	70	Fair	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	12/25/1999	137	11,306	70	Fair	78%	0%	22%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/2/2005	140	126,300	61	Fair	90%	0%	10%

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FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	12/25/1999	141	10,988	59	Fair	74%	0%	26%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/2/2005	142	18,750	57	Fair	80%	0%	20%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	12/25/1999	143	11,216	59	Fair	82%	0%	18%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	12/25/1999	144	7,095	48	Poor	84%	0%	16%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	12/25/1999	146	12,252	61	Fair	90%	0%	10%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/2/2005	155	48,750	47	Poor	72%	21%	7%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	12/25/1999	156	8,660	63	Fair	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/2/2005	157	86,076	57	Fair	68%	30%	2%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	6/1/2019	160	17,000	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	6/1/2019	162	105,420	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A1	TW A1	TAXIWAY	6/1/2019	165	11,628	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A1	TW A1	TAXIWAY	6/1/2019	170	2,699	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A1	TW A1	TAXIWAY	6/1/2019	175	34,416	100	Good	0%	0%	0%

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FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A4	TW A4	TAXIWAY	12/25/2011	182	168,396	76	Satisfactory	99%	0%	1%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY A5	TW A5	TAXIWAY	6/1/2019	190	52,841	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	6/1/2019	205	124,292	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	6/1/2019	210	124,875	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	6/1/2019	215	23,665	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	6/1/2019	216	19,018	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	6/1/2019	218	21,183	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2009	220	47,250	72	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2009	225	37,500	74	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2009	230	192,750	73	Satisfactory	99%	0%	1%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	6/1/2019	235	139,300	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	6/1/2019	252	28,353	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	6/1/2019	253	95,556	100	Good	0%	0%	0%

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FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	6/1/2019	255	94,191	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B1	TW B1	TAXIWAY	6/1/2019	260	59,605	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B2	TW B2	TAXIWAY	6/1/2019	265	96,641	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B2	TW B2	TAXIWAY	6/1/2019	267	78,133	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B4	TW B4	TAXIWAY	6/1/2019	270	28,703	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B4	TW B4	TAXIWAY	6/1/2019	275	47,639	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B4	TW B4	TAXIWAY	6/1/2019	278	28,582	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B5	TW B5	TAXIWAY	12/25/2011	295	160,017	70	Fair	74%	25%	1%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B6	TW B6	TAXIWAY	6/1/2019	280	59,122	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B6	TW B6	TAXIWAY	6/1/2019	282	43,982	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B7	TW B7	TAXIWAY	6/1/2019	285	29,560	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B7	TW B7	TAXIWAY	6/1/2019	287	21,148	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY B8	TW B8	TAXIWAY	6/1/2019	290	69,246	100	Good	0%	0%	0%

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FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	6/1/2019	305	109,902	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	6/1/2019	306	48,160	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	12/25/2013	307	182,608	64	Fair	47%	53%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2013	310	43,949	64	Fair	59%	41%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2013	311	23,722	58	Fair	66%	34%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2013	315	37,463	59	Fair	48%	41%	11%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2013	320	29,090	62	Fair	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2011	325	243,395	62	Fair	53%	43%	4%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	12/25/2013	350	25,888	83	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	6/1/2019	355	26,218	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	6/1/2019	180	54,495	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	6/1/2019	425	35,200	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	6/1/2019	430	25,971	100	Good	0%	0%	0%

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FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	6/1/2019	432	9,226	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2010	433	37,063	63	Fair	58%	0%	42%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2013	434	29,218	78	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	6/1/2019	505	67,978	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	6/1/2019	510	64,727	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	6/1/2019	515	39,265	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2010	522	17,700	79	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/1981	524	80,197	39	Very Poor	61%	14%	25%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	6/1/2015	525	96,413	89	Good	97%	0%	3%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2007	526	101,326	71	Satisfactory	72%	0%	28%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2013	528	18,827	69	Fair	86%	0%	14%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	12/1/2015	540	17,913	91	Good	23%	0%	77%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	12/1/2015	605	54,072	96	Good	0%	0%	100%

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FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY G	TW G	TAXIWAY	12/1/2015	705	205,988	96	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	12/1/2014	805	360,506	97	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	12/1/2014	810	47,051	61	Fair	4%	33%	63%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY H4	TW H3	TAXIWAY	12/1/2014	825	17,001	97	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY H5	TW H4	TAXIWAY	12/1/2014	835	17,679	100	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY H6	TW H5	TAXIWAY	12/1/2014	845	17,695	97	Good	62%	0%	38%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY J	TW H6	TAXIWAY	12/1/2014	855	17,709	99	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY J	TW J	TAXIWAY	12/1/2014	905	715,690	97	Good	41%	0%	59%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY J	TW J	TAXIWAY	12/1/2014	910	11,166	94	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY J	TW J	TAXIWAY	12/1/2014	915	46,928	94	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY J	TW J	TAXIWAY	12/1/2014	920	89,016	99	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY J1	TW J1	TAXIWAY	12/1/2014	925	28,221	94	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY J10	TW J10	TAXIWAY	12/1/2014	965	47,992	97	Good	0%	0%	100%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY J11	TW J11	TAXIWAY	12/1/2014	970	48,189	98	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY J12	TW J12	TAXIWAY	12/1/2014	975	46,252	96	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY J2	TW J2	TAXIWAY	12/1/2014	930	30,566	93	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY J3	TW J3	TAXIWAY	12/1/2014	935	26,082	94	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY J4	TW J4	TAXIWAY	12/1/2014	940	70,178	96	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY J5	TW J5	TAXIWAY	12/1/2014	945	70,136	97	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY J7	TW J7	TAXIWAY	12/1/2014	950	55,331	95	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY J8	TW J8	TAXIWAY	12/1/2014	955	70,438	97	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY J9	TW J9	TAXIWAY	12/1/2014	960	47,131	91	Good	0%	51%	49%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY J9	TW J9	TAXIWAY	12/1/2014	962	19,647	100	Good	0%	87%	13%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2011	1205	45,277	78	Satisfactory	91%	0%	9%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2011	1210	17,148	80	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	12/1/2015	1220	243,466	97	Good	0%	0%	100%

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FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	12/1/2015	1240	20,776	91	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	12/1/2015	1432	22,818	94	Good	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/1989	1435	68,687	32	Very Poor	50%	35%	15%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/2014	1442	49,104	88	Good	94%	0%	6%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	12/1/2014	1445	52,751	92	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	12/1/2014	1450	18,160	100	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	6/1/2019	1705	20,683	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	6/1/2019	1707	37,554	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	6/1/2019	1710	33,134	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	6/1/2019	1712	25,574	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	12/1/2015	1715	9,000	94	Good	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	1/1/2012	1716	39,680	65	Fair	99%	0%	1%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	1/1/2009	1717	25,805	75	Satisfactory	100%	0%	0%

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FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	1/1/2012	1718	41,406	77	Satisfactory	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	12/1/2015	1730	208,618	93	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY S	TW S	TAXIWAY	1/1/2009	1905	21,741	58	Fair	97%	0%	3%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY S	TW S	TAXIWAY	1/1/2011	1907	31,244	62	Fair	59%	41%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY S	TW S	TAXIWAY	1/1/2009	1910	78,759	60	Fair	73%	27%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T	TW T	TAXIWAY	1/1/2005	2005	317,126	37	Very Poor	42%	53%	5%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T	TW T	TAXIWAY	1/1/2016	2010	129,796	87	Good	43%	6%	51%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T2	TW T2	TAXIWAY	6/1/2019	2020	43,504	100	Good	0%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T3	TW T3	TAXIWAY	1/1/2005	2025	26,256	52	Poor	59%	0%	41%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T3	TW T3	TAXIWAY	1/1/2009	2031	26,668	86	Good	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T4	TW T4	TAXIWAY	1/1/2005	2035	18,295	59	Fair	98%	0%	2%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T4	TW T4	TAXIWAY	1/1/2009	2040	34,433	67	Fair	98%	0%	2%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T5	TW T5	TAXIWAY	1/1/2009	2045	41,056	73	Satisfactory	97%	0%	3%

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FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T5	TW T5	TAXIWAY	1/1/2009	2080	23,489	70	Fair	100%	0%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T6	TW T6	TAXIWAY	1/1/2005	2050	12,629	55	Poor	83%	0%	17%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T6	TW T6	TAXIWAY	1/1/1989	2055	20,390	17	Serious	30%	57%	13%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T6	TW T6	TAXIWAY	12/1/2015	2057	19,588	97	Good	0%	0%	100%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T7	TW T7	TAXIWAY	1/1/2005	2060	7,556	55	Poor	94%	0%	6%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T7	TW T7	TAXIWAY	1/1/2005	2065	10,151	28	Very Poor	55%	45%	0%
FLL	PR	FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT	4	TAXIWAY T7	TW T7	TAXIWAY	1/1/1989	2070	23,071	26	Very Poor	61%	39%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/1991	4105	397,367	64	Fair	61%	0%	39%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/1991	4110	42,132	31	Very Poor	9%	49%	42%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/1942	4112	26,357	0	Failed	6%	91%	3%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/1991	4115	63,222	80	Satisfactory	90%	0%	10%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/1991	4120	54,083	56	Fair	57%	0%	43%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/1955	4125	149,877	39	Very Poor	95%	0%	5%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/1942	4127	71,447	32	Very Poor	58%	0%	42%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	EAST APRON	AP E	APRON	1/1/1984	4405	235,155	63	Fair	80%	0%	20%

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FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	RUN-UP APRON AT RW 10R	AP RU RW10	APRON	1/1/2011	5105	36,313	91	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	SOUTH APRON	AP S	APRON	1/1/1984	4205	128,080	48	Poor	90%	0%	10%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	SOUTH APRON	AP S	APRON	1/1/2013	4210	95,822	89	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	SOUTH APRON	AP S	APRON	1/1/2013	4212	57,702	89	Good	79%	0%	21%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	SOUTH APRON	AP S	APRON	1/1/1984	4215	29,067	59	Fair	79%	0%	21%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	SOUTH APRON	AP S	APRON	1/1/2004	4220	23,742	55	Poor	76%	0%	24%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	SOUTH APRON	AP S	APRON	1/1/1984	4225	20,701	54	Poor	84%	0%	16%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	SOUTH APRON	AP S	APRON	4/15/2013	4230	8,773	89	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	SOUTH APRON	AP S	APRON	1/1/2002	4240	144,278	75	Satisfactory	85%	0%	15%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	SOUTHEAST APRON	AP SE	APRON	12/25/1999	4305	25,850	39	Very Poor	13%	68%	19%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	SOUTHEAST APRON	AP SE	APRON	12/25/1999	4310	113,629	52	Poor	97%	0%	3%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	SOUTHEAST APRON	AP SE	APRON	12/25/1999	4315	30,090	67	Fair	25%	30%	45%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	SOUTHEAST APRON	AP SE	APRON	12/25/1999	4320	11,708	31	Very Poor	11%	81%	8%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	1/1/2009	6305	300,150	92	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	1/1/2010	6105	240,000	81	Satisfactory	96%	0%	4%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	1/1/2010	6110	480,000	90	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	1/1/2010	6115	75,000	83	Satisfactory	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	1/1/2010	6120	150,000	88	Good	100%	0%	0%

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FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	1/1/2010	6125	9,700	79	Satisfactory	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	1/1/2010	6130	19,400	88	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2004	6205	485,366	53	Poor	70%	0%	30%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2011	102	109,512	88	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2004	104	31,997	56	Fair	56%	0%	44%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2006	105	51,433	76	Satisfactory	76%	0%	24%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2011	106	145,054	89	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2006	108	8,386	84	Satisfactory	66%	0%	34%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2005	109	23,232	86	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY A1	TW A1	TAXIWAY	3/1/2015	110	23,390	100	Good	0%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY A2	TW A2	TAXIWAY	1/1/2002	120	54,200	77	Satisfactory	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY A2	TW A2	TAXIWAY	1/1/2010	125	13,660	78	Satisfactory	68%	0%	32%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY A3	TW A3	TAXIWAY	1/1/2011	130	30,422	89	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY A4	TW A4	TAXIWAY	1/1/2011	140	31,703	88	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2011	205	218,543	89	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2004	207	23,150	70	Fair	92%	0%	8%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY B1	TW B1	TAXIWAY	1/1/2011	210	6,787	59	Fair	65%	0%	35%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY B2	TW B2	TAXIWAY	1/1/2011	220	3,607	87	Good	100%	0%	0%

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FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY B3	TW B3	TAXIWAY	1/1/2011	230	3,607	89	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	4/15/2013	305	159,821	91	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	4/15/2013	307	78,660	87	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY C1	TW C1	TAXIWAY	1/1/2004	312	7,843	45	Poor	71%	0%	29%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY C1	TW C1	TAXIWAY	4/15/2013	315	15,501	88	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY C1	TW C1	TAXIWAY	1/1/1984	318	44,966	61	Fair	90%	0%	10%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY C4	TW C4	TAXIWAY	1/1/2004	340	13,877	59	Fair	77%	0%	23%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY C4	TW C4	TAXIWAY	4/15/2013	345	17,337	91	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY C5	TW C5	TAXIWAY	4/15/2013	350	7,772	77	Satisfactory	49%	0%	51%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY C7	TW C7	TAXIWAY	1/1/2004	370	6,603	64	Fair	76%	0%	24%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY C7	TW C7	TAXIWAY	1/1/1991	375	3,640	58	Fair	81%	0%	19%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY C7	TW C7	TAXIWAY	4/15/2013	377	8,016	87	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY C8	TW C8	TAXIWAY	1/1/1988	380	11,317	74	Satisfactory	94%	0%	6%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY C8	TW C8	TAXIWAY	4/15/2013	385	8,406	92	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY C8	TW C8	TAXIWAY	4/15/2013	387	11,376	80	Satisfactory	54%	0%	46%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/1985	405	47,750	23	Serious	92%	0%	8%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	4/15/2013	410	13,389	89	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2004	411	16,042	57	Fair	64%	0%	36%

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FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2011	412	47,471	85	Satisfactory	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/1942	415	100,658	27	Very Poor	81%	19%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/1985	503	3,610	33	Very Poor	68%	0%	32%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/1942	505	72,647	36	Very Poor	94%	0%	6%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2007	506	47,798	81	Satisfactory	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	4/15/2013	509	8,509	85	Satisfactory	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2004	510	9,607	69	Fair	90%	0%	10%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2007	515	164,640	74	Satisfactory	92%	0%	8%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2006	520	35,522	73	Satisfactory	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2009	605	140,070	92	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY F1	TW F1	TAXIWAY	1/1/2009	610	13,620	90	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY F2	TW F2	TAXIWAY	1/1/2009	620	15,165	92	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY F3	TW F3	TAXIWAY	1/1/2009	630	15,165	91	Good	100%	0%	0%
FPR	GA	TREASURE COAST INTERNATIONAL AIRPORT	4	TAXIWAY F4	TW F4	TAXIWAY	1/1/2009	640	13,620	92	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	BANYAN APRON	AP BANYAN	APRON	6/1/2014	5910	12,036	94	Good	92%	0%	8%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	CUSTOMS APRON	AP CUSTOMS	APRON	1/1/2014	5605	65,754	92	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	HOLDING APRON AT TWS A AND C	AP HTW A-C	APRON	1/1/2009	5305	33,360	89	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	HOLDING APRON AT TW A AND E	AP HTW A-E	APRON	1/1/2009	5505	32,963	89	Good	100%	0%	0%

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FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	MAINTENANCE APRON	AP MAINT	APRON	1/1/2009	5405	49,757	79	Satisfactory	61%	0%	39%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	MAINTENANCE APRON	AP MAINT	APRON	1/1/2009	5410	2,231	79	Satisfactory	8%	0%	92%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	RUN-UP APRON AT RW 13	AP RU 13	APRON	6/1/2018	5105	16,287	100	Good	0%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	RUN-UP APRON AT RW 27	AP RU 27	APRON	1/1/1998	5205	29,849	85	Satisfactory	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	RUN-UP APRON AT RW 31	AP RU 31	APRON	1/1/2010	5705	13,356	89	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	RUN-UP APRON AT RW 9	AP RU 9	APRON	1/1/2009	5805	35,246	91	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	SHERIFF APRON	AP SHERIFF	APRON	6/1/2014	5905	27,393	91	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2004	6205	58,940	67	Fair	97%	0%	3%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2007	6210	326,966	77	Satisfactory	91%	0%	9%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2004	6105	600,176	62	Fair	86%	10%	4%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2009	105	109,575	89	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2009	107	37,997	90	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2009	110	148,870	88	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	6/1/2018	205	33,104	100	Good	0%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/1978	210	34,911	62	Fair	88%	0%	12%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2010	212	13,392	82	Satisfactory	64%	0%	36%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2010	215	146,128	89	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2010	217	24,547	83	Satisfactory	100%	0%	0%

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FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2007	220	11,274	82	Satisfactory	61%	0%	39%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY B1	TW B1	TAXIWAY	1/1/2010	250	17,976	89	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY B2	TW B2	TAXIWAY	1/1/2010	260	15,526	89	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY B3	TW B3	TAXIWAY	1/1/2010	270	15,502	89	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY B4	TW B4	TAXIWAY	1/1/2010	280	16,439	82	Satisfactory	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY B5	TW B5	TAXIWAY	1/1/2010	290	4,092	78	Satisfactory	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	6/1/2014	305	64,814	84	Satisfactory	91%	0%	9%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2009	315	27,629	81	Satisfactory	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/1997	320	16,888	72	Satisfactory	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	10/31/2012	321	26,633	93	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2012	323	72,907	91	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2009	325	21,111	84	Satisfactory	91%	0%	9%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2004	335	9,722	77	Satisfactory	91%	0%	9%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY C4	TW C4	TAXIWAY	1/1/2012	350	12,351	87	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2012	405	9,364	89	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/1978	410	20,952	74	Satisfactory	94%	0%	6%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2009	412	15,860	81	Satisfactory	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/1978	414	21,409	32	Very Poor	52%	48%	0%

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FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2012	415	49,428	86	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY D1	TW D1	TAXIWAY	9/1/2012	450	39,273	89	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY D1	TW D1	TAXIWAY	1/1/1997	455	1,600	85	Satisfactory	80%	0%	20%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2004	502	9,176	64	Fair	89%	0%	11%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2009	505	25,381	81	Satisfactory	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/1997	520	94,132	53	Poor	82%	18%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	12/14/2017	522	14,550	100	Good	0%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2010	523	17,925	88	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2007	525	27,187	80	Satisfactory	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	6/1/2018	527	36,000	100	Good	0%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2008	530	66,700	71	Satisfactory	99%	0%	1%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	5/1/2012	535	14,052	91	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY E1	TW E1	TAXIWAY	1/1/2009	575	29,392	76	Satisfactory	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY E2	TW E2	TAXIWAY	1/1/1997	580	5,457	62	Fair	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	6/1/2018	602	17,635	100	Good	0%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/1996	605	4,496	60	Fair	72%	0%	28%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/1998	607	96,780	64	Fair	81%	15%	4%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2012	610	12,000	89	Good	100%	0%	0%

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FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/1998	620	49,586	72	Satisfactory	84%	0%	16%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	6/1/2018	640	128,595	100	Good	0%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY F5	TW F5	TAXIWAY	1/1/1996	630	10,637	67	Fair	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY F5	TW F5	TAXIWAY	6/1/2018	635	14,467	100	Good	0%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY F9	TW F9	TAXIWAY	1/1/1999	625	19,175	77	Satisfactory	95%	0%	5%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY G	TW G	TAXIWAY	1/1/2004	705	12,870	83	Satisfactory	95%	0%	5%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY G	TW G	TAXIWAY	1/1/2009	710	27,892	89	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY G	TW G	TAXIWAY	6/1/2018	720	16,538	100	Good	0%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY G	TW G	TAXIWAY	6/1/2018	722	24,513	100	Good	0%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY G	TW G	TAXIWAY	1/1/1984	723	45,747	54	Poor	80%	20%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY G	TW G	TAXIWAY	1/1/2014	725	75,450	93	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY G7	TW G7	TAXIWAY	1/1/2014	740	6,473	94	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY G8	TW G8	TAXIWAY	1/1/2014	745	3,448	91	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	1/1/2004	805	16,956	74	Satisfactory	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	1/1/2009	807	17,154	89	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	1/1/2004	809	12,754	67	Fair	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	1/1/1997	810	3,889	55	Poor	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	HANGAR TAXIWAY 1	TW HANG 1	TAXIWAY	6/1/2014	360	3,353	93	Good	100%	0%	0%

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FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	HANGAR TAXIWAY 2	TW HANG 2	TAXIWAY	6/1/2014	365	2,420	94	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	HANGAR TAXIWAY 3	TW HANG 3	TAXIWAY	6/1/2014	370	2,921	92	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	HANGAR TAXIWAY 4	TW HANG 4	TAXIWAY	6/1/2014	375	2,475	92	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	HANGAR TAXIWAY 5	TW HANG 5	TAXIWAY	6/1/2014	380	4,804	91	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	HANGAR TAXIWAY 6	TW HANG 6	TAXIWAY	6/1/2014	385	3,313	91	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	HANGAR TAXIWAY 7	TW HANG 7	TAXIWAY	6/1/2014	390	4,037	94	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	HANGAR TAXIWAY 8	TW HANG 8	TAXIWAY	6/1/2014	395	3,487	91	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY J	TW J	TAXIWAY	1/1/2004	1005	12,257	73	Satisfactory	93%	0%	7%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY J	TW J	TAXIWAY	1/1/2009	1010	12,205	74	Satisfactory	83%	0%	17%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY K	TW K	TAXIWAY	1/1/2007	1125	8,237	88	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY K	TW K	TAXIWAY	1/1/2010	1130	10,422	89	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY K	TW K	TAXIWAY	1/1/2010	1135	15,505	88	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	6/1/2018	1206	53,506	100	Good	0%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2004	1210	12,479	81	Satisfactory	84%	0%	16%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY M	TW M	TAXIWAY	1/1/2010	1310	14,836	83	Satisfactory	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY M	TW M	TAXIWAY	1/1/1984	1315	36,492	77	Satisfactory	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY M	TW M	TAXIWAY	1/1/1984	1320	19,869	58	Fair	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/2004	1405	47,395	74	Satisfactory	92%	0%	8%

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FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/2009	1410	17,688	87	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/1984	1415	3,405	86	Good	88%	0%	12%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	6/1/2018	1420	8,745	100	Good	0%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	6/1/2018	1440	20,806	100	Good	0%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	6/1/2018	1605	10,510	100	Good	0%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2004	1610	13,106	70	Fair	93%	0%	7%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	1/1/2004	1705	18,840	82	Satisfactory	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	1/1/2009	1707	24,842	90	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	12/14/2017	1710	11,538	100	Good	0%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY Q	TW Q	TAXIWAY	12/14/2017	1715	4,966	100	Good	0%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	1/1/1999	1805	22,393	80	Satisfactory	95%	0%	5%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY S	TW S	TAXIWAY	1/1/2004	1905	18,547	76	Satisfactory	86%	0%	14%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY S	TW S	TAXIWAY	1/1/1999	1910	12,253	61	Fair	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY S	TW S	TAXIWAY	4/1/2016	1915	18,853	94	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY S1	TW S1	TAXIWAY	4/1/2016	1950	4,893	94	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY S3	TW S3	TAXIWAY	4/1/2016	1960	5,705	92	Good	100%	0%	0%
FXE	RL	FORT LAUDERDALE EXECUTIVE AIRPORT	4	TAXIWAY S3	TW S3	TAXIWAY	4/1/2016	1965	35,933	93	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	SOUTH GA APRON	AP SOUTH	APRON	1/1/1968	4105	262,500	36	Very Poor	97%	0%	3%

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HWO	RL	NORTH PERRY AIRPORT	4	SOUTH GA APRON	AP SOUTH	APRON	1/1/1968	4110	84,000	44	Poor	3%	62%	35%
HWO	RL	NORTH PERRY AIRPORT	4	RUNWAY 01L-19R	RW 01L-19R	RUNWAY	3/1/2007	6105	275,500	89	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	RUNWAY 01L-19R	RW 01L-19R	RUNWAY	12/1/2012	6110	14,500	90	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	RUNWAY 01L-19R	RW 01L-19R	RUNWAY	12/1/2012	6115	15,000	94	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	RUNWAY 01L-19R	RW 01L-19R	RUNWAY	1/1/2001	6120	30,000	92	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	RUNWAY 01R-19L	RW 01R-19L	RUNWAY	1/1/2013	6305	314,367	93	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	1/1/2012	6205	314,433	93	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	1/1/1996	6405	270,700	80	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	12/1/2012	6410	14,700	91	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	12/1/2012	6415	14,600	83	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	3/1/2007	6420	15,768	89	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	3/1/2007	105	2,647	90	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2001	110	8,438	86	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2012	115	7,846	88	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2014	120	8,823	92	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2014	125	2,872	90	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2012	200	4,873	94	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	3/1/2007	202	16,704	82	Satisfactory	98%	0%	2%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2008	205	120,769	86	Good	98%	0%	2%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2012	210	4,473	94	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2008	215	16,260	83	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	12/1/2014	220	3,873	88	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	12/1/2014	225	4,273	94	Good	100%	0%	0%

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HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY B1	TW B1	TAXIWAY	1/1/2008	1905	18,259	76	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/1996	403	9,097	71	Satisfactory	93%	0%	7%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	3/1/2007	405	106,779	89	Good	84%	0%	16%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2012	406	4,793	94	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2012	407	4,553	90	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2014	410	8,066	94	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2013	415	10,406	92	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY D1	TW D1	TAXIWAY	3/1/2007	430	4,076	91	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY D1	TW D1	TAXIWAY	3/1/2013	435	7,528	93	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY D2	TW D2	TAXIWAY	3/1/2007	450	4,325	84	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY D2	TW D2	TAXIWAY	3/1/2013	455	7,181	92	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	3/1/2007	505	8,843	71	Satisfactory	56%	0%	44%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	3/1/2007	506	8,043	73	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/1996	510	8,656	85	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2003	520	32,472	82	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	12/1/2014	530	4,345	91	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2014	540	3,890	88	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2012	545	4,153	91	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2012	550	3,523	94	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	10/1/2016	555	5,132	94	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	10/1/2016	560	3,907	94	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2003	565	50,638	73	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2013	570	9,467	92	Good	100%	0%	0%

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HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E1	TW E1	TAXIWAY	1/1/2013	525	4,095	82	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E1	TW E1	TAXIWAY	3/1/2013	527	5,105	94	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E2	TW E2	TAXIWAY	1/1/2013	585	4,161	83	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY E2	TW E2	TAXIWAY	3/1/2013	587	4,372	89	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY J	TW J	TAXIWAY	3/1/2007	1109	19,913	77	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY J	TW J	TAXIWAY	1/1/1968	1110	58,977	15	Serious	84%	16%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	3/1/2007	1205	107,466	91	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	3/1/2007	1215	16,734	82	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	3/1/2007	1220	3,966	87	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2001	1225	11,456	87	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	3/1/2013	1230	12,000	94	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY L1	TW L1	TAXIWAY	3/1/2007	805	9,896	76	Satisfactory	65%	0%	35%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY L2	TW L2	TAXIWAY	3/1/2007	1005	18,386	84	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY L3	TW L3	TAXIWAY	3/1/2007	1105	19,105	78	Satisfactory	71%	0%	29%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY M	TW M	TAXIWAY	3/1/2007	2005	17,244	73	Satisfactory	49%	0%	51%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY M	TW M	TAXIWAY	1/1/1996	2010	92,202	74	Satisfactory	75%	0%	25%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY M	TW M	TAXIWAY	3/1/2013	2012	8,465	92	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY M	TW M	TAXIWAY	1/1/1996	2025	18,509	62	Fair	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY M1	TW M1	TAXIWAY	1/1/1996	2020	7,027	85	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY M3	TW M3	TAXIWAY	3/1/2007	1102	11,092	78	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/2014	1405	112,128	92	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/2014	1410	4,473	91	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/2014	1415	5,950	84	Satisfactory	100%	0%	0%

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HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/2012	1420	10,945	92	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY N1	TW N1	TAXIWAY	1/1/2012	310	7,431	91	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY N1	TW N1	TAXIWAY	1/1/2014	315	4,070	87	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY N2	TW N2	TAXIWAY	1/1/2012	705	7,030	94	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY N2	TW N2	TAXIWAY	1/1/2014	710	4,477	89	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	3/1/2007	1602	3,978	71	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/1989	1605	32,923	73	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2008	1607	6,888	84	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/1968	1610	3,511	78	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	3/1/2013	1612	4,448	89	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	3/1/2013	1617	3,418	95	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	10/1/2016	1620	44,816	94	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	10/1/2016	1623	4,830	94	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	10/1/2016	1630	10,775	94	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2012	1635	7,537	94	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P1	TW P1	TAXIWAY	1/1/1989	305	3,960	75	Satisfactory	69%	0%	31%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P1	TW P1	TAXIWAY	1/1/2012	307	5,821	94	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P2	TW P2	TAXIWAY	10/1/2016	1625	5,178	94	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY P2	TW P2	TAXIWAY	1/1/2012	1627	5,086	94	Good	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	3/1/2007	1803	13,261	79	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	1/1/1996	1805	28,097	41	Poor	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	1/1/2008	1807	12,670	80	Satisfactory	100%	0%	0%
HWO	RL	NORTH PERRY AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	1/1/1996	1810	9,119	77	Satisfactory	90%	0%	10%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	GA APRON	AP GA	APRON	6/1/2016	4105	406,856	89	Good	100%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	GA APRON	AP GA	APRON	1/1/1985	4110	231,470	59	Fair	86%	0%	14%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	GA APRON	AP GA	APRON	7/12/2013	4120	124,452	87	Good	88%	0%	12%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	GA APRON	AP GA	APRON	6/1/2016	4125	137,906	89	Good	100%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	RUN-UP APRON AT RW 10	AP RU RW10	APRON	7/12/2013	4205	30,821	87	Good	84%	0%	16%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	RUN-UP APRON AT RW 16	AP RU RW16	APRON	1/1/1993	4305	6,377	63	Fair	97%	0%	3%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/2016	6103	29,577	89	Good	100%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	RUNWAY 10-28	RW 10-28	RUNWAY	6/1/2007	6105	223,605	78	Satisfactory	100%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	RUNWAY 16-34	RW 16-34	RUNWAY	7/12/2013	6205	27,600	74	Satisfactory	96%	0%	4%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	RUNWAY 16-34	RW 16-34	RUNWAY	7/12/2013	6215	315,000	72	Satisfactory	95%	0%	5%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/1993	6305	216,104	70	Fair	81%	0%	19%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2016	6310	13,113	89	Good	100%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	6/1/2007	310	110,651	78	Satisfactory	100%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/1993	205	99,105	73	Satisfactory	100%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2016	207	5,659	89	Good	100%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	7/12/2013	210	11,820	80	Satisfactory	100%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/1993	215	3,442	72	Satisfactory	100%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	7/12/2013	217	5,087	86	Good	100%	0%	0%

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LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY B1	TW B1	TAXIWAY	1/1/1993	220	4,124	70	Fair	91%	0%	9%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY B1	TW B1	TAXIWAY	7/12/2013	223	5,529	84	Satisfactory	100%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2007	103	16,849	79	Satisfactory	100%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	7/12/2013	105	170,104	87	Good	100%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	6/1/2007	115	12,354	78	Satisfactory	87%	0%	13%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2016	120	5,048	92	Good	100%	0%	0%
LNA	RL	PALM BEACH COUNTY PARK AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	7/12/2013	125	9,691	78	Satisfactory	57%	0%	43%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	CARGO APRON	AP CARGO	APRON	4/22/2016	4205	89,000	99	Good	0%	0%	100%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	CARGO APRON	AP CARGO	APRON	1/1/1999	4210	108,440	64	Fair	98%	0%	2%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	CARGO APRON	AP CARGO	APRON	1/1/2009	4215	12,250	83	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	CARGO APRON	AP CARGO	APRON	1/1/2009	4220	56,750	96	Good	34%	0%	66%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	CARGO APRON	AP CARGO	APRON	4/22/2016	4225	25,250	99	Good	0%	0%	100%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/2011	4103	129,150	88	Good	0%	0%	100%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/2016	4104	31,500	97	Good	0%	0%	100%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/2016	4105	95,870	90	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/2016	4106	113,713	88	Good	98%	0%	2%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/2016	4107	90,116	89	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/2016	4110	238,027	93	Good	100%	0%	0%

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PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/1987	4115	419,303	85	Satisfactory	12%	14%	74%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/2008	4120	774,199	83	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/1987	4125	382,714	70	Fair	18%	10%	72%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	5/20/2019	4130	134,443	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	5/20/2019	4135	82,283	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	1/1/1987	4140	101,751	64	Fair	3%	33%	64%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	5/20/2019	4145	236,467	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	5/20/2019	4150	163,437	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	5/20/2019	4155	125,928	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	5/20/2019	4160	63,255	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NORTH TERMINAL APRON	AP N TERM	APRON	5/20/2019	4165	55,566	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NW APRON	AP NW	APRON	1/1/2014	4605	259,787	100	Good	0%	0%	100%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NW APRON	AP NW	APRON	1/1/2017	4615	81,158	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	NW APRON	AP NW	APRON	1/1/2017	4620	31,764	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SOUTH APRON	AP S	APRON	1/1/1991	4410	289,502	51	Poor	97%	0%	3%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SOUTH APRON	AP S	APRON	1/1/1991	4420	11,258	67	Fair	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SOUTH APRON	AP S	APRON	1/1/1991	4430	5,362	66	Fair	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SE GA APRON	AP SE GA	APRON	7/1/2016	4501	58,802	91	Good	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SE GA APRON	AP SE GA	APRON	1/1/1995	4502	55,534	36	Very Poor	91%	0%	9%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SE GA APRON	AP SE GA	APRON	1/1/1999	4505	625,748	88	Good	16%	8%	76%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SE GA APRON	AP SE GA	APRON	1/1/1998	4510	171,874	25	Serious	12%	56%	32%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SE GA APRON	AP SE GA	APRON	1/1/1993	4515	37,813	12	Serious	10%	42%	48%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SE GA APRON	AP SE GA	APRON	12/25/1999	4520	96,728	54	Poor	98%	0%	2%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SE GA APRON	AP SE GA	APRON	1/1/1989	4522	51,217	16	Serious	6%	40%	54%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SE GA APRON	AP SE GA	APRON	1/1/2005	4525	104,360	77	Satisfactory	85%	0%	15%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SE GA APRON	AP SE GA	APRON	1/1/2011	4530	25,338	83	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SW GA APRON	AP SW GA	APRON	1/1/1999	4305	1,091,636	53	Poor	76%	0%	24%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SW GA APRON	AP SW GA	APRON	1/1/1943	4307	34,461	0	Failed	9%	91%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SW GA APRON	AP SW GA	APRON	1/1/2001	4310	70,781	39	Very Poor	88%	0%	12%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	SW GA APRON	AP SW GA	APRON	12/25/1995	4315	13,953	7	Failed	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	1/1/2012	6105	1,000,821	80	Satisfactory	96%	0%	4%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	1/1/2012	6110	500,411	87	Good	94%	0%	6%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	9/1/2017	6202	13,125	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	9/1/2017	6205	14,075	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	9/1/2017	6210	200,660	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	9/1/2017	6215	13,125	100	Good	0%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2010	6305	463,497	75	Satisfactory	97%	0%	3%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2010	6310	231,748	83	Satisfactory	90%	0%	10%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2010	6315	207,426	78	Satisfactory	77%	0%	23%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	RUNWAY 14-32	RW 14-32	RUNWAY	1/1/2010	6320	103,713	84	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2003	103	63,464	82	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	4/6/2017	104	23,130	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	4/6/2017	105	112,508	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	4/6/2017	110	90,889	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2009	120	30,335	74	Satisfactory	96%	0%	4%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2009	125	98,076	84	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY A1	TW A1	TAXIWAY	12/1/2017	102	9,875	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY A1	TW A1	TAXIWAY	1/1/2003	106	24,878	80	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY A2	TW A2	TAXIWAY	4/6/2017	150	56,437	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY A3	TW A3	TAXIWAY	12/1/2017	160	67,203	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/1978	205	88,749	47	Poor	74%	0%	26%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/1978	210	118,057	46	Poor	78%	0%	22%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/1978	215	70,883	58	Fair	81%	0%	19%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/1993	220	117,193	28	Very Poor	39%	47%	14%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2011	235	32,479	81	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY B1	TW B1	TAXIWAY	1/1/1987	225	40,559	52	Poor	91%	0%	9%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY B2	TW B2	TAXIWAY	1/1/2009	230	28,602	79	Satisfactory	96%	0%	4%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	12/1/2017	301	114,824	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	12/1/2017	305	40,307	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	12/1/2017	310	183,571	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2010	312	42,575	71	Satisfactory	55%	43%	2%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2010	314	17,797	82	Satisfactory	93%	0%	7%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	12/1/2017	320	298,638	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	5/20/2019	325	92,318	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C1	TW C1	TAXIWAY	1/1/2012	302	34,844	91	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C11	TW C11	TAXIWAY	12/1/2017	355	10,974	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C11	TW C11	TAXIWAY	1/1/2012	358	25,028	90	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C12	TW C12	TAXIWAY	12/1/2017	360	79,399	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C12	TW C12	TAXIWAY	12/1/2017	362	6,832	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C12	TW C12	TAXIWAY	1/1/2012	365	26,646	90	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C12	TW C12	TAXIWAY	12/1/2017	370	8,438	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C13	TW C13	TAXIWAY	1/1/2012	363	37,348	91	Good	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C2	TW C2	TAXIWAY	1/1/2012	303	27,839	90	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C3	TW C3	TAXIWAY	1/1/2012	308	29,893	88	Good	93%	0%	7%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C4	TW C4	TAXIWAY	12/1/2017	330	7,941	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C4	TW C4	TAXIWAY	1/1/2012	333	26,670	79	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C5	TW C5	TAXIWAY	1/1/2012	340	95,233	87	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C9	TW C9	TAXIWAY	1/1/2010	350	13,786	88	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY C9	TW C9	TAXIWAY	12/1/2017	351	38,453	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	7/1/2016	404	29,639	94	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	7/1/2016	405	73,500	94	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2012	407	20,943	77	Satisfactory	57%	0%	43%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2010	411	90,929	75	Satisfactory	99%	0%	1%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	5/20/2019	420	32,173	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	7/1/2016	501	11,105	94	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	7/1/2016	502	45,128	93	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	7/1/2016	509	91,995	94	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	7/1/2016	535	37,820	93	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	7/1/2016	540	31,650	92	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2012	603	35,601	80	Satisfactory	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/1983	605	204,484	46	Poor	80%	0%	20%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	12/1/2017	610	21,975	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2012	613	36,665	85	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/1983	632	9,566	41	Poor	75%	0%	25%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2009	640	139,389	84	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2009	645	32,086	73	Satisfactory	69%	0%	31%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2009	650	63,404	84	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2009	655	33,394	72	Satisfactory	58%	0%	42%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY F1	TW F1	TAXIWAY	1/1/2009	642	23,550	89	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY F2	TW F2	TAXIWAY	1/1/1978	630	21,542	36	Very Poor	74%	0%	26%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY G	TW G	TAXIWAY	5/20/2019	710	21,198	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY G	TW G	TAXIWAY	1/1/2012	713	68,265	78	Satisfactory	93%	0%	7%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY G	TW G	TAXIWAY	5/20/2019	720	61,336	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	1/1/1993	805	24,318	67	Fair	88%	0%	12%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	1/1/1987	810	96,357	55	Poor	97%	0%	3%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	1/1/2012	815	24,793	85	Satisfactory	90%	0%	10%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	12/1/2017	820	15,862	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	1/1/2012	823	29,035	89	Good	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	5/20/2019	830	20,039	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY H	TW H	TAXIWAY	5/20/2019	835	11,285	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY J	TW J	TAXIWAY	7/1/2016	905	27,775	92	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY K	TW K	TAXIWAY	7/1/2016	1105	61,909	90	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY K	TW K	TAXIWAY	1/1/2012	1107	16,079	74	Satisfactory	91%	0%	9%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	8/18/2005	1005	231,869	86	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2012	1045	60,450	88	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2012	1055	66,993	84	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2012	1060	64,222	88	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2012	1065	60,329	85	Satisfactory	82%	0%	18%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2012	1070	106,531	77	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2011	1075	29,102	87	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L	TW L	TAXIWAY	1/1/2001	1080	31,205	74	Satisfactory	96%	0%	4%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L1	TW L1	TAXIWAY	1/1/2012	1010	23,886	88	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L2	TW L2	TAXIWAY	9/1/2017	1205	21,947	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L3	TW L3	TAXIWAY	1/1/2012	1907	15,031	85	Satisfactory	90%	0%	10%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L3	TW L3	TAXIWAY	1/1/2005	1910	8,236	58	Fair	50%	34%	16%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L4	TW L4	TAXIWAY	1/1/2005	1040	19,097	90	Good	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L4	TW L4	TAXIWAY	9/1/2017	1042	4,287	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L6	TW L6	TAXIWAY	1/1/2012	1090	15,319	90	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L6	TW L6	TAXIWAY	7/1/2016	1095	16,844	90	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY L7	TW L7	TAXIWAY	1/1/2012	1085	30,169	84	Satisfactory	63%	0%	37%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY M	TW M	TAXIWAY	1/1/1987	1350	30,602	61	Fair	67%	0%	33%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY M	TW M	TAXIWAY	5/20/2019	1351	68,492	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY M	TW M	TAXIWAY	5/1/2019	1352	57,692	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY M	TW M	TAXIWAY	5/20/2019	1355	131,178	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY M1	TW M1	TAXIWAY	12/1/2017	1305	27,113	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY M1	TW M1	TAXIWAY	1/1/1993	1320	49,765	57	Fair	79%	0%	21%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY M2	TW M2	TAXIWAY	1/1/1987	1310	22,042	45	Poor	82%	0%	18%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY M2	TW M2	TAXIWAY	12/1/2017	1315	11,500	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/1977	1405	20,554	41	Poor	70%	0%	30%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY N	TW N	TAXIWAY	1/1/2012	1410	7,555	86	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2005	1020	13,956	84	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2012	1025	47,670	88	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	1/1/2005	1030	14,842	88	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY P	TW P	TAXIWAY	9/1/2017	1032	3,573	100	Good	0%	0%	0%

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PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	1/1/1968	1805	110,240	40	Very Poor	50%	45%	5%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	1/1/1968	1810	159,626	26	Very Poor	81%	0%	19%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY R	TW R	TAXIWAY	9/1/2017	1870	9,158	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY R1	TW R1	TAXIWAY	9/1/2017	1875	9,838	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY R2	TW R2	TAXIWAY	1/1/1989	1830	5,642	47	Poor	93%	0%	7%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY R3	TW R3	TAXIWAY	9/1/2017	1845	2,767	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY R3	TW R3	TAXIWAY	1/1/1989	1850	3,801	63	Fair	85%	0%	15%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY R3	TW R3	TAXIWAY	1/1/1989	1855	4,386	54	Poor	57%	27%	16%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY R4	TW R4	TAXIWAY	1/1/1989	1860	3,697	68	Fair	94%	0%	6%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY R4	TW R4	TAXIWAY	9/1/2017	1865	2,333	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY T	TW T	TAXIWAY	1/1/2010	2105	86,298	81	Satisfactory	85%	0%	15%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY T	TW T	TAXIWAY	1/1/2010	2110	3,562	88	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY T	TW T	TAXIWAY	1/1/2010	2115	9,013	84	Satisfactory	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY T1	TW T1	TAXIWAY	9/1/2017	1815	7,719	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY T1	TW T1	TAXIWAY	1/1/1993	1820	19,569	65	Fair	82%	0%	18%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY W	TW W	TAXIWAY	1/1/2017	2210	141,365	100	Good	0%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY Y	TW Y	TAXIWAY	1/1/2014	2305	35,299	89	Good	100%	0%	0%
PBI	PR	PALM BEACH INTERNATIONAL AIRPORT	4	TAXIWAY Y	TW Y	TAXIWAY	1/1/2017	2310	19,436	100	Good	0%	0%	0%

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PHK	GA	PALM BEACH COUNTY GLADES AIRPORT	4	APRON	AP	APRON	1/1/2014	4105	184,498	92	Good	100%	0%	0%
PHK	GA	PALM BEACH COUNTY GLADES AIRPORT	4	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/1999	6105	45,000	58	Fair	67%	0%	33%
PHK	GA	PALM BEACH COUNTY GLADES AIRPORT	4	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/1999	6110	263,794	52	Poor	75%	0%	25%
PHK	GA	PALM BEACH COUNTY GLADES AIRPORT	4	T-HANGAR TAXILANE	T-HANG	TAXILANE	12/25/1999	4205	17,132	81	Satisfactory	100%	0%	0%
PHK	GA	PALM BEACH COUNTY GLADES AIRPORT	4	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1999	105	155,579	81	Satisfactory	100%	0%	0%
PHK	GA	PALM BEACH COUNTY GLADES AIRPORT	4	TAXIWAY A2	TW A2	TAXIWAY	1/1/1999	125	8,846	71	Satisfactory	100%	0%	0%
PHK	GA	PALM BEACH COUNTY GLADES AIRPORT	4	TAXIWAY A3	TW A3	TAXIWAY	1/1/1999	130	4,118	79	Satisfactory	82%	0%	18%
PHK	GA	PALM BEACH COUNTY GLADES AIRPORT	4	TAXIWAY A4	TW A4	TAXIWAY	1/1/1999	120	8,846	82	Satisfactory	100%	0%	0%
PHK	GA	PALM BEACH COUNTY GLADES AIRPORT	4	TAXIWAY A5	TW A5	TAXIWAY	1/1/1999	115	8,846	73	Satisfactory	100%	0%	0%
PHK	GA	PALM BEACH COUNTY GLADES AIRPORT	4	TAXIWAY DELTA	TW D	TAXIWAY	1/1/1999	110	15,538	57	Fair	67%	0%	33%
PMP	GA	POMPANO BEACH AIRPARK	4	NORTH APRON - OLD RW	AP N	APRON	1/1/1972	4205	62,989	61	Fair	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNUP TO RUNWAY 33	AP RU RW33	APRON	6/1/2012	5105	14,310	92	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNUP TO RUNWAY 33	AP RU RW33	APRON	1/1/1996	5110	20,490	59	Fair	92%	0%	8%
PMP	GA	POMPANO BEACH AIRPARK	4	SOUTH APRON	AP S	APRON	1/1/1997	4105	203,761	63	Fair	97%	0%	3%
PMP	GA	POMPANO BEACH AIRPARK	4	SOUTH APRON	AP S	APRON	1/1/2015	4107	3,846	88	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	SOUTH APRON	AP S	APRON	1/1/1960	4110	26,025	51	Poor	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	SOUTH APRON	AP S	APRON	5/17/2013	4112	131,008	92	Good	85%	0%	15%
PMP	GA	POMPANO BEACH AIRPARK	4	SOUTH APRON	AP S	APRON	12/25/1999	4125	117,688	48	Poor	95%	0%	5%
PMP	GA	POMPANO BEACH AIRPARK	4	SOUTH APRON	AP S	APRON	1/1/2015	4130	71,613	100	Good	0%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	SOUTH APRON	AP S	APRON	1/1/2015	4135	128,753	100	Good	0%	0%	0%

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PMP	GA	POMPANO BEACH AIRPARK	4	SOUTHWEST APRON	AP SW	APRON	1/1/2012	4410	61,737	81	Satisfactory	54%	40%	6%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/1968	6105	271,200	66	Fair	97%	0%	3%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/2012	6115	58,320	87	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2012	6305	220,900	92	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2012	6310	441,800	93	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNWAY 15-33	RW 15-33	RUNWAY	6/1/2012	6325	25,000	84	Satisfactory	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNWAY 15-33	RW 15-33	RUNWAY	6/1/2012	6330	50,000	93	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/1972	6205	335,952	64	Fair	98%	0%	2%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/1972	6210	167,976	63	Fair	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/2012	6220	35,000	94	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/2012	6225	17,500	94	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXILANE TO SW APRON	TL AP SW	TAXILANE	1/1/2004	4505	28,724	88	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXILANE TO HANGARS	TL HANG	TAXILANE	12/25/1999	4305	31,764	39	Very Poor	99%	0%	1%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXILANE TO HANGARS	TL HANG	TAXILANE	12/25/1999	4310	49,387	30	Very Poor	93%	0%	7%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXILANE TO HANGARS	TL HANG	TAXILANE	12/25/1999	4315	83,687	48	Poor	61%	7%	32%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXILANE TO HANGARS	TL HANG	TAXILANE	12/25/1999	4320	16,033	38	Very Poor	92%	0%	8%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY A	TW A	TAXIWAY	11/1/2012	105	61,729	93	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY A	TW A	TAXIWAY	1/1/1997	115	13,967	53	Poor	84%	0%	16%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY B	TW B	TAXIWAY	1/1/1972	210	118,013	64	Fair	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY C	TW C	TAXIWAY	1/1/1970	305	26,289	65	Fair	79%	0%	21%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY C	TW C	TAXIWAY	11/1/2012	350	6,807	94	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY C	TW C	TAXIWAY	11/1/2012	360	9,668	94	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY D	TW D	TAXIWAY	1/1/1972	405	105,607	63	Fair	75%	25%	0%

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PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY D	TW D	TAXIWAY	1/1/2008	410	13,072	66	Fair	47%	0%	53%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY D	TW D	TAXIWAY	11/1/2012	415	36,063	84	Satisfactory	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY D	TW D	TAXIWAY	1/1/2008	420	23,098	74	Satisfactory	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY D	TW D	TAXIWAY	6/1/2012	425	36,577	94	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY E	TW E	TAXIWAY	1/1/2012	505	12,246	89	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY F	TW F	TAXIWAY	1/1/1972	610	117,893	64	Fair	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY F	TW F	TAXIWAY	1/1/2008	612	15,543	83	Satisfactory	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY F	TW F	TAXIWAY	1/1/2012	615	18,178	89	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY G	TW G	TAXIWAY	6/1/2012	710	15,387	96	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY G	TW G	TAXIWAY	6/1/2014	715	17,469	94	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY K	TW K	TAXIWAY	11/1/2012	1110	89,261	94	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY K	TW K	TAXIWAY	6/1/2014	1115	7,373	92	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY K	TW K	TAXIWAY	6/1/2012	1120	14,097	92	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY L	TW L	TAXIWAY	1/1/1996	1202	21,209	67	Fair	88%	0%	12%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY L	TW L	TAXIWAY	1/1/1972	1205	13,025	55	Poor	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY L	TW L	TAXIWAY	1/1/1996	1210	152,867	65	Fair	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY L	TW L	TAXIWAY	6/1/2012	1215	14,829	88	Good	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY M	TW M	TAXIWAY	1/1/1970	1305	27,738	69	Fair	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY M	TW M	TAXIWAY	11/1/2012	1306	29,856	82	Satisfactory	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY M	TW M	TAXIWAY	1/1/1999	1310	24,002	83	Satisfactory	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY M	TW M	TAXIWAY	1/1/1999	1315	16,359	70	Fair	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY M	TW M	TAXIWAY	1/1/1970	1320	95,815	65	Fair	90%	0%	10%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY M	TW M	TAXIWAY	1/1/2012	1325	16,146	92	Good	100%	0%	0%

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PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY N	TW N	TAXIWAY	1/1/2004	1405	28,235	82	Satisfactory	100%	0%	0%
PMP	GA	POMPANO BEACH AIRPARK	4	TAXIWAY R	TW R	TAXIWAY	6/1/2012	1805	21,726	92	Good	100%	0%	0%
SUA	GA	WITHAM FIELD	4	EAST APRON	AP E	APRON	12/25/1999	4205	206,398	71	Satisfactory	65%	0%	35%
SUA	GA	WITHAM FIELD	4	EAST APRON	AP E	APRON	9/1/2014	4207	6,131	94	Good	100%	0%	0%
SUA	GA	WITHAM FIELD	4	EAST APRON	AP E	APRON	12/25/1999	4210	27,315	66	Fair	92%	0%	8%
SUA	GA	WITHAM FIELD	4	EAST APRON	AP E	APRON	1/1/2011	4225	17,825	91	Good	69%	0%	31%
SUA	GA	WITHAM FIELD	4	EAST APRON	AP E	APRON	1/1/2000	4227	98,326	72	Satisfactory	63%	0%	37%
SUA	GA	WITHAM FIELD	4	EAST APRON	AP E	APRON	1/1/2003	4229	132,210	90	Good	100%	0%	0%
SUA	GA	WITHAM FIELD	4	EAST APRON	AP E	APRON	1/1/2000	4230	114,996	84	Satisfactory	76%	0%	24%
SUA	GA	WITHAM FIELD	4	EAST APRON	AP E	APRON	7/1/2011	4231	17,884	88	Good	100%	0%	0%
SUA	GA	WITHAM FIELD	4	EAST APRON	AP E	APRON	12/25/1999	4235	45,261	39	Very Poor	82%	0%	18%
SUA	GA	WITHAM FIELD	4	HELICOPTER PAD	AP HELI	APRON	1/1/2010	4505	27,270	74	Satisfactory	93%	0%	7%
SUA	GA	WITHAM FIELD	4	RUN-UP APRON AT RW 12	AP RU RW12	APRON	1/1/2008	5305	7,180	84	Satisfactory	100%	0%	0%
SUA	GA	WITHAM FIELD	4	RUN-UP APRON AT RW 16	AP RU RW16	APRON	1/1/2010	5105	20,042	58	Fair	43%	0%	57%
SUA	GA	WITHAM FIELD	4	RUN-UP APRON AT RW 25	AP RU RW25	APRON	1/1/2010	5505	13,276	75	Satisfactory	100%	0%	0%
SUA	GA	WITHAM FIELD	4	RUN-UP APRON AT RW 30	AP RU RW30	APRON	1/1/2010	5205	12,313	75	Satisfactory	56%	0%	44%
SUA	GA	WITHAM FIELD	4	RUN-UP APRON AT RW 7	AP RU RW7	APRON	1/1/2010	5405	17,932	69	Fair	71%	0%	29%
SUA	GA	WITHAM FIELD	4	WEST APRON	AP W	APRON	12/25/1999	4105	57,734	37	Very Poor	95%	0%	5%
SUA	GA	WITHAM FIELD	4	WEST APRON	AP W	APRON	1/1/1942	4107	48,600	39	Very Poor	11%	35%	54%
SUA	GA	WITHAM FIELD	4	WEST APRON	AP W	APRON	1/1/1942	4108	20,280	46	Poor	15%	23%	62%
SUA	GA	WITHAM FIELD	4	WEST APRON	AP W	APRON	1/1/1942	4110	47,805	40	Very Poor	12%	60%	28%
SUA	GA	WITHAM FIELD	4	WEST APRON	AP W	APRON	12/25/1999	4115	34,042	65	Fair	100%	0%	0%
SUA	GA	WITHAM FIELD	4	WEST APRON	AP W	APRON	12/25/1999	4120	142,350	67	Fair	100%	0%	0%

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SUA	GA	WITHAM FIELD	4	WEST APRON	AP W	APRON	1/1/2006	4125	12,050	50	Poor	17%	49%	34%
SUA	GA	WITHAM FIELD	4	WEST APRON	AP W	APRON	1/1/2016	4150	4,286	100	Good	0%	0%	0%
SUA	GA	WITHAM FIELD	4	WEST APRON	AP W	APRON	1/1/2008	4155	2,735	89	Good	100%	0%	0%
SUA	GA	WITHAM FIELD	4	WEST APRON	AP W	APRON	1/1/2016	4160	4,543	100	Good	0%	0%	0%
SUA	GA	WITHAM FIELD	4	RUNWAY 12-30	RW 12-30	RUNWAY	6/1/2016	6102	67,296	100	Good	0%	0%	0%
SUA	GA	WITHAM FIELD	4	RUNWAY 12-30	RW 12-30	RUNWAY	6/1/2016	6105	483,073	100	Good	0%	0%	0%
SUA	GA	WITHAM FIELD	4	RUNWAY 12-30	RW 12-30	RUNWAY	6/1/2016	6120	47,800	100	Good	0%	0%	0%
SUA	GA	WITHAM FIELD	4	RUNWAY 16-34	RW 16-34	RUNWAY	5/1/2016	6305	484,373	100	Good	0%	0%	0%
SUA	GA	WITHAM FIELD	4	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/2010	6205	472,922	82	Satisfactory	93%	0%	7%
SUA	GA	WITHAM FIELD	4	RUNWAY 7-25	RW 7-25	RUNWAY	6/1/2016	6210	3,735	100	Good	0%	0%	0%
SUA	GA	WITHAM FIELD	4	TAXILANE TO EAST APRON	TL AP E	TAXILANE	12/25/1999	4215	49,210	69	Fair	92%	0%	8%
SUA	GA	WITHAM FIELD	4	TAXILANE TO EAST APRON	TL AP E	TAXILANE	12/25/1999	4220	32,840	82	Satisfactory	100%	0%	0%
SUA	GA	WITHAM FIELD	4	TAXIWAY A	TW A	TAXIWAY	1/1/2008	102	22,046	89	Good	100%	0%	0%
SUA	GA	WITHAM FIELD	4	TAXIWAY A	TW A	TAXIWAY	1/1/2008	105	79,216	72	Satisfactory	81%	0%	19%
SUA	GA	WITHAM FIELD	4	TAXIWAY A	TW A	TAXIWAY	1/1/2008	107	8,607	83	Satisfactory	100%	0%	0%
SUA	GA	WITHAM FIELD	4	TAXIWAY A	TW A	TAXIWAY	1/1/2008	110	144,144	61	Fair	25%	73%	2%
SUA	GA	WITHAM FIELD	4	TAXIWAY A	TW A	TAXIWAY	6/1/2016	115	9,815	100	Good	0%	0%	0%
SUA	GA	WITHAM FIELD	4	TAXIWAY A1	TW A1	TAXIWAY	1/1/2010	125	11,725	66	Fair	93%	0%	7%
SUA	GA	WITHAM FIELD	4	TAXIWAY B	TW B	TAXIWAY	1/1/1942	205	61,173	29	Very Poor	86%	14%	0%
SUA	GA	WITHAM FIELD	4	TAXIWAY B	TW B	TAXIWAY	1/1/2010	208	17,865	44	Poor	93%	0%	7%
SUA	GA	WITHAM FIELD	4	TAXIWAY C	TW C	TAXIWAY	1/1/2010	305	78,633	81	Satisfactory	100%	0%	0%
SUA	GA	WITHAM FIELD	4	TAXIWAY C	TW C	TAXIWAY	1/1/2010	310	68,007	84	Satisfactory	100%	0%	0%
SUA	GA	WITHAM FIELD	4	TAXIWAY C	TW C	TAXIWAY	6/1/2016	315	9,493	100	Good	0%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
SUA	GA	WITHAM FIELD	4	TAXIWAY C	TW C	TAXIWAY	10/1/2013	318	9,500	94	Good	100%	0%	0%
SUA	GA	WITHAM FIELD	4	TAXIWAY C	TW C	TAXIWAY	1/1/2008	325	9,639	77	Satisfactory	84%	0%	16%
SUA	GA	WITHAM FIELD	4	TAXIWAY C	TW C	TAXIWAY	12/25/1999	330	134,221	28	Very Poor	89%	9%	2%
SUA	GA	WITHAM FIELD	4	TAXIWAY C1	TW C1	TAXIWAY	1/1/2010	505	47,957	73	Satisfactory	69%	0%	31%
SUA	GA	WITHAM FIELD	4	TAXIWAY D	TW D	TAXIWAY	1/1/2010	405	181,620	88	Good	93%	0%	7%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/2002	4205	230,112	51	Poor	87%	0%	13%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/2002	4210	24,110	52	Poor	79%	0%	21%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/2002	4215	236,514	50	Poor	80%	0%	20%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/1992	4220	37,360	41	Poor	90%	0%	10%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	7/31/2008	4230	28,600	41	Poor	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/1985	4235	22,857	9	Failed	4%	82%	14%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/2002	4240	259,868	49	Poor	93%	0%	7%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/1988	4245	108,037	41	Poor	83%	0%	17%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	CENTER APRON	AP CENTER	APRON	1/1/2002	4250	50,500	100	Good	0%	0%	100%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	NE APRON - AIRCRAFT SERVICE AREA	AP NE	APRON	12/25/2018	5405	214,560	100	Good	0%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	NE APRON - AIRCRAFT SERVICE AREA	AP NE	APRON	1/1/2002	5410	51,735	49	Poor	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	APRON	AP RU 12R	APRON	11/11/2016	5205	99,291	100	Good	0%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	RUN-UP APRON AT RW 30L	AP RU 30L	APRON	11/11/2016	5305	52,790	100	Good	0%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	RUN-UP APRON AT RW 4	AP RU RW 4	APRON	1/1/2003	5105	26,770	59	Fair	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	RUN-UP APRON AT RW 4	AP RU RW 4	APRON	1/1/1979	5110	35,780	85	Satisfactory	90%	0%	10%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	RUN UP APRON AT TW F	AP RU TW F	APRON	1/1/1988	5505	22,034	64	Fair	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	RUN UP APRON AT TW F	AP RU TW F	APRON	1/1/2010	5506	15,486	82	Satisfactory	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	RUN UP APRON AT TW F	AP RU TW F	APRON	1/1/2010	5515	21,638	87	Good	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	SW APRON	AP SW	APRON	1/1/2002	4105	218,427	34	Very Poor	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	SW APRON	AP SW	APRON	1/1/1991	4110	2,787	74	Satisfactory	35%	65%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	SW APRON	AP SW	APRON	7/31/2008	4115	29,786	17	Serious	8%	81%	11%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	WEST APRON	AP W	APRON	7/31/2008	4305	24,038	92	Good	90%	0%	10%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	WEST APRON	AP W	APRON	12/25/1999	4310	85,647	50	Poor	99%	0%	1%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	WEST APRON	AP W	APRON	12/25/1999	4312	3,090	92	Good	0%	0%	100%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	WEST APRON	AP W	APRON	7/31/2008	4315	32,833	84	Satisfactory	72%	16%	12%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	WEST APRON	AP W	APRON	1/1/2004	4405	205,414	50	Poor	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	WEST APRON	AP W	APRON	1/1/1999	4410	40,406	59	Fair	75%	0%	25%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	WEST APRON	AP W	APRON	7/31/2008	4415	14,800	67	Fair	29%	45%	26%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	WEST APRON	AP W	APRON	1/1/2017	4420	135,718	100	Good	0%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	WEST APRON	AP W	APRON	1/1/2017	4425	81,768	100	Good	0%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	RUNWAY 12L-30R	RW 12L-30R	RUNWAY	1/1/2010	6205	169,050	88	Good	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	RUNWAY 12L-30R	RW 12L-30R	RUNWAY	1/1/2010	6215	26,250	81	Satisfactory	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	RUNWAY 12L-30R	RW 12L-30R	RUNWAY	1/1/2010	6220	67,500	85	Satisfactory	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	RUNWAY 12R-30L	RW 12R-30L	RUNWAY	1/1/2004	6105	162,750	81	Satisfactory	78%	0%	22%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	RUNWAY 12R-30L	RW 12R-30L	RUNWAY	1/1/2004	6110	573,090	64	Fair	79%	17%	4%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	RUNWAY 12R-30L	RW 12R-30L	RUNWAY	1/1/2011	6115	31,500	77	Satisfactory	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2014	6305	443,200	90	Good	97%	0%	3%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2004	6310	43,400	76	Satisfactory	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	SW TAXILANE	TL SW	TAXILANE	1/1/2008	4505	35,304	90	Good	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	SW TAXILANE	TL SW	TAXILANE	12/25/2001	4510	47,352	78	Satisfactory	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	SW TAXILANE	TL SW	TAXILANE	12/25/1994	4515	39,359	72	Satisfactory	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	SW TAXILANE	TL SW	TAXILANE	12/25/2001	4520	31,196	69	Fair	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	SW TAXILANE	TL SW	TAXILANE	12/25/2001	4525	24,241	74	Satisfactory	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	SW TAXILANE	TL SW	TAXILANE	12/25/2014	4530	13,852	88	Good	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2014	101	12,340	91	Good	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2003	102	25,470	72	Satisfactory	78%	0%	22%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2004	105	59,360	74	Satisfactory	90%	0%	10%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2004	110	29,000	65	Fair	91%	0%	9%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2004	115	5,740	56	Fair	96%	0%	4%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2004	120	14,780	70	Fair	78%	0%	22%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2004	125	8,250	67	Fair	42%	51%	7%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2004	130	9,282	85	Satisfactory	94%	0%	6%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/2014	134	9,625	90	Good	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY A	TW A	TAXIWAY	1/1/1987	135	52,226	60	Fair	96%	0%	4%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY A1	TW A1	TAXIWAY	1/1/1988	150	7,244	57	Fair	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY A1	TW A1	TAXIWAY	1/1/2014	155	11,073	91	Good	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY A2	TW A2	TAXIWAY	1/1/2014	142	14,590	89	Good	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY A2	TW A2	TAXIWAY	1/1/2010	143	3,723	86	Good	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/2014	201	10,353	89	Good	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/1989	205	73,775	64	Fair	98%	0%	2%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY B	TW B	TAXIWAY	1/1/1989	206	4,213	56	Fair	95%	0%	5%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY B-1	TW B1	TAXIWAY	1/1/2004	151	5,576	74	Satisfactory	89%	0%	11%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY B-1	TW B1	TAXIWAY	1/1/2014	152	8,073	91	Good	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	11/11/2016	305	83,003	100	Good	0%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2011	306	31,809	85	Satisfactory	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2014	307	6,396	90	Good	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2014	309	10,088	89	Good	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2011	310	38,030	75	Satisfactory	100%	0%	0%

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VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	1/1/2011	312	32,050	77	Satisfactory	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C	TW C	TAXIWAY	11/11/2016	315	194,128	100	Good	0%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C1	TW C1	TAXIWAY	1/1/2004	390	45,094	73	Satisfactory	58%	0%	42%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C2	TW C2	TAXIWAY	11/11/2016	328	5,659	100	Good	0%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C2	TW C2	TAXIWAY	11/11/2016	330	24,718	100	Good	0%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C2	TW C2	TAXIWAY	1/1/2004	335	14,041	63	Fair	94%	0%	6%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C2	TW C2	TAXIWAY	12/25/2018	340	15,970	100	Good	0%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C2	TW C2	TAXIWAY	12/25/2018	345	26,250	100	Good	0%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C3	TW C3	TAXIWAY	1/1/2004	350	28,935	50	Poor	70%	20%	10%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C3	TW C3	TAXIWAY	1/1/1988	354	10,620	39	Very Poor	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C3	TW C3	TAXIWAY	11/11/2016	355	9,405	100	Good	0%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C3	TW C3	TAXIWAY	1/1/1998	356	12,737	76	Satisfactory	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C4	TW C4	TAXIWAY	1/1/2004	360	14,628	60	Fair	70%	27%	3%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C4	TW C4	TAXIWAY	11/11/2016	365	19,586	100	Good	0%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C5	TW C5	TAXIWAY	1/1/1988	370	5,670	53	Poor	86%	0%	14%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C5	TW C5	TAXIWAY	1/1/2004	375	11,271	64	Fair	62%	33%	5%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C5	TW C5	TAXIWAY	1/1/2011	385	12,239	84	Satisfactory	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C6	TW C6	TAXIWAY	1/1/2017	302	45,547	100	Good	0%	0%	0%

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VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C6	TW C6	TAXIWAY	1/1/2004	303	9,917	68	Fair	85%	0%	15%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY C6	TW C6	TAXIWAY	1/1/1989	304	5,280	62	Fair	89%	0%	11%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2004	405	25,540	54	Poor	77%	12%	11%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2011	410	14,032	79	Satisfactory	91%	0%	9%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2004	414	19,328	83	Satisfactory	90%	0%	10%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2004	415	57,753	83	Satisfactory	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY D	TW D	TAXIWAY	1/1/2010	420	14,982	90	Good	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2014	505	16,517	90	Good	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2014	515	35,421	91	Good	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2010	605	21,000	91	Good	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2010	610	49,875	90	Good	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2010	611	21,000	89	Good	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2010	612	30,660	82	Satisfactory	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2010	615	7,310	85	Satisfactory	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2010	620	6,771	89	Good	100%	0%	0%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2010	625	6,881	82	Satisfactory	60%	0%	40%
VRB	PR	VERO BEACH REGIONAL AIRPORT	4	TAXIWAY F	TW F	TAXIWAY	1/1/2010	630	5,753	86	Good	91%	0%	9%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	E RUN UP APRON	AP RU E	APRON	1/1/2004	5510	13,002	81	Satisfactory	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	SW RUN UP APRON	AP RU SW	APRON	1/1/2005	5405	19,824	85	Satisfactory	94%	0%	6%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	SOUTHEAST APRON	AP SE	APRON	1/1/1943	5605	100,723	27	Very Poor	51%	45%	4%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	SOUTHEAST APRON	AP SE	APRON	1/1/2005	5610	21,960	87	Good	44%	0%	56%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	SOUTHEAST APRON	AP SE	APRON	1/1/2009	5615	10,290	87	Good	84%	0%	16%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	APRON TERMINAL	AP TERM	APRON	1/1/2005	5705	32,590	89	Good	98%	0%	2%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	APRON TERMINAL	AP TERM	APRON	1/1/2008	5710	3,600	92	Good	90%	0%	10%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	T-HANGAR APRON AREA	AP T-HANG	APRON	1/1/2003	5305	28,960	78	Satisfactory	70%	0%	30%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	WEST APRON	AP W	APRON	1/1/2005	5105	133,925	84	Satisfactory	98%	0%	2%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	WEST APRON	AP W	APRON	1/1/1943	5115	31,900	15	Serious	39%	60%	1%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	WEST APRON	AP W	APRON	1/1/2004	5120	20,635	81	Satisfactory	88%	0%	12%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	Runway 10-28	RW 10-28	RUNWAY	1/1/2004	6305	134,512	80	Satisfactory	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	Runway 10-28	RW 10-28	RUNWAY	1/1/2004	6310	44,362	80	Satisfactory	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	Runway 10-28	RW 10-28	RUNWAY	1/1/2004	6315	45,750	87	Good	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	Runway 10-28	RW 10-28	RUNWAY	1/1/2004	6320	15,376	82	Satisfactory	93%	0%	7%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2003	6205	295,188	75	Satisfactory	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/2005	405	57,743	81	Satisfactory	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/2005	415	16,504	81	Satisfactory	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/2004	420	60,300	83	Satisfactory	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/2004	425	7,067	54	Poor	56%	0%	44%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	TAXIWAY BRAVO	TW B	TAXIWAY	1/1/2004	610	119,314	77	Satisfactory	100%	0%	0%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	TAXIWAY CHARLIE	TW C	TAXIWAY	1/1/1943	305	51,193	13	Serious	55%	42%	3%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	TAXIWAY CHARLIE	TW C	TAXIWAY	1/1/1943	306	11,251	16	Serious	51%	47%	2%
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	TAXIWAY CONNECTOR	TW CONN	TAXIWAY	1/1/2004	515	23,637	75	Satisfactory	84%	0%	16%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
X26	GA	SEBASTIAN MUNICIPAL AIRPORT	4	TAXIWAY E	TW E	TAXIWAY	1/1/2011	700	29,416	91	Good	100%	0%	0%
COI	GA	MERRITT ISLAND AIRPORT	5	NORTH APRON	AP N	APRON	1/1/2011	4202	3,023	82	Satisfactory	65%	25%	10%
COI	GA	MERRITT ISLAND AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1990	4203	2,202	46	Poor	15%	53%	32%
COI	GA	MERRITT ISLAND AIRPORT	5	NORTH APRON	AP N	APRON	1/1/2005	4205	24,860	24	Serious	98%	0%	2%
COI	GA	MERRITT ISLAND AIRPORT	5	NORTH APRON	AP N	APRON	1/1/2005	4215	139,109	61	Fair	91%	0%	9%
COI	GA	MERRITT ISLAND AIRPORT	5	NORTH APRON	AP N	APRON	1/1/2005	4218	48,875	68	Fair	100%	0%	0%
COI	GA	MERRITT ISLAND AIRPORT	5	NORTH APRON	AP N	APRON	1/1/2005	4220	33,609	76	Satisfactory	92%	0%	8%
COI	GA	MERRITT ISLAND AIRPORT	5	NORTH APRON	AP N	APRON	1/1/2005	4225	26,238	68	Fair	76%	0%	24%
COI	GA	MERRITT ISLAND AIRPORT	5	NORTH APRON	AP N	APRON	1/1/2005	4230	42,203	65	Fair	92%	0%	8%
COI	GA	MERRITT ISLAND AIRPORT	5	RUN-UP APRON AT RW 29	AP RU RW29	APRON	1/1/2002	5105	14,226	80	Satisfactory	100%	0%	0%
COI	GA	MERRITT ISLAND AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/1996	4105	97,600	18	Serious	95%	0%	5%
COI	GA	MERRITT ISLAND AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/1996	4106	19,959	18	Serious	83%	0%	17%
COI	GA	MERRITT ISLAND AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/1996	4110	61,930	19	Serious	98%	0%	2%
COI	GA	MERRITT ISLAND AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/1996	4111	14,689	23	Serious	96%	0%	4%
COI	GA	MERRITT ISLAND AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/1996	4115	89,447	21	Serious	100%	0%	0%
COI	GA	MERRITT ISLAND AIRPORT	5	SW APRON	AP SW	APRON	1/1/2003	4305	37,682	84	Satisfactory	72%	0%	28%
COI	GA	MERRITT ISLAND AIRPORT	5	SW APRON	AP SW	APRON	1/1/2003	4310	10,214	78	Satisfactory	100%	0%	0%
COI	GA	MERRITT ISLAND AIRPORT	5	RUNWAY 11-29	RW 11-29	RUNWAY	1/1/2002	6105	270,225	68	Fair	98%	0%	2%
COI	GA	MERRITT ISLAND AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2002	105	125,133	71	Satisfactory	100%	0%	0%
COI	GA	MERRITT ISLAND AIRPORT	5	TAXIWAY ALPHA 1	TW A1	TAXIWAY	1/1/2002	305	10,739	57	Fair	94%	0%	6%
COI	GA	MERRITT ISLAND AIRPORT	5	TAXIWAY ALPHA 2	TW A2	TAXIWAY	1/1/2002	405	4,513	74	Satisfactory	100%	0%	0%
COI	GA	MERRITT ISLAND AIRPORT	5	TAXIWAY ALPHA 3	TW A3	TAXIWAY	1/1/2002	505	4,513	68	Fair	100%	0%	0%
COI	GA	MERRITT ISLAND AIRPORT	5	TAXIWAY ALPHA 4	TW A4	TAXIWAY	1/1/2002	605	5,387	73	Satisfactory	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
COI	GA	MERRITT ISLAND AIRPORT	5	TAXIWAY ALPHA 5	TW A5	TAXIWAY	1/1/2002	110	9,043	62	Fair	75%	0%	25%
COI	GA	MERRITT ISLAND AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2011	203	9,788	86	Good	100%	0%	0%
COI	GA	MERRITT ISLAND AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2005	205	12,750	64	Fair	100%	0%	0%
COI	GA	MERRITT ISLAND AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2005	210	57,150	64	Fair	95%	0%	5%
COI	GA	MERRITT ISLAND AIRPORT	5	TAXIWAY BRAVO 1	TW B1	TAXIWAY	1/1/2005	315	4,046	61	Fair	90%	0%	10%
COI	GA	MERRITT ISLAND AIRPORT	5	TAXIWAY BRAVO 2	TW B2	TAXIWAY	1/1/2005	410	4,298	68	Fair	100%	0%	0%
COI	GA	MERRITT ISLAND AIRPORT	5	TAXIWAY BRAVO 4	TW B4	TAXIWAY	1/1/2005	216	5,450	65	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	CYDI APRON	AP CYDI	APRON	1/1/1997	4405	120,000	59	Fair	98%	0%	2%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	CYDI APRON	AP CYDI	APRON	12/25/1999	4410	79,175	62	Fair	83%	0%	17%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NE APRON	AP NE	APRON	1/1/1987	4205	7,398	32	Very Poor	92%	0%	8%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NE APRON	AP NE	APRON	4/1/2012	4207	44,925	90	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NE APRON	AP NE	APRON	1/1/1987	4215	72,677	31	Very Poor	84%	5%	11%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NE APRON	AP NE	APRON	1/2/1987	4220	23,990	8	Failed	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NE APRON	AP NE	APRON	1/1/1990	4225	40,116	62	Fair	97%	0%	3%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NE APRON	AP NE	APRON	12/1/2015	4226	65,908	68	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NE APRON	AP NE	APRON	1/2/1979	4230	31,187	26	Very Poor	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NE APRON	AP NE	APRON	1/2/1979	4235	18,753	22	Serious	94%	0%	6%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NE APRON	AP NE	APRON	12/1/2015	4237	312,671	81	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NE APRON	AP NE	APRON	1/2/1983	4240	109,409	25	Serious	70%	0%	30%

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DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NE APRON	AP NE	APRON	1/1/1979	4250	108,348	14	Serious	59%	0%	41%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NE APRON	AP NE	APRON	1/2/1983	4265	21,786	22	Serious	93%	0%	7%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NOVA APRON	AP NOVA	APRON	1/1/1979	4305	91,213	22	Serious	94%	0%	6%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NOVA APRON	AP NOVA	APRON	1/2/1979	4310	59,583	21	Serious	93%	0%	7%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NOVA APRON	AP NOVA	APRON	1/1/1987	4315	67,659	46	Poor	84%	0%	16%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NOVA APRON	AP NOVA	APRON	1/1/2007	4321	32,648	54	Poor	90%	0%	10%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	NORTHWEST APRON	AP NW	APRON	1/1/2004	4605	39,816	78	Satisfactory	72%	0%	28%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUN-UP APRONS FOR RW 7L-25R	AP RU	APRON	12/25/1999	5105	85,073	81	Satisfactory	90%	0%	10%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUN-UP APRONS FOR RW 7L-25R	AP RU	APRON	12/25/1999	5110	41,243	71	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUN-UP APRONS FOR RW 7L-25R	AP RU	APRON	1/1/2004	5115	34,645	71	Satisfactory	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	74	Satisfactory	90%	0%	10%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	SE APRON	AP SE	APRON	12/25/1999	4505	320,704	59	Fair	96%	0%	4%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/2011	5106	72,552	91	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TERMINAL APRON	AP TERM	APRON	1/1/1991	4105	582,603	84	Satisfactory	11%	0%	89%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/1990	6205	150,000	63	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/1990	6210	75,000	64	Fair	99%	0%	1%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/1990	6215	332,700	56	Fair	82%	0%	18%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/1990	6220	166,350	62	Fair	96%	0%	4%

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DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/2011	6225	52,291	88	Good	85%	0%	15%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/2011	6230	26,145	91	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/1990	6235	50,100	62	Fair	87%	0%	13%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/1990	6240	25,050	70	Fair	95%	0%	5%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 7L-25R	RW 7L-25R	RUNWAY	1/1/2011	6102	25,000	94	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 7L-25R	RW 7L-25R	RUNWAY	1/1/2011	6107	125,000	99	Good	0%	0%	100%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 7L-25R	RW 7L-25R	RUNWAY	1/1/2011	6108	50,000	90	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 7L-25R	RW 7L-25R	RUNWAY	1/1/2011	6110	250,000	91	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 7L-25R	RW 7L-25R	RUNWAY	1/1/2011	6115	75,000	84	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 7L-25R	RW 7L-25R	RUNWAY	1/1/2011	6125	150,000	92	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 7L-25R	RW 7L-25R	RUNWAY	1/1/2011	6130	205,000	81	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 7L-25R	RW 7L-25R	RUNWAY	1/1/2011	6135	410,000	92	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 7L-25R	RW 7L-25R	RUNWAY	1/1/2011	6160	95,000	86	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 7L-25R	RW 7L-25R	RUNWAY	1/1/2011	6165	190,000	92	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	RUNWAY 7R-25L	RW 7R-25L	RUNWAY	1/1/1978	6305	304,491	47	Poor	93%	0%	7%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2019	106	173,733	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2019	125	30,165	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY B1	TW B1	TAXIWAY	1/1/2011	210	8,275	90	Good	100%	0%	0%

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DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY B2	TW B2	TAXIWAY	1/1/2011	220	4,737	88	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY B2	TW B2	TAXIWAY	1/1/2019	225	3,073	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY B3	TW B3	TAXIWAY	12/25/1999	230	28,469	72	Satisfactory	94%	0%	6%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY B3	TW B3	TAXIWAY	1/1/2019	235	9,007	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY B4	TW B4	TAXIWAY	1/1/1997	240	14,984	63	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY B4	TW B4	TAXIWAY	12/25/1999	245	5,274	67	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY B4	TW B4	TAXIWAY	1/1/2019	247	9,207	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY C2	TW C2	TAXIWAY	1/1/2019	320	72,061	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY C3	TW C3	TAXIWAY	1/1/2019	330	64,478	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1992	505	57,468	64	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	12/25/1999	507	13,372	68	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1992	508	7,593	65	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	12/25/1999	512	5,710	83	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2013	514	7,200	94	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1978	515	137,453	58	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1988	519	15,904	90	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1987	523	3,374	60	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1978	530	3,453	27	Very Poor	100%	0%	0%

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DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1978	535	3,227	49	Poor	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1999	536	3,600	63	Fair	94%	0%	6%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1992	560	43,589	55	Poor	98%	0%	2%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E1	TW E1	TAXIWAY	1/1/1992	510	19,231	49	Poor	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E2	TW E2	TAXIWAY	1/1/2013	521	28,827	94	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E3	TW E3	TAXIWAY	1/1/1978	540	15,297	54	Poor	92%	0%	8%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY E4	TW E4	TAXIWAY	1/1/1978	550	16,161	58	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N	TW N	TAXIWAY	1/1/2011	1403	25,360	89	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N	TW N	TAXIWAY	1/1/2007	1405	208,454	76	Satisfactory	90%	0%	10%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N	TW N	TAXIWAY	1/1/2019	1407	332,722	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N	TW N	TAXIWAY	1/1/1987	1408	246,580	35	Very Poor	75%	7%	18%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N1	TW N1	TAXIWAY	1/1/2007	1410	28,711	91	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N1	TW N1	TAXIWAY	1/1/2007	1415	6,444	75	Satisfactory	96%	0%	4%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N10	TW N10	TAXIWAY	1/1/2019	1480	23,284	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N10	TW N10	TAXIWAY	1/1/2019	1482	29,549	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N11	TW N11	TAXIWAY	1/1/2019	1493	13,010	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N11	TW N11	TAXIWAY	1/1/2019	1495	26,054	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N2	TW N2	TAXIWAY	1/1/2011	1418	20,468	87	Good	88%	0%	12%

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DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N2	TW N2	TAXIWAY	1/1/1987	1420	22,730	43	Poor	93%	0%	7%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N3	TW N3	TAXIWAY	1/1/2011	1425	16,929	82	Satisfactory	76%	0%	24%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N3	TW N3	TAXIWAY	1/1/1987	1430	32,608	29	Very Poor	59%	21%	20%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N4	TW N4	TAXIWAY	1/1/1987	1440	31,363	35	Very Poor	70%	0%	30%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N4	TW N4	TAXIWAY	1/1/2011	1445	28,723	89	Good	91%	0%	9%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N5	TW N5	TAXIWAY	1/1/1987	1450	46,334	62	Fair	97%	0%	3%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N5	TW N5	TAXIWAY	1/1/2011	1455	19,403	94	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N5	TW N5	TAXIWAY	1/1/1992	1457	29,986	56	Fair	89%	0%	11%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N5	TW N5	TAXIWAY	1/1/1991	1459	62,897	86	Good	0%	0%	100%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N6	TW N6	TAXIWAY	1/1/1987	1460	27,137	36	Very Poor	72%	17%	11%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N6	TW N6	TAXIWAY	1/1/2011	1462	15,786	84	Satisfactory	91%	0%	9%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N6	TW N6	TAXIWAY	1/1/2019	1463	7,762	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N7	TW N7	TAXIWAY	1/1/1987	1465	18,045	51	Poor	98%	0%	2%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N7	TW N7	TAXIWAY	1/1/2011	1467	12,803	74	Satisfactory	77%	0%	23%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N9	TW N9	TAXIWAY	1/1/2019	1470	34,064	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY N9	TW N9	TAXIWAY	1/1/2019	1472	19,597	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P	TW P	TAXIWAY	1/1/2011	803	16,216	91	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P	TW P	TAXIWAY	12/25/1999	805	261,259	73	Satisfactory	98%	0%	2%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P	TW P	TAXIWAY	1/1/2019	807	113,850	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P	TW P	TAXIWAY	1/1/2019	810	63,895	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P	TW P	TAXIWAY	12/25/1999	825	22,371	67	Fair	93%	0%	7%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P	TW P	TAXIWAY	12/25/1999	830	48,568	74	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P	TW P	TAXIWAY	12/25/1999	835	29,002	62	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P3	TW P3	TAXIWAY	1/1/2011	812	20,077	88	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P3	TW P3	TAXIWAY	1/1/2011	815	16,587	74	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P4	TW P4	TAXIWAY	1/1/2019	1640	55,103	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P5	TW P5	TAXIWAY	1/1/2019	1650	55,103	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P9	TW P9	TAXIWAY	12/25/1999	840	20,781	94	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY P9	TW P9	TAXIWAY	12/25/1999	845	44,090	83	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/1967	1905	71,963	37	Very Poor	93%	7%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/1967	1910	13,097	27	Very Poor	98%	0%	2%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/2004	1914	28,587	70	Fair	80%	0%	20%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/1987	1915	15,855	51	Poor	99%	0%	1%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/1990	1925	14,850	37	Very Poor	98%	0%	2%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/1967	1932	38,647	35	Very Poor	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/1967	1935	10,788	37	Very Poor	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/1987	1940	16,591	60	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/2007	1941	4,548	72	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/2007	1943	4,916	73	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/1979	1945	12,764	59	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/1987	1950	10,500	22	Serious	61%	0%	39%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	6/13/2018	1955	22,470	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY S1	TW S1	TAXIWAY	1/1/2004	1918	7,695	70	Fair	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY T	TW T	TAXIWAY	1/1/2004	705	73,170	74	Satisfactory	96%	0%	4%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY T1	TW T1	TAXIWAY	1/1/2004	710	7,695	75	Satisfactory	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W	TW W	TAXIWAY	1/1/1990	2305	96,831	59	Fair	90%	0%	10%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W	TW W	TAXIWAY	1/1/1990	2320	85,362	49	Poor	99%	0%	1%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W	TW W	TAXIWAY	1/1/2019	2335	37,244	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W	TW W	TAXIWAY	1/1/2019	2336	17,161	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W	TW W	TAXIWAY	1/1/2011	2337	19,542	92	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W	TW W	TAXIWAY	1/1/1990	2340	26,407	44	Poor	93%	0%	7%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W	TW W	TAXIWAY	1/1/2019	2345	57,465	100	Good	0%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W	TW W	TAXIWAY	1/1/1990	2360	63,539	56	Fair	88%	0%	12%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W1	TW W1	TAXIWAY	1/1/1990	2310	26,958	67	Fair	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W2	TW W2	TAXIWAY	1/1/2013	2331	33,434	91	Good	100%	0%	0%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W3	TW W3	TAXIWAY	1/1/1987	2350	17,896	51	Poor	93%	0%	7%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W4	TW W4	TAXIWAY	1/1/1990	2370	31,045	55	Poor	99%	0%	1%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W5	TW W5	TAXIWAY	1/1/1990	2380	53,247	52	Poor	96%	0%	4%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY W5	TW W5	TAXIWAY	1/1/2004	2385	25,427	73	Satisfactory	94%	0%	6%
DAB	PR	DAYTONA BEACH INTERNATIONAL AIRPORT	5	TAXIWAY Y	TW Y	TAXIWAY	1/1/2013	2390	24,801	94	Good	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	EAST APRON	AP E	APRON	12/25/1970	4205	41,776	22	Serious	56%	17%	27%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	EAST APRON	AP E	APRON	12/25/1970	4210	41,350	37	Very Poor	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	RUN-UP APRON	AP RU	APRON	8/1/2014	5405	26,054	90	Good	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	SOUTH APRON	AP S	APRON	1/1/1991	5105	41,994	75	Satisfactory	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	SOUTH APRON	AP S	APRON	7/31/2008	5305	95,271	74	Satisfactory	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	SE APRON	AP SE	APRON	1/1/2006	4110	265,152	80	Satisfactory	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	SE APRON	AP SE	APRON	4/1/2019	4112	205,700	100	Good	0%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	SE APRON	AP SE	APRON	1/1/2006	4115	80,300	78	Satisfactory	97%	0%	3%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	SE APRON	AP SE	APRON	1/1/2006	4120	110,466	79	Satisfactory	95%	0%	5%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	SE APRON	AP SE	APRON	1/1/2006	4135	20,923	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	75	Satisfactory	90%	0%	10%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	WEST RAMP	AP W	APRON	1/1/1991	4400	21,270	71	Satisfactory	99%	0%	1%

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DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	WEST RAMP	AP W	APRON	1/1/1991	4405	336,788	36	Very Poor	80%	15%	5%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	WEST RAMP	AP W	APRON	1/1/1991	4410	134,373	29	Very Poor	71%	24%	5%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	WEST RAMP	AP W	APRON	1/1/1991	4415	28,772	40	Very Poor	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	WEST RAMP	AP W	APRON	1/1/1942	4420	22,529	40	Very Poor	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	WEST RAMP	AP W	APRON	1/1/1980	4425	25,039	35	Very Poor	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	84	Satisfactory	94%	0%	6%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2014	6205	14,000	85	Satisfactory	90%	0%	10%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1997	6210	30,000	58	Fair	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1996	6215	192,250	67	Fair	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	67	Fair	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1997	6220	12,533	72	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	70	Fair	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1997	6230	20,175	76	Satisfactory	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	TAXIWAY A	TW A	TAXIWAY	1/1/1991	105	35,618	68	Fair	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	TAXIWAY A	TW A	TAXIWAY	1/1/1996	106	7,575	67	Fair	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	TAXIWAY A	TW A	TAXIWAY	4/1/2019	108	37,400	100	Good	0%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	TAXIWAY A	TW A	TAXIWAY	1/1/1992	110	52,600	69	Fair	83%	0%	17%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	TAXIWAY A	TW A	TAXIWAY	1/1/1996	115	47,949	74	Satisfactory	100%	0%	0%

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DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	TAXIWAY A	TW A	TAXIWAY	1/1/2014	120	15,500	81	Satisfactory	91%	0%	9%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	TAXIWAY A	TW A	TAXIWAY	1/1/2014	125	22,619	90	Good	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	TAXIWAY B	TW B	TAXIWAY	1/1/1942	205	32,275	58	Fair	89%	0%	11%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	TAXIWAY B	TW B	TAXIWAY	1/1/1997	206	7,543	67	Fair	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	TAXIWAY B	TW B	TAXIWAY	1/1/1996	215	8,194	67	Fair	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	TAXIWAY B	TW B	TAXIWAY	1/1/1985	220	107,725	64	Fair	96%	0%	4%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	TAXIWAY C	TW C	TAXIWAY	1/1/1991	305	18,548	73	Satisfactory	95%	0%	5%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	TAXIWAY C	TW C	TAXIWAY	1/1/1996	306	4,448	66	Fair	97%	0%	3%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	TAXIWAY D	TW D	TAXIWAY	8/1/2014	450	151,788	88	Good	92%	0%	8%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	TAXIWAY D	TW D	TAXIWAY	8/1/2014	455	175,480	93	Good	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	TAXIWAY D	TW D	TAXIWAY	8/1/2014	460	19,529	90	Good	100%	0%	0%
DED	RL	DELAND MUNICIPAL/SIDNEY H. TAYLOR FIELD	5	TAXIWAY G	TW G	TAXIWAY	1/1/2010	605	54,040	93	Good	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1984	4102	29,874	5	Failed	5%	74%	21%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1984	4104	4,212	49	Poor	90%	0%	10%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1965	4105	10,564	9	Failed	7%	79%	14%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1980	4110	1,950	11	Serious	9%	88%	3%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1975	4115	8,775	5	Failed	7%	86%	7%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/2019	4127	1,560	100	Good	0%	0%	0%

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EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1997	4130	40,106	40	Very Poor	10%	48%	42%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1975	4135	5,831	33	Very Poor	89%	6%	5%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1980	4140	60,486	38	Very Poor	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1986	4145	17,888	72	Satisfactory	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1975	4160	10,001	46	Poor	91%	0%	9%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1991	4165	9,517	10	Failed	4%	48%	48%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/1965	4185	17,272	4	Failed	7%	90%	3%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/2012	4190	38,656	96	Good	0%	0%	100%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	APRON TO RW 15-33	AP RW15-33	APRON	1/1/1943	6345	46,282	32	Very Poor	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/1943	4215	56,450	9	Failed	7%	76%	17%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	SOUTH APRON	AP S	APRON	12/25/1999	4220	8,835	4	Failed	7%	90%	3%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 11-29	RW 11-29	RUNWAY	1/1/2014	6105	323,925	87	Good	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 2-20	RW 2-20	RUNWAY	1/1/1943	6405	78,400	35	Very Poor	79%	13%	8%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 2-20	RW 2-20	RUNWAY	1/1/1943	6425	254,789	35	Very Poor	92%	7%	1%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 2-20	RW 2-20	RUNWAY	1/1/2014	6427	11,862	94	Good	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 2-20	RW 2-20	RUNWAY	1/1/1977	6430	5,000	38	Very Poor	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 2-20	RW 2-20	RUNWAY	1/1/2014	6435	12,472	89	Good	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 2-20	RW 2-20	RUNWAY	1/1/1943	6445	37,952	36	Very Poor	93%	0%	7%

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EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 2-20	RW 2-20	RUNWAY	1/1/1977	6450	25,000	36	Very Poor	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/2008	6202	18,750	81	Satisfactory	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/2016	6205	324,750	100	Good	0%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/2008	6210	11,378	84	Satisfactory	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/2016	6215	7,125	100	Good	0%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/2016	6220	13,125	100	Good	0%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2011	102	22,287	86	Good	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1977	105	93,280	55	Poor	98%	0%	2%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	7/1/2011	110	16,319	84	Satisfactory	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2014	115	5,905	90	Good	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2002	125	4,303	56	Fair	96%	0%	4%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2002	210	67,896	74	Satisfactory	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2002	215	105,867	68	Fair	96%	0%	4%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2002	310	38,242	44	Poor	85%	0%	15%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2002	315	43,226	70	Fair	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2002	320	31,436	70	Fair	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2002	325	48,581	67	Fair	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2010	340	8,491	87	Good	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2012	345	86,977	89	Good	85%	0%	15%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2002	405	50,628	71	Satisfactory	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/1943	415	7,000	25	Serious	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2002	420	15,749	4	Failed	6%	69%	25%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2014	425	27,118	94	Good	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2014	427	40,335	94	Good	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2016	430	84,969	100	Good	0%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2014	505	17,197	94	Good	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2014	510	24,594	92	Good	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	7/1/2011	515	52,494	85	Satisfactory	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2014	520	27,412	94	Good	100%	0%	0%
EVB	RL	NEW SMYRNA BEACH MUNICIPAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2018	530	76,505	100	Good	0%	0%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	APRON	AP	APRON	1/1/1942	4105	23,645	0	Failed	7%	92%	1%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	APRON	AP	APRON	1/1/2012	4110	50,015	89	Good	100%	0%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	APRON	AP	APRON	1/1/1950	4115	20,847	27	Very Poor	52%	42%	6%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	APRON	AP	APRON	1/1/1992	4120	9,798	16	Serious	9%	76%	15%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	APRON	AP	APRON	1/1/1992	4125	25,668	78	Satisfactory	55%	0%	45%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	APRON	AP	APRON	1/1/1992	4130	10,275	17	Serious	7%	73%	20%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	APRON	AP	APRON	1/1/2012	4135	111,646	94	Good	100%	0%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	APRON	AP	APRON	1/1/2004	4140	8,368	84	Satisfactory	74%	0%	26%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	APRON GA	AP GA	APRON	1/1/2005	4510	17,338	82	Satisfactory	56%	39%	5%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	APRON MID	AP MID	APRON	12/1/2012	4610	38,864	94	Good	100%	0%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	APRON MID	AP MID	APRON	1/1/2012	4615	21,385	94	Good	100%	0%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/2009	4405	30,077	75	Satisfactory	39%	57%	4%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	RUN-UP APRON AT RW 11	AP RU 11	APRON	1/1/1942	5103	36,038	32	Very Poor	85%	0%	15%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	RUN-UP APRON AT RW 11	AP RU 11	APRON	1/1/1992	5105	27,768	50	Poor	46%	0%	54%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	RUN-UP APRON AT RW 6	AP RU 6	APRON	12/25/2015	5205	30,715	100	Good	0%	0%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	RUNWAY 11-29	RW 11-29	RUNWAY	1/1/2018	6105	500,300	100	Good	0%	0%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/1995	6205	487,349	50	Poor	91%	6%	3%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	T-HANGAR TAXILANE	T-HANG	TAXILANE	12/25/1999	4305	8,395	47	Poor	15%	61%	24%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	T-HANGAR TAXILANE	T-HANG	TAXILANE	12/25/1999	4310	17,531	61	Fair	100%	0%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	T-HANGAR TAXILANE	T-HANG	TAXILANE	12/25/1999	4315	8,565	48	Poor	73%	0%	27%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	T-HANGAR TAXILANE	T-HANG	TAXILANE	12/1/2012	4320	17,192	94	Good	100%	0%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1992	102	22,177	59	Fair	91%	0%	9%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1982	104	7,358	25	Serious	100%	0%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1942	105	184,752	33	Very Poor	71%	29%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1982	110	17,576	26	Very Poor	55%	45%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2012	120	15,400	84	Satisfactory	94%	0%	6%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	TAXIWAY A1	TW A1	TAXIWAY	12/1/2012	602	25,816	92	Good	100%	0%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/1992	205	88,917	63	Fair	92%	0%	8%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/1992	305	28,798	57	Fair	97%	0%	3%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/1942	307	11,213	29	Very Poor	65%	35%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	12/25/2015	310	26,271	100	Good	0%	0%	0%

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FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	12/25/2015	315	39,970	100	Good	0%	0%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	12/25/2015	320	15,961	100	Good	0%	0%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2016	410	110,706	100	Good	0%	0%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2016	414	5,779	100	Good	0%	0%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2016	415	18,039	100	Good	0%	0%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2015	505	32,654	100	Good	0%	0%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2015	510	71,339	100	Good	0%	0%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2015	512	19,204	100	Good	0%	0%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2015	515	138,069	100	Good	0%	0%	0%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2004	520	13,104	65	Fair	57%	0%	43%
FIN	GA	FLAGLER EXECUTIVE AIRPORT	5	TAXIWAY H	TW H	TAXIWAY	1/1/2016	705	130,070	100	Good	0%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	CENTRAL NW APRON	AP C NW	APRON	1/1/1994	4305	154,557	43	Poor	93%	0%	7%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	CENTRAL NW APRON	AP C NW	APRON	12/25/1999	4310	40,664	64	Fair	25%	46%	29%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	CENTRAL NW APRON	AP C NW	APRON	12/25/1999	4315	18,506	12	Serious	10%	86%	4%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	CENTRAL NW APRON	AP C NW	APRON	12/25/1999	4320	8,760	65	Fair	24%	36%	40%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	CENTER APRON	AP CENTER	APRON	1/1/1994	4205	270,311	50	Poor	80%	0%	20%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	CENTER APRON	AP CENTER	APRON	1/1/2007	4210	4,556	82	Satisfactory	65%	0%	35%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1973	4110	153,862	34	Very Poor	98%	0%	2%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NORTH APRON	AP N	APRON	10/1/2017	4112	113,286	100	Good	0%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1973	4115	70,849	40	Very Poor	91%	0%	9%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NORTH APRON	AP N	APRON	1/1/2013	4120	8,981	86	Good	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NORTH APRON	AP N	APRON	12/25/1999	4130	5,070	29	Very Poor	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NORTH APRON	AP N	APRON	1/1/2004	5305	95,900	86	Good	82%	0%	18%

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ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NW APRON	AP NW	APRON	1/1/1997	4405	28,172	37	Very Poor	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NW APRON	AP NW	APRON	1/1/1942	4410	45,300	6	Failed	6%	59%	35%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NW APRON	AP NW	APRON	1/1/2005	4415	30,431	71	Satisfactory	33%	41%	26%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NW APRON	AP NW	APRON	1/1/2005	4420	50,085	60	Fair	13%	70%	17%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NW APRON	AP NW	APRON	1/1/2007	4425	20,243	95	Good	0%	81%	19%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NW APRON	AP NW	APRON	1/1/2007	4430	51,322	82	Satisfactory	62%	15%	23%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUN-UP APRONS AT RW 6-24	AP RU 6-24	APRON	1/1/2007	5202	27,901	66	Fair	74%	0%	26%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUN-UP APRONS AT RW 6-24	AP RU 6-24	APRON	1/1/2012	5203	34,934	90	Good	100%	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	49	Poor	91%	0%	9%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUN-UP APRONS AT RW 15-33	AP RU15-33	APRON	1/1/2013	5110	29,707	67	Fair	94%	0%	6%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUN-UP APRONS AT RW 15-33	AP RU15-33	APRON	5/1/2013	5115	28,204	89	Good	91%	0%	9%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/2004	4605	96,551	65	Fair	76%	0%	24%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	SOUTH APRON	AP S	APRON	12/25/1999	4608	139,565	14	Serious	52%	43%	5%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	SOUTH APRON	AP S	APRON	12/25/1999	4610	15,063	64	Fair	87%	0%	13%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	SOUTH APRON	AP S	APRON	1/1/2006	4615	2,232	0	Failed	6%	58%	36%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	SOUTH T-HANGAR APRON	AP S T-HAN	APRON	12/25/1999	4705	32,170	87	Good	77%	0%	23%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	SOUTH T-HANGAR APRON	AP S T-HAN	APRON	12/25/1999	4710	25,607	29	Very Poor	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	SOUTH T-HANGAR APRON	AP S T-HAN	APRON	1/1/2013	4715	46,465	81	Satisfactory	56%	0%	44%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	WEST T-HANGAR APRON	AP W T-HAN	APRON	1/1/1997	4505	41,443	65	Fair	92%	0%	8%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	WEST T-HANGAR APRON	AP W T-HAN	APRON	12/25/1999	4510	25,944	2	Failed	6%	72%	22%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	WEST T-HANGAR APRON	AP W T-HAN	APRON	1/1/2009	4515	8,387	67	Fair	85%	0%	15%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	WEST T-HANGAR APRON	AP W T-HAN	APRON	1/1/2012	4520	7,391	75	Satisfactory	88%	0%	12%

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ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	WEST T-HANGAR APRON	AP W T-HAN	APRON	12/25/1999	4525	2,287	5	Failed	86%	0%	14%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	WEST T-HANGAR APRON	AP W T-HAN	APRON	1/1/2006	5210	221,395	73	Satisfactory	77%	0%	23%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	WEST T-HANGAR APRON	AP W T-HAN	APRON	1/1/2005	5215	139,404	51	Poor	66%	0%	34%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2005	6105	50,000	81	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 15-33	RW 15-33	RUNWAY	10/1/2017	6115	70,000	100	Good	0%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2005	6125	40,000	72	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2005	6145	290,000	76	Satisfactory	96%	0%	4%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2005	6150	30,000	75	Satisfactory	89%	0%	11%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 15-33	RW 15-33	RUNWAY	10/1/2017	6165	70,000	100	Good	0%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 15-33	RW 15-33	RUNWAY	1/1/2005	6185	50,100	76	Satisfactory	96%	0%	4%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/2014	6215	185,000	88	Good	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 6-24	RW 6-24	RUNWAY	10/17/2014	6225	30,000	89	Good	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/1998	6226	39,999	55	Poor	88%	0%	12%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/2014	6235	175,000	91	Good	91%	0%	9%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/2014	6260	30,000	90	Good	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	RUNWAY 6-24	RW 6-24	RUNWAY	1/1/2014	6265	30,100	92	Good	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	EAST T-HANGAR	T-HAN EAST	APRON	1/1/2010	4805	18,639	69	Fair	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	EAST T-HANGAR	T-HAN EAST	APRON	12/25/2000	4810	35,911	59	Fair	96%	0%	4%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2002	102	63,803	78	Satisfactory	94%	0%	6%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2002	110	115,000	79	Satisfactory	95%	0%	5%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2002	120	12,450	65	Fair	91%	0%	9%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1994	126	52,050	44	Poor	71%	12%	17%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2013	130	83,139	85	Satisfactory	94%	0%	6%

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ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2014	135	9,646	86	Good	93%	0%	7%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY A1	TW A1	TAXIWAY	1/1/2002	104	4,928	52	Poor	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY A1	TW A1	TAXIWAY	1/1/2002	105	29,349	80	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY A2	TW A2	TAXIWAY	1/1/2002	155	19,150	81	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY A3	TW A3	TAXIWAY	1/1/2002	160	17,109	42	Poor	90%	0%	10%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	SOUTH APRON TAXIWAY	TW AP S	TAXIWAY	1/1/1943	4620	21,907	13	Serious	55%	45%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2014	202	3,832	91	Good	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2002	205	71,686	62	Fair	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/1991	206	6,615	53	Poor	75%	0%	25%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/1991	208	5,209	49	Poor	82%	0%	18%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/1986	210	10,184	52	Poor	96%	0%	4%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/1994	212	12,603	56	Fair	98%	0%	2%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/1994	215	22,300	50	Poor	81%	0%	19%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2012	220	94,917	90	Good	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2014	225	6,172	87	Good	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2005	127	32,304	74	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/1991	320	55,722	45	Poor	69%	0%	31%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2007	325	29,284	84	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2014	330	12,296	88	Good	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NW TAXIWAY CONNECTOR	TW CONN NW	TAXIWAY	1/1/1994	850	22,390	38	Very Poor	94%	0%	6%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2014	402	6,915	89	Good	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/1991	404	8,876	28	Very Poor	79%	0%	21%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/1991	405	101,976	49	Poor	85%	0%	15%

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ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/1991	410	56,652	46	Poor	87%	0%	13%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2002	119	4,289	76	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2002	165	18,990	84	Satisfactory	91%	0%	9%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2002	522	8,895	63	Fair	60%	0%	40%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2002	523	11,003	49	Poor	65%	31%	4%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2004	525	7,128	70	Fair	87%	0%	13%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY F	TW F	TAXIWAY	1/1/1997	605	36,483	52	Poor	81%	0%	19%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY F	TW F	TAXIWAY	12/25/1999	610	25,681	44	Poor	76%	0%	24%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY F	TW F	TAXIWAY	1/1/2005	620	10,868	78	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY G	TW G	TAXIWAY	1/1/1999	705	12,550	70	Fair	78%	0%	22%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY G	TW G	TAXIWAY	1/1/1999	710	8,914	56	Fair	88%	0%	12%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY G	TW G	TAXIWAY	1/1/2014	715	8,902	89	Good	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY H	TW H	TAXIWAY	1/1/1999	805	42,962	74	Satisfactory	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	TAXIWAY H	TW H	TAXIWAY	1/1/2014	810	3,833	89	Good	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NORTH RAMP TAXIWAY	TW N RAMP	TAXIWAY	1/1/2012	905	21,913	89	Good	100%	0%	0%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	NORTH RAMP TAXIWAY	TW N RAMP	TAXIWAY	1/1/1994	910	2,963	36	Very Poor	87%	0%	13%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	WEST APRON TAXIWAY	TW W APRON	TAXIWAY	1/1/2005	408	11,176	60	Fair	90%	0%	10%
ISM	RL	KISSIMMEE GATEWAY AIRPORT	5	WEST APRON TAXIWAY	TW W APRON	TAXIWAY	1/1/2005	615	3,458	73	Satisfactory	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1989	4105	323,324	53	Poor	84%	14%	2%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	NORTH APRON	AP N	APRON	12/25/2000	4120	6,600	59	Fair	21%	50%	29%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	NORTH APRON	AP N	APRON	1/1/2005	4125	59,690	66	Fair	91%	0%	9%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	NORTH APRON	AP N	APRON	1/1/2008	4130	56,108	94	Good	0%	36%	64%

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LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1942	4135	18,579	31	Very Poor	12%	52%	36%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1942	4140	8,600	12	Serious	13%	87%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	NORTH APRON	AP N	APRON	7/1/2016	4145	11,497	100	Good	0%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RE-FUELING APRON	AP RFUEL	APRON	1/1/1989	4505	25,329	26	Very Poor	95%	0%	5%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RUNUP APRON	AP RU	APRON	1/1/2008	5205	36,679	85	Satisfactory	85%	0%	15%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RUNUP APRON	AP RU	APRON	1/1/2009	5305	54,952	90	Good	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RUNUP APRON	AP RU	APRON	1/1/2019	5405	18,231	100	Good	0%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	APRON T-HANGAR	AP T-HANG	APRON	1/1/2003	4205	45,127	69	Fair	94%	0%	6%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2000	6105	250,000	61	Fair	68%	0%	32%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2000	6110	250,000	66	Fair	97%	0%	3%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RUNWAY 13-31	RW 13-31	RUNWAY	12/12/2009	6115	15,000	86	Good	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RUNWAY 13-31	RW 13-31	RUNWAY	12/12/2009	6120	15,000	90	Good	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2009	6125	50,000	82	Satisfactory	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2009	6130	50,000	88	Good	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RUNWAY 3-21	RW 3-21	RUNWAY	1/1/2011	6205	242,833	87	Good	93%	0%	7%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	RUNWAY 3-21	RW 3-21	RUNWAY	1/1/2011	6210	244,205	88	Good	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXILANE A	TL A	TAXILANE	1/1/2019	150	45,971	100	Good	0%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXILANE TO APRON	TL APRON	TAXILANE	1/1/1982	4305	10,698	35	Very Poor	32%	49%	19%

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LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXILANE TO T-HANGARS	TL T-HANG	TAXILANE	12/25/2000	4110	14,559	69	Fair	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXILANE TO T-HANGARS	TL T-HANG	TAXILANE	12/25/2000	4115	20,585	80	Satisfactory	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2009	100	76,252	85	Satisfactory	65%	0%	35%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2014	105	82,235	93	Good	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2000	110	113,871	78	Satisfactory	77%	0%	23%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2009	115	62,194	89	Good	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY A1	TW A1	TAXIWAY	1/1/1989	120	4,409	59	Fair	85%	0%	15%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY A2	TW A2	TAXIWAY	1/1/1989	130	4,287	65	Fair	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY A3	TW A3	TAXIWAY	1/1/1989	140	4,673	63	Fair	93%	0%	7%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2011	200	76,570	83	Satisfactory	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2002	205	4,534	65	Fair	73%	0%	27%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2009	300	25,917	83	Satisfactory	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2002	400	22,621	57	Fair	33%	0%	67%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2011	500	8,617	90	Good	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY J	TW J	TAXIWAY	1/1/2011	600	26,600	90	Good	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2011	700	138,244	82	Satisfactory	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2004	705	33,012	65	Fair	100%	0%	0%
LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2014	710	23,819	94	Good	100%	0%	0%

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LEE	GA	LEESBURG INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/1986	715	4,634	63	Fair	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	CENTER APRON	AP CENTER	APRON	1/1/2009	4510	23,048	86	Good	0%	0%	100%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	CENTER APRON	AP CENTER	APRON	1/1/2009	4515	2,842	64	Fair	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	CENTER APRON	AP CENTER	APRON	1/1/2009	4520	55,946	88	Good	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	CENTER APRON	AP CENTER	APRON	1/1/1995	4998	48,745	71	Satisfactory	0%	23%	77%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2004	4404	76,125	81	Satisfactory	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/1998	4406	12,949	37	Very Poor	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2004	4407	69,765	78	Satisfactory	55%	40%	5%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2014	4415	14,188	90	Good	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2014	4420	129,420	90	Good	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2014	4425	253,400	100	Good	0%	0%	100%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	NORTH GA APRON	AP N GA	APRON	1/1/1986	4105	95,800	66	Fair	99%	0%	1%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	NORTH GA APRON	AP N GA	APRON	1/1/1982	4110	124,328	59	Fair	95%	0%	5%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	NORTH GA APRON	AP N GA	APRON	1/1/2003	4115	162,260	95	Good	0%	0%	100%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	NORTH GA APRON	AP N GA	APRON	1/1/2003	4120	96,139	60	Fair	88%	0%	12%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	NORTH GA APRON	AP N GA	APRON	1/1/2006	4130	41,505	80	Satisfactory	84%	0%	16%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	NORTH GA APRON	AP N GA	APRON	1/1/2017	4132	52,865	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	NORTH GA APRON	AP N GA	APRON	1/1/2010	4135	22,070	85	Satisfactory	100%	0%	0%

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MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	NORTH GA APRON	AP N GA	APRON	1/1/2010	4140	23,711	93	Good	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	NORTH GA APRON	AP N GA	APRON	1/1/2013	4145	6,550	83	Satisfactory	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	NORTH GA APRON	AP N GA	APRON	1/1/2017	4150	85,092	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	NORTH GA APRON	AP N GA	APRON	1/1/2017	4155	26,516	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	APRON SOUTHWEST	AP SW	APRON	1/1/2008	4710	216,728	78	Satisfactory	91%	0%	9%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	APRON SOUTHWEST	AP SW	APRON	1/1/2008	4720	146,718	75	Satisfactory	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	APRON SOUTHWEST	AP SW	APRON	1/1/2013	4730	101,878	94	Good	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TERMINAL APRON	AP TERM	APRON	1/1/1989	4205	290,074	78	Satisfactory	0%	5%	95%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TERMINAL APRON	AP TERM	APRON	1/1/2009	4210	344,919	80	Satisfactory	83%	0%	17%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	WEST APRON	AP W	APRON	1/1/2012	4305	34,060	91	Good	65%	0%	35%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	WEST APRON	AP W	APRON	1/1/2012	4310	47,311	90	Good	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	WEST APRON	AP W	APRON	12/25/1994	4312	8,547	12	Serious	10%	79%	11%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	WEST APRON	AP W	APRON	1/1/2012	4315	57,374	65	Fair	84%	0%	16%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	WEST APRON	AP W	APRON	1/1/1979	4320	75,950	55	Poor	96%	0%	4%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	WEST APRON	AP W	APRON	1/1/1942	4325	45,350	0	Failed	8%	91%	1%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	WEST APRON	AP W	APRON	1/1/1942	4330	52,136	6	Failed	7%	88%	5%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2019	6305	211,297	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2019	6310	6,900	100	Good	0%	0%	0%

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MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/2019	6315	6,900	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2018	6203	8,750	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2018	6204	17,500	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2018	6205	282,550	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2018	6210	565,100	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2018	6215	8,750	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2018	6220	17,500	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2019	6105	950,000	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2019	6110	475,000	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2019	6115	68,068	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2019	6120	34,034	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2009	105	33,560	76	Satisfactory	75%	0%	25%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2019	107	4,933	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2009	120	691,660	69	Fair	94%	0%	6%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2009	130	36,222	82	Satisfactory	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2009	132	52,331	87	Good	90%	0%	10%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2019	133	5,988	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2018	1105	101,687	100	Good	0%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2007	305	34,006	82	Satisfactory	89%	0%	11%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2007	306	12,368	70	Fair	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2019	307	3,692	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2019	308	9,892	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2004	315	58,917	74	Satisfactory	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2009	320	33,067	86	Good	89%	0%	11%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2019	325	8,038	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2019	327	3,899	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/1991	330	104,250	65	Fair	72%	20%	8%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2018	337	18,730	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2003	340	4,919	78	Satisfactory	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2003	350	71,723	76	Satisfactory	79%	0%	21%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	CONNECTOR TAXIWAY TO TERMINAL APRON	TW CONN AP	TAXIWAY	1/1/1989	2110	8,354	84	Satisfactory	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2012	405	8,073	70	Fair	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2008	408	7,930	82	Satisfactory	91%	0%	9%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/1979	410	103,254	59	Fair	73%	27%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/1979	412	4,498	61	Fair	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2001	415	18,312	80	Satisfactory	100%	0%	0%

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MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2001	416	8,423	74	Satisfactory	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2012	450	23,692	92	Good	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2012	455	32,702	88	Good	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY F	TW F	TAXIWAY	1/1/2013	810	62,514	89	Good	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY G	TW G	TAXIWAY	1/1/2010	605	40,977	91	Good	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY H	TW H	TAXIWAY	1/1/2004	805	18,700	60	Fair	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2006	1110	5,207	82	Satisfactory	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2006	1115	144,746	75	Satisfactory	93%	0%	7%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2006	1116	6,760	71	Satisfactory	95%	0%	5%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2016	1117	23,309	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2006	1125	94,162	77	Satisfactory	96%	0%	4%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2016	1127	28,738	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2016	1128	4,887	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2006	1130	76,184	80	Satisfactory	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2011	1132	20,621	89	Good	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2006	1135	78,460	75	Satisfactory	97%	0%	3%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2019	1137	4,907	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2014	1140	22,923	90	Good	100%	0%	0%

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MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY K1	TW K1	TAXIWAY	1/1/2016	1740	21,686	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY L	TW L	TAXIWAY	1/1/2019	1204	10,911	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY L	TW L	TAXIWAY	1/1/2009	1210	33,859	69	Fair	78%	0%	22%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY M	TW M	TAXIWAY	1/1/2018	1303	23,381	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY M	TW M	TAXIWAY	1/1/2003	1305	3,968	74	Satisfactory	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY M	TW M	TAXIWAY	1/1/2003	1315	50,873	71	Satisfactory	90%	0%	10%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY M	TW M	TAXIWAY	1/1/2003	1320	5,526	71	Satisfactory	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY M	TW M	TAXIWAY	1/1/2003	1325	5,526	77	Satisfactory	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY N	TW N	TAXIWAY	1/1/2019	1404	11,055	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY N	TW N	TAXIWAY	1/1/2009	1405	33,774	88	Good	91%	0%	9%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY Q	TW Q	TAXIWAY	1/1/2007	1705	91,926	73	Satisfactory	95%	0%	5%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY Q	TW Q	TAXIWAY	1/1/2007	1710	12,104	79	Satisfactory	94%	0%	6%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY Q	TW Q	TAXIWAY	1/1/2009	1720	41,653	84	Satisfactory	95%	0%	5%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY Q	TW Q	TAXIWAY	1/1/2019	1722	20,462	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY Q	TW Q	TAXIWAY	1/1/2019	1723	5,968	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY Q	TW Q	TAXIWAY	1/1/2004	1725	78,549	77	Satisfactory	96%	0%	4%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY Q	TW Q	TAXIWAY	1/1/2018	1727	27,505	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY Q	TW Q	TAXIWAY	1/1/2006	1732	4,295	61	Fair	100%	0%	0%

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MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY Q	TW Q	TAXIWAY	1/1/2006	1735	9,173	86	Good	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2009	1805	56,463	81	Satisfactory	91%	0%	9%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2019	1807	18,996	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2009	1810	57,323	82	Satisfactory	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2019	1815	4,676	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2009	1820	49,954	82	Satisfactory	93%	0%	7%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/2006	510	68,429	45	Poor	99%	0%	1%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/2010	515	18,556	84	Satisfactory	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY S1	TW S1	TAXIWAY	1/1/2009	520	14,644	74	Satisfactory	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY S1	TW S1	TAXIWAY	1/1/2014	525	19,360	94	Good	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY T	TW T	TAXIWAY	1/1/1986	2005	47,619	80	Satisfactory	92%	0%	8%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY T	TW T	TAXIWAY	1/1/2001	2015	48,962	79	Satisfactory	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY T	TW T	TAXIWAY	1/1/2019	2017	5,769	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY V	TW V	TAXIWAY	1/1/2019	1602	13,947	100	Good	0%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY V	TW V	TAXIWAY	1/1/2009	1605	57,621	77	Satisfactory	89%	0%	11%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY V	TW V	TAXIWAY	1/1/2013	1610	36,715	94	Good	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY V	TW V	TAXIWAY	1/1/2012	2205	14,782	94	Good	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY V	TW V	TAXIWAY	1/1/2012	2210	13,665	94	Good	100%	0%	0%

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MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY V1	TW V1	TAXIWAY	1/1/2008	710	11,452	86	Good	100%	0%	0%
MLB	PR	ORLANDO-MELBOURNE INTERNATIONAL AIRPORT	5	TAXIWAY V2	TW V2	TAXIWAY	1/1/2013	720	8,446	86	Good	41%	0%	59%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	CENTRAL APRON	AP CENTER	APRON	1/1/1991	4105	168,599	61	Fair	95%	0%	5%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	CENTRAL APRON	AP CENTER	APRON	1/1/1991	4110	83,395	58	Fair	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	CENTRAL APRON	AP CENTER	APRON	1/1/1991	4115	118,750	61	Fair	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	CENTRAL APRON	AP CENTER	APRON	1/1/1991	4120	95,753	58	Fair	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	CENTRAL APRON	AP CENTER	APRON	1/1/1983	4125	30,574	57	Fair	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	CENTRAL APRON	AP CENTER	APRON	1/1/1991	4130	19,665	67	Fair	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	CENTRAL APRON	AP CENTER	APRON	7/1/2009	4135	122,764	90	Good	85%	0%	15%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	CENTRAL APRON	AP CENTER	APRON	1/1/1991	4145	6,660	55	Poor	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	CENTRAL APRON	AP CENTER	APRON	1/1/1999	4150	6,000	37	Very Poor	10%	87%	3%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	NORTH APRON	AP N	APRON	1/1/2000	4205	19,584	79	Satisfactory	87%	0%	13%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	NORTH APRON	AP N	APRON	1/1/2000	4210	41,762	55	Poor	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	SOUTHEAST APRON	AP SE	APRON	1/1/2010	4305	47,250	85	Satisfactory	72%	0%	28%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6105	373,275	87	Good	94%	0%	6%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6110	373,275	85	Satisfactory	94%	0%	6%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6125	94,500	90	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	89	Good	91%	0%	9%

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OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2008	6190	30,000	90	Good	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2008	6195	60,000	91	Good	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2013	6205	150,450	91	Good	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A	TW A	TAXIWAY	1/1/1977	505	226,008	37	Very Poor	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A	TW A	TAXIWAY	1/1/1988	540	124,047	16	Serious	65%	35%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A1	TW A1	TAXIWAY	1/1/2007	501	25,165	80	Satisfactory	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A1	TW A1	TAXIWAY	1/1/2009	590	19,687	93	Good	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A10	TW A10	TAXIWAY	1/1/2008	539	9,840	82	Satisfactory	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A10	TW A10	TAXIWAY	1/1/2008	555	33,994	88	Good	82%	0%	18%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A11	TW A11	TAXIWAY	1/1/2008	596	60,866	85	Satisfactory	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A2	TW A2	TAXIWAY	1/1/1985	510	12,915	76	Satisfactory	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A3	TW A3	TAXIWAY	1/1/2009	514	11,036	76	Satisfactory	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A3	TW A3	TAXIWAY	1/1/1977	515	3,791	46	Poor	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A3	TW A3	TAXIWAY	1/1/1977	516	17,350	80	Satisfactory	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A4	TW A4	TAXIWAY	1/1/1977	520	16,927	82	Satisfactory	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A5	TW A5	TAXIWAY	1/1/1977	525	16,153	64	Fair	86%	0%	14%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A6	TW A6	TAXIWAY	1/1/1977	530	14,829	27	Very Poor	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A6	TW A6	TAXIWAY	1/1/2000	560	22,146	63	Fair	83%	0%	17%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A6	TW A6	TAXIWAY	1/1/2000	565	15,850	89	Good	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A6	TW A6	TAXIWAY	1/1/2000	570	6,990	71	Satisfactory	99%	0%	1%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A6	TW A6	TAXIWAY	1/1/1940	575	12,102	87	Good	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A7	TW A7	TAXIWAY	1/1/2000	550	52,374	81	Satisfactory	74%	0%	26%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A8	TW A8	TAXIWAY	1/1/1988	535	25,759	15	Serious	91%	9%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY A9	TW A9	TAXIWAY	1/1/1988	545	19,957	29	Very Poor	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	73	Satisfactory	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY B	TW B	TAXIWAY	1/1/1985	105	84,332	52	Poor	94%	0%	6%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY B	TW B	TAXIWAY	1/1/1985	106	6,834	54	Poor	97%	0%	3%
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	92	Good	100%	0%	0%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	1/1/2000	580	18,904	47	Poor	63%	30%	7%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	1/1/2000	585	76,028	53	Poor	95%	0%	5%
OCF	PR	OCALA INTERNATIONAL/JIM TAYLOR FIELD	5	TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	1/1/2009	592	23,718	91	Good	100%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	CENTER APRON	AP CENTER	APRON	7/31/2008	4204	5,932	30	Very Poor	100%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	CENTER APRON	AP CENTER	APRON	1/1/1992	4205	141,436	33	Very Poor	81%	18%	1%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	EAST APRON - HANGAR AREA	AP E	APRON	1/1/1984	4305	52,638	28	Very Poor	56%	37%	7%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	RUN-UP APRON	AP RU	APRON	1/1/2013	5110	28,383	94	Good	100%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	RUN-UP APRON	AP RU	APRON	1/1/2013	5115	28,289	91	Good	100%	0%	0%

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OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	RUN-UP APRON	AP RU	APRON	1/1/2016	5120	40,182	94	Good	100%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	RUN-UP APRON	AP RU	APRON	1/1/2016	5125	40,187	94	Good	100%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	AP T HANG	AP T HANG	APRON	1/1/2005	4410	54,829	68	Fair	59%	29%	12%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	WEST APRON	AP W	APRON	1/1/1992	4102	22,255	28	Very Poor	72%	0%	28%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	WEST APRON	AP W	APRON	1/1/1992	4105	164,592	61	Fair	96%	0%	4%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/2008	6205	329,912	73	Satisfactory	86%	0%	14%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/2008	6210	10,188	72	Satisfactory	77%	0%	23%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	RUNWAY 17-35	RW 17-35	RUNWAY	1/1/2019	6215	30,400	100	Good	0%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	RUNWAY 8-26	RW 8-26	RUNWAY	1/1/2019	6105	292,950	100	Good	0%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2013	100	149,004	93	Good	100%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2019	102	2,434	100	Good	0%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2016	105	4,550	94	Good	100%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2013	110	8,089	90	Good	100%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2019	112	3,083	100	Good	0%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2013	115	8,054	94	Good	100%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2019	117	3,118	100	Good	0%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/1977	205	21,323	37	Very Poor	86%	0%	14%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2013	210	9,023	94	Good	100%	0%	0%

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OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2013	305	35,470	94	Good	100%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/1984	405	74,127	38	Very Poor	79%	0%	21%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2013	410	14,057	94	Good	100%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1990	505	56,507	38	Very Poor	97%	0%	3%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2013	510	29,167	94	Good	100%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY F	TW F	TAXIWAY	1/1/1984	605	41,694	46	Poor	97%	0%	3%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY F	TW F	TAXIWAY	1/1/1984	650	6,273	36	Very Poor	87%	0%	13%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY G	TW G	TAXIWAY	1/1/2016	700	144,093	91	Good	59%	0%	41%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY G2	TW G2	TAXIWAY	1/1/2016	705	9,003	94	Good	100%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY G3	TW G3	TAXIWAY	1/1/2016	710	8,999	94	Good	100%	0%	0%
OMN	RL	ORMOND BEACH MUNICIPAL AIRPORT	5	TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	1/1/1992	2004	17,255	9	Failed	10%	86%	4%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	GA APRON	AP GA	APRON	1/1/1984	4205	608,614	49	Poor	97%	0%	3%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	GA APRON	AP GA	APRON	12/25/1999	4230	23,614	61	Fair	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1979	4105	200,966	6	Failed	78%	21%	1%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1978	4125	140,429	5	Failed	70%	30%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1979	4140	237,860	25	Serious	96%	0%	4%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1968	4145	122,500	34	Very Poor	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1984	4155	337,449	49	Poor	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/2002	4158	125,584	6	Failed	96%	0%	4%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1984	4165	27,156	7	Failed	91%	0%	9%

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ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	9/1/2012	4166	22,635	89	Good	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1984	4167	28,916	12	Serious	60%	35%	5%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/2005	4168	24,538	0	Failed	8%	92%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	9/1/2012	4169	72,939	86	Good	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1984	4170	84,878	67	Fair	99%	0%	1%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NORTH APRON	AP N	APRON	1/1/1960	4175	42,594	76	Satisfactory	73%	0%	27%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NE APRON	AP NE	APRON	1/1/1984	4305	52,643	23	Serious	83%	9%	8%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NE APRON	AP NE	APRON	12/25/1999	4312	8,541	59	Fair	64%	0%	36%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NE APRON	AP NE	APRON	1/1/2007	4315	24,518	77	Satisfactory	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	NE APRON	AP NE	APRON	1/1/2007	4320	53,040	77	Satisfactory	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	RUN-UP APRONS	AP RU	APRON	1/1/2001	5110	25,880	75	Satisfactory	83%	0%	17%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	RUN-UP APRONS	AP RU	APRON	1/1/2001	5115	36,282	74	Satisfactory	87%	0%	13%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	RUN-UP APRONS	AP RU	APRON	1/1/2001	5120	41,840	75	Satisfactory	67%	0%	33%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	WEST APRON	AP W	APRON	1/1/2002	4605	34,600	64	Fair	96%	0%	4%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	WEST APRON	AP W	APRON	1/1/1999	4610	260,825	45	Poor	92%	0%	8%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	WEST APRON	AP W	APRON	3/1/2019	4640	157,964	100	Good	0%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	WEST APRON	AP W	APRON	12/1/2017	4645	24,864	100	Good	0%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	WEST APRON	AP W	APRON	12/1/1998	4650	115,747	50	Poor	94%	0%	6%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	WEST APRON	AP W	APRON	6/1/2019	4665	8,833	100	Good	6%	55%	39%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	WEST APRON	AP W	APRON	12/1/1998	4670	10,856	58	Fair	89%	0%	11%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	WEST APRON	AP W	APRON	3/1/2019	4675	1,760	100	Good	0%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	SE SEGMENT OF WEST APRON	AP W SEGM	APRON	1/1/2001	4805	129,830	67	Fair	98%	0%	2%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	SE SEGMENT OF WEST APRON	AP W SEGM	APRON	1/1/2012	4810	79,530	77	Satisfactory	71%	0%	29%

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ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/1999	6205	445,836	66	Fair	67%	0%	33%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	RUNWAY 7-25	RW 7-25	RUNWAY	1/2/2001	6105	600,500	63	Fair	93%	0%	7%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	RUNWAY 7-25	RW 7-25	RUNWAY	1/2/2001	6110	300,250	64	Fair	87%	0%	13%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2001	104	11,949	66	Fair	76%	0%	24%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1999	114	12,579	78	Satisfactory	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1984	115	31,644	56	Fair	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1984	116	11,579	63	Fair	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1984	117	22,912	62	Fair	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	10/1/2015	118	12,843	94	Good	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	10/1/2015	119	8,568	89	Good	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1997	125	257,040	67	Fair	68%	0%	32%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/1963	150	60,358	57	Fair	84%	0%	16%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A1	TW A1	TAXIWAY	1/1/1997	111	15,537	77	Satisfactory	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A1	TW A1	TAXIWAY	1/1/1997	112	14,428	57	Fair	68%	32%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A2	TW A2	TAXIWAY	1/1/1997	120	30,935	65	Fair	86%	0%	14%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A3	TW A3	TAXIWAY	1/1/1997	130	56,163	67	Fair	74%	0%	26%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A4	TW A4	TAXIWAY	1/1/1999	140	15,668	63	Fair	65%	0%	35%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A5	TW A5	TAXIWAY	1/1/1997	405	37,049	65	Fair	81%	0%	19%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A5	TW A5	TAXIWAY	1/1/1997	425	9,443	71	Satisfactory	96%	0%	4%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY A6	TW A6	TAXIWAY	1/1/2001	113	26,953	72	Satisfactory	81%	0%	19%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/1991	102	6,388	48	Poor	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/1999	103	57,000	55	Poor	77%	0%	23%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	12/25/2015	105	30,470	87	Good	100%	0%	0%

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ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1983	505	78,110	65	Fair	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	12/25/2015	530	46,191	93	Good	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	12/25/2015	540	21,326	94	Good	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	12/25/2015	545	9,618	88	Good	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	12/25/2015	550	52,982	91	Good	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E1	TW E1	TAXIWAY	1/1/1977	501	5,073	50	Poor	93%	0%	7%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E2	TW E2	TAXIWAY	1/1/1983	510	9,644	46	Poor	96%	0%	4%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E2	TW E2	TAXIWAY	1/1/1983	512	2,687	61	Fair	90%	0%	10%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E3	TW E3	TAXIWAY	1/1/1977	417	8,311	29	Very Poor	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E3	TW E3	TAXIWAY	1/1/1984	420	36,384	50	Poor	47%	9%	44%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E3	TW E3	TAXIWAY	1/1/1983	520	9,009	46	Poor	95%	0%	5%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E3	TW E3	TAXIWAY	1/1/1983	522	2,133	48	Poor	79%	0%	21%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E4	TW E4	TAXIWAY	1/1/1977	1070	130,837	50	Poor	98%	0%	2%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E4	TW E4	TAXIWAY	1/1/1977	1080	8,393	56	Fair	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E4	TW E4	TAXIWAY	1/1/1991	1105	6,580	70	Fair	95%	0%	5%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E4	TW E4	TAXIWAY	12/25/2015	1110	20,682	94	Good	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E5	TW E5	TAXIWAY	1/1/1991	560	5,540	65	Fair	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E5	TW E5	TAXIWAY	10/1/2015	565	9,465	94	Good	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E6	TW E6	TAXIWAY	1/1/1984	805	17,742	67	Fair	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY E6	TW E6	TAXIWAY	12/25/2015	820	11,139	94	Good	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY F	TW F	TAXIWAY	1/1/1984	605	54,815	45	Poor	99%	0%	1%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY G	TW G	TAXIWAY	1/1/1984	705	30,099	54	Poor	80%	0%	20%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY G	TW G	TAXIWAY	1/1/1988	710	9,812	55	Poor	81%	0%	19%

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ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY H	TW H	TAXIWAY	1/1/1983	806	62,452	52	Poor	100%	0%	0%
ORL	RL	ORLANDO EXECUTIVE AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/1999	610	27,266	70	Fair	87%	0%	13%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	EAST APRON	AP E	APRON	12/25/1999	4505	15,664	35	Very Poor	11%	39%	50%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	EAST APRON	AP E	APRON	12/25/1999	4510	23,133	66	Fair	24%	0%	76%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2001	4515	15,000	77	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	NORTH APRON	AP N	APRON	1/1/2005	4310	244,780	79	Satisfactory	83%	0%	17%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNUP APRON 27L	AP RU 27L	APRON	1/1/2008	5010	20,623	82	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SE APRON	AP SE	APRON	1/1/2018	4705	33,915	100	Good	0%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SE APRON	AP SE	APRON	1/1/2018	4710	318,727	100	Good	0%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/2015	4201	8,635	87	Good	93%	0%	7%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/2015	4203	16,967	80	Satisfactory	75%	0%	25%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/1961	4205	188,662	54	Poor	67%	25%	8%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/2015	4215	409,919	99	Good	0%	0%	100%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/1957	4225	77,610	83	Satisfactory	0%	0%	100%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/2016	4227	325,572	100	Good	0%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/2016	4240	150,475	100	Good	0%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/1961	4250	9,240	40	Very Poor	95%	0%	5%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/2016	4251	8,702	83	Satisfactory	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/1943	4270	295,981	49	Poor	84%	0%	16%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/2015	4275	24,000	98	Good	0%	0%	100%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/2015	4280	150,199	97	Good	0%	0%	100%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/2016	4285	326,333	100	Good	0%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/2016	4290	367,000	100	Good	0%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	SW APRON	AP SW	APRON	1/1/2015	4295	16,488	99	Good	0%	0%	100%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TERMINAL APRON - CENTER	AP TERM	APRON	1/1/1965	4105	137,948	85	Satisfactory	11%	0%	89%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TERMINAL APRON - CENTER	AP TERM	APRON	1/1/1996	4110	113,251	80	Satisfactory	0%	7%	93%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TERMINAL APRON - CENTER	AP TERM	APRON	1/1/1996	4111	84,573	79	Satisfactory	0%	9%	91%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TERMINAL APRON - CENTER	AP TERM	APRON	1/1/1996	4112	35,866	85	Satisfactory	0%	0%	100%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TERMINAL APRON - CENTER	AP TERM	APRON	1/2/1996	4115	172,176	64	Fair	90%	0%	10%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TERMINAL APRON - CENTER	AP TERM	APRON	1/1/2007	4120	331,010	93	Good	0%	0%	100%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TERMINAL APRON - CENTER	AP TERM	APRON	1/1/2010	4130	20,752	61	Fair	59%	0%	41%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TERMINAL APRON - CENTER	AP TERM	APRON	1/1/1996	4140	161,183	65	Fair	71%	13%	16%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	WEST APRON	AP W	APRON	12/25/1999	4405	20,143	17	Serious	55%	45%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	WEST APRON	AP W	APRON	1/1/2006	4410	27,986	58	Fair	18%	70%	12%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	FBO APRON	FBO AP	APRON	1/1/1994	4305	231,730	44	Poor	96%	0%	4%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	FBO APRON	FBO AP	APRON	1/1/2004	4315	57,936	65	Fair	85%	0%	15%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	FBO APRON CONN	FBO APCONN	APRON	1/1/1994	105	72,100	28	Very Poor	60%	39%	1%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6205	241,125	70	Fair	95%	0%	5%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1984	6210	231,374	49	Poor	92%	0%	8%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6212	9,750	81	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1943	6215	54,000	82	Satisfactory	35%	0%	65%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1943	6216	27,000	78	Satisfactory	53%	0%	47%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2004	6217	27,370	78	Satisfactory	88%	0%	12%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1984	6225	15,745	78	Satisfactory	72%	0%	28%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6230	12,000	51	Poor	88%	0%	12%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6231	13,324	55	Poor	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6232	8,625	67	Fair	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6233	13,137	56	Fair	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6240	5,625	69	Fair	95%	0%	5%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6245	9,864	57	Fair	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6250	22,650	59	Fair	88%	0%	12%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6252	7,500	73	Satisfactory	68%	0%	32%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1984	6255	15,412	47	Poor	77%	0%	23%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6258	7,237	74	Satisfactory	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1984	6260	7,553	65	Fair	84%	0%	16%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6280	70,125	61	Fair	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1984	6285	27,000	55	Poor	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2004	6290	30,750	65	Fair	97%	0%	3%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2004	6295	30,750	69	Fair	96%	0%	4%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9C-27C	RW 9C-27C	RUNWAY	1/1/1975	6304	8,514	71	Satisfactory	96%	0%	4%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9C-27C	RW 9C-27C	RUNWAY	1/1/2006	6305	268,321	66	Fair	82%	0%	18%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2009	6105	864,000	71	Satisfactory	82%	0%	18%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2009	6110	432,000	77	Satisfactory	56%	16%	28%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2013	6145	32,500	84	Satisfactory	94%	0%	6%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2013	6150	16,250	94	Good	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2013	6155	63,500	86	Good	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2013	6160	31,750	89	Good	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2013	6165	140,000	85	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2013	6170	70,000	84	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1997	6405	237,301	61	Fair	92%	0%	8%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2008	6410	217,575	80	Satisfactory	93%	0%	7%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2004	110	188,653	63	Fair	93%	0%	7%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY A3	TW A3	TAXIWAY	1/1/2004	115	36,474	46	Poor	67%	0%	33%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY A3	TW A3	TAXIWAY	1/1/2004	116	16,974	69	Fair	96%	0%	4%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2009	202	18,286	67	Fair	96%	0%	4%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2008	203	16,975	67	Fair	95%	0%	5%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/1997	204	82,722	51	Poor	67%	22%	11%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2004	205	408,689	54	Poor	53%	24%	23%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2009	252	19,042	73	Satisfactory	60%	0%	40%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2004	605	197,906	38	Very Poor	45%	53%	2%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2004	610	60,454	49	Poor	65%	32%	3%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2013	615	150,303	77	Satisfactory	95%	0%	5%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B10	TW B10	TAXIWAY	1/1/2013	620	25,251	95	Good	0%	0%	100%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B2	TW B2	TAXIWAY	1/1/2009	250	85,247	48	Poor	80%	0%	20%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B3	TW B3	TAXIWAY	1/1/2009	213	17,487	69	Fair	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B3	TW B3	TAXIWAY	1/1/1990	215	20,682	15	Serious	40%	57%	3%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B3	TW B3	TAXIWAY	1/1/1990	217	18,604	73	Satisfactory	95%	0%	5%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B4	TW B4	TAXIWAY	1/1/1990	216	18,607	64	Fair	81%	0%	19%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B4	TW B4	TAXIWAY	1/1/1990	220	21,122	55	Poor	86%	0%	14%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B4	TW B4	TAXIWAY	1/1/1990	222	17,047	67	Fair	91%	0%	9%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B7	TW B7	TAXIWAY	1/1/2004	225	100,187	61	Fair	97%	0%	3%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B7	TW B7	TAXIWAY	1/1/2013	226	11,788	63	Fair	89%	0%	11%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B7	TW B7	TAXIWAY	1/1/2013	227	3,805	66	Fair	92%	0%	8%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B8	TW B8	TAXIWAY	1/1/2013	230	33,498	83	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY B8	TW B8	TAXIWAY	1/1/2013	235	36,946	79	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2000	307	33,750	53	Poor	63%	34%	3%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2000	308	18,750	29	Very Poor	40%	51%	9%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2000	315	218,691	47	Poor	62%	28%	10%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2000	320	19,167	23	Serious	30%	59%	11%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2004	350	128,042	70	Fair	82%	0%	18%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2004	355	31,708	55	Poor	95%	0%	5%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2018	505	42,533	100	Good	0%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2000	1105	46,155	37	Very Poor	66%	23%	11%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2000	1107	59,520	58	Fair	79%	0%	21%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2000	1110	57,970	62	Fair	96%	0%	4%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY K	TW K	TAXIWAY	1/1/2000	4610	15,598	74	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY K1	TW K1	TAXIWAY	1/1/2004	1005	65,060	60	Fair	67%	0%	33%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY L	TW L	TAXIWAY	1/1/1975	1205	16,841	72	Satisfactory	85%	0%	15%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY L	TW L	TAXIWAY	1/1/2009	1207	20,672	74	Satisfactory	53%	0%	47%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY L	TW L	TAXIWAY	1/1/1991	1208	97,725	49	Poor	64%	30%	6%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY L	TW L	TAXIWAY	1/1/1991	1209	24,382	50	Poor	59%	36%	5%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY L	TW L	TAXIWAY	1/1/2004	1220	46,072	58	Fair	79%	0%	21%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY M	TW M	TAXIWAY	1/1/1975	1304	27,969	68	Fair	84%	0%	16%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY M	TW M	TAXIWAY	1/1/1975	1305	30,807	47	Poor	73%	10%	17%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY P	TW P	TAXIWAY	1/1/2006	1502	3,018	67	Fair	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY P	TW P	TAXIWAY	1/1/1955	1505	11,651	23	Serious	98%	0%	2%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY P	TW P	TAXIWAY	1/1/1955	1510	3,848	12	Serious	13%	87%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/1977	1805	120,498	38	Very Poor	94%	6%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2009	1806	17,488	75	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2018	1808	177,796	100	Good	0%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2004	1810	15,757	60	Fair	76%	0%	24%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2008	1812	22,615	67	Fair	96%	0%	4%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/1992	1814	10,011	77	Satisfactory	94%	0%	6%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2000	1815	54,955	69	Fair	65%	0%	35%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2009	1817	19,255	56	Fair	57%	0%	43%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2009	1818	8,265	61	Fair	82%	0%	18%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2009	1819	4,984	49	Poor	74%	0%	26%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/1977	1820	22,019	21	Serious	49%	49%	2%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2004	1825	21,271	60	Fair	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY R	TW R	TAXIWAY	1/1/2009	1826	17,896	85	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/2004	1905	23,187	86	Good	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/2004	1910	117,287	77	Satisfactory	97%	0%	3%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY S	TW S	TAXIWAY	1/1/2008	1925	102,185	78	Satisfactory	96%	0%	4%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY S1	TW S1	TAXIWAY	1/1/2004	1915	22,553	73	Satisfactory	94%	0%	6%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY S2	TW S2	TAXIWAY	1/1/2004	1920	23,285	70	Fair	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY S3	TW S3	TAXIWAY	1/1/2008	1930	13,494	70	Fair	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY S4	TW S4	TAXIWAY	1/1/2008	1940	14,379	79	Satisfactory	100%	0%	0%
SFB	PR	ORLANDO SANFORD INTERNATIONAL AIRPORT	5	TAXIWAY S5	TW S5	TAXIWAY	1/1/2008	1950	13,210	92	Good	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2008	4205	101,014	62	Fair	98%	0%	2%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	EAST APRON	AP E	APRON	6/1/2002	4211	3,845	67	Fair	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	EAST APRON	AP E	APRON	6/1/2002	4214	52,187	56	Fair	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/1971	4215	82,925	45	Poor	81%	0%	19%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2008	4216	48,836	82	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2008	4218	95,344	80	Satisfactory	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2015	4219	8,237	56	Fair	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2014	4220	8,168	83	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2008	4221	5,405	71	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/1991	4225	8,700	69	Fair	0%	85%	15%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2014	4226	6,677	72	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2014	4227	6,560	89	Good	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2014	4228	11,100	89	Good	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2012	4229	16,315	88	Good	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/1991	4230	9,576	77	Satisfactory	0%	80%	20%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2014	4232	9,960	79	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2015	4235	93,090	99	Good	0%	0%	100%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2014	4240	7,020	91	Good	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2014	4241	8,553	91	Good	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2003	4245	7,200	71	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	EAST APRON	AP E	APRON	1/1/2011	4250	38,220	95	Good	0%	0%	100%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	HELICOPTER APRON	AP HELI	APRON	1/1/2012	4255	32,798	90	Good	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	HELICOPTER APRON	AP HELI	APRON	1/1/2012	4260	364,740	97	Good	0%	0%	100%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	WEST APRON	AP W	APRON	1/1/2014	4305	370,471	99	Good	0%	0%	100%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	WEST APRON	AP W	APRON	1/1/2014	4310	30,464	72	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	6/1/2002	6105	500,000	62	Fair	99%	0%	1%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	6/1/2002	6110	250,000	57	Fair	98%	0%	2%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	6/1/2002	6125	100,000	62	Fair	98%	0%	2%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	6/1/2002	6130	50,000	60	Fair	97%	0%	3%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	6/1/2002	6145	131,900	65	Fair	97%	0%	3%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	RUNWAY 18-36	RW 18-36	RUNWAY	6/1/2002	6150	65,950	64	Fair	98%	0%	2%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1998	6205	169,743	63	Fair	98%	0%	2%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1998	6210	320,000	53	Poor	74%	0%	26%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	6/1/2002	105	114,651	68	Fair	96%	0%	4%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	6/1/2002	110	70,000	66	Fair	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	6/1/2002	112	30,000	67	Fair	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	6/1/2002	115	50,000	67	Fair	98%	0%	2%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	6/1/2002	120	90,638	65	Fair	96%	0%	4%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY A2	TW A2	TAXIWAY	6/1/2002	125	35,137	65	Fair	97%	0%	3%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	6/1/2002	205	22,146	57	Fair	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2013	210	234,359	89	Good	91%	0%	9%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2004	305	46,879	68	Fair	96%	0%	4%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/1986	310	116,660	63	Fair	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY C	TW C	TAXIWAY	1/1/2013	315	32,856	88	Good	92%	0%	8%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2000	404	26,461	65	Fair	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2000	408	7,500	65	Fair	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	1/1/2000	410	73,750	75	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/1998	505	32,371	72	Satisfactory	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2003	515	113,522	70	Fair	97%	0%	3%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY E	TW E	TAXIWAY	1/1/2014	525	8,165	94	Good	100%	0%	0%
TIX	PR	SPACE COAST REGIONAL AIRPORT	5	TAXIWAY F	TW F	TAXIWAY	1/1/1998	605	30,388	14	Serious	73%	27%	0%
X21	GA	ARTHUR DUNN AIR PARK	5	APRON	AP	APRON	1/1/2002	4104	36,458	69	Fair	100%	0%	0%
X21	GA	ARTHUR DUNN AIR PARK	5	APRON	AP	APRON	1/1/2002	4105	23,412	65	Fair	100%	0%	0%
X21	GA	ARTHUR DUNN AIR PARK	5	APRON	AP	APRON	1/1/2002	4107	20,293	59	Fair	100%	0%	0%
X21	GA	ARTHUR DUNN AIR PARK	5	APRON	AP	APRON	1/1/2002	4110	29,292	81	Satisfactory	100%	0%	0%
X21	GA	ARTHUR DUNN AIR PARK	5	T-HANGAR APRON	AP T-HANG	APRON	1/1/1999	4205	40,492	54	Poor	67%	0%	33%
X21	GA	ARTHUR DUNN AIR PARK	5	T-HANGAR APRON	AP T-HANG	APRON	1/1/1999	4210	44,648	72	Satisfactory	97%	0%	3%
X21	GA	ARTHUR DUNN AIR PARK	5	T-HANGAR APRON	AP T-HANG	APRON	1/1/2005	4215	4,276	77	Satisfactory	100%	0%	0%
X21	GA	ARTHUR DUNN AIR PARK	5	RUNWAY 15-33	RW 15-33	RUNWAY	1/2/2009	6105	211,750	81	Satisfactory	95%	0%	5%
X21	GA	ARTHUR DUNN AIR PARK	5	TAXIWAY A	TW A	TAXIWAY	1/2/2009	105	79,879	83	Satisfactory	89%	0%	11%
X21	GA	ARTHUR DUNN AIR PARK	5	TAXIWAY A	TW A	TAXIWAY	1/2/2009	110	3,973	77	Satisfactory	94%	0%	6%
X21	GA	ARTHUR DUNN AIR PARK	5	TAXIWAY AP	TW AP	TAXIWAY	1/1/2002	115	4,803	76	Satisfactory	100%	0%	0%
X21	GA	ARTHUR DUNN AIR PARK	5	TAXIWAY B	TW B	TAXIWAY	1/2/2009	205	3,904	87	Good	100%	0%	0%

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X21	GA	ARTHUR DUNN AIR PARK	5	TAXIWAY B	TW B	TAXIWAY	1/2/2009	210	4,915	84	Satisfactory	100%	0%	0%
X21	GA	ARTHUR DUNN AIR PARK	5	TAXIWAY C	TW C	TAXIWAY	1/2/2009	305	4,330	88	Good	100%	0%	0%
X21	GA	ARTHUR DUNN AIR PARK	5	TAXIWAY C	TW C	TAXIWAY	1/1/2009	310	7,500	94	Good	100%	0%	0%
X21	GA	ARTHUR DUNN AIR PARK	5	TAXIWAY C	TW C	TAXIWAY	1/1/1999	320	8,484	64	Fair	69%	0%	31%
X21	GA	ARTHUR DUNN AIR PARK	5	TAXIWAY D	TW D	TAXIWAY	1/2/2009	405	5,221	85	Satisfactory	100%	0%	0%
X23	GA	UMATILLA MUNICIPAL AIRPORT	5	APRON	AP	APRON	1/1/2012	5110	36,359	90	Good	100%	0%	0%
X23	GA	UMATILLA MUNICIPAL AIRPORT	5	RUN-UP APRON	AP RU	APRON	1/1/2004	5105	20,037	83	Satisfactory	100%	0%	0%
X23	GA	UMATILLA MUNICIPAL AIRPORT	5	APRON AT T-HANGARS	AP T-HANG	APRON	1/1/2004	4205	21,772	74	Satisfactory	100%	0%	0%
X23	GA	UMATILLA MUNICIPAL AIRPORT	5	RUNWAY 01-19	RW 01-19	RUNWAY	1/1/2004	6105	150,000	78	Satisfactory	96%	0%	4%
X23	GA	UMATILLA MUNICIPAL AIRPORT	5	TAXILANE TO HANGAR	TL HANG	TAXILANE	1/1/2010	4110	19,155	71	Satisfactory	100%	0%	0%
X23	GA	UMATILLA MUNICIPAL AIRPORT	5	TAXILANE TO HANGAR	TL HANG	TAXILANE	1/1/2010	4115	13,839	79	Satisfactory	100%	0%	0%
X23	GA	UMATILLA MUNICIPAL AIRPORT	5	TAXIWAY AP	TW AP	TAXIWAY	1/1/2012	105	16,035	90	Good	100%	0%	0%
X23	GA	UMATILLA MUNICIPAL AIRPORT	5	TAXIWAY AP	TW AP	TAXIWAY	1/1/2004	110	31,285	76	Satisfactory	97%	0%	3%
X35	GA	MARION COUNTY AIRPORT	5	APRON	AP	APRON	1/1/1991	4105	128,008	59	Fair	97%	0%	3%
X35	GA	MARION COUNTY AIRPORT	5	HANGAR APRON	AP HANGAR	APRON	1/1/1999	4210	10,197	57	Fair	100%	0%	0%
X35	GA	MARION COUNTY AIRPORT	5	HANGAR APRON	AP HANGAR	APRON	1/1/1999	4220	21,334	56	Fair	100%	0%	0%
X35	GA	MARION COUNTY AIRPORT	5	HANGAR APRON	AP HANGAR	APRON	1/1/1989	4230	8,045	17	Serious	7%	72%	21%
X35	GA	MARION COUNTY AIRPORT	5	HANGAR APRON	AP HANGAR	APRON	1/1/1999	4235	2,713	51	Poor	99%	0%	1%
X35	GA	MARION COUNTY AIRPORT	5	HANGAR APRON	AP HANGAR	APRON	1/1/2011	4240	42,917	91	Good	100%	0%	0%
X35	GA	MARION COUNTY AIRPORT	5	TERMINAL APRON	AP TERM	APRON	7/1/2013	4305	67,389	92	Good	100%	0%	0%
X35	GA	MARION COUNTY AIRPORT	5	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/1993	6105	273,635	71	Satisfactory	100%	0%	0%
X35	GA	MARION COUNTY AIRPORT	5	RUNWAY 5-23	RW 5-23	RUNWAY	12/1/2011	6205	42,000	89	Good	100%	0%	0%
X35	GA	MARION COUNTY AIRPORT	5	RUNWAY 5-23	RW 5-23	RUNWAY	12/1/2011	6210	428,000	88	Good	91%	0%	9%

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X35	GA	MARION COUNTY AIRPORT	5	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1942	6215	30,000	45	Poor	3%	87%	10%
X35	GA	MARION COUNTY AIRPORT	5	TAXIWAY ALPHA	TW A	TAXIWAY	4/1/2016	110	183,367	100	Good	0%	0%	0%
X35	GA	MARION COUNTY AIRPORT	5	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1942	115	3,750	33	Very Poor	2%	79%	19%
X59	GA	VALKARIA AIRPORT	5	APRON	AP	APRON	1/1/2013	4105	377,067	89	Good	98%	0%	2%
X59	GA	VALKARIA AIRPORT	5	APRON	AP	APRON	1/1/1996	4115	7,573	61	Fair	100%	0%	0%
X59	GA	VALKARIA AIRPORT	5	APRON	AP	APRON	1/1/2010	4120	61,617	74	Satisfactory	61%	0%	39%
X59	GA	VALKARIA AIRPORT	5	APRON	AP	APRON	1/1/2014	4125	75,004	93	Good	100%	0%	0%
X59	GA	VALKARIA AIRPORT	5	APRON	AP	APRON	1/1/1943	4130	116,849	6	Failed	48%	42%	10%
X59	GA	VALKARIA AIRPORT	5	APRON	AP	APRON	1/1/2009	4135	1,600	84	Satisfactory	77%	0%	23%
X59	GA	VALKARIA AIRPORT	5	APRON	AP	APRON	1/1/2013	4140	2,000	100	Good	0%	0%	0%
X59	GA	VALKARIA AIRPORT	5	APRON	AP	APRON	1/1/1943	4145	161,691	13	Serious	57%	43%	0%
X59	GA	VALKARIA AIRPORT	5	RUNWAY 10-28	RW 10-28	RUNWAY	10/1/2013	6205	239,265	89	Good	97%	0%	3%
X59	GA	VALKARIA AIRPORT	5	RUNWAY 14-32	RW 14-32	RUNWAY	6/1/2017	6105	71,250	100	Good	0%	0%	0%
X59	GA	VALKARIA AIRPORT	5	RUNWAY 14-32	RW 14-32	RUNWAY	6/1/2017	6110	153,750	100	Good	0%	0%	0%
X59	GA	VALKARIA AIRPORT	5	RUNWAY 14-32	RW 14-32	RUNWAY	6/1/2017	6115	75,000	100	Good	0%	0%	0%
X59	GA	VALKARIA AIRPORT	5	TAXIWAY A	TW A	TAXIWAY	1/1/2013	305	125,481	90	Good	100%	0%	0%
X59	GA	VALKARIA AIRPORT	5	TAXIWAY A	TW A1	TAXIWAY	1/1/2013	310	8,541	90	Good	100%	0%	0%
X59	GA	VALKARIA AIRPORT	5	TAXIWAY B	TW B	TAXIWAY	1/1/2013	110	37,631	85	Satisfactory	100%	0%	0%
X59	GA	VALKARIA AIRPORT	5	TAXIWAY C1	TW C1	TAXIWAY	1/1/2013	605	3,778	94	Good	100%	0%	0%
X59	GA	VALKARIA AIRPORT	5	TAXIWAY C2	TW C2	TAXIWAY	1/1/2013	705	4,112	79	Satisfactory	27%	0%	73%
X59	GA	VALKARIA AIRPORT	5	TAXIWAY D	TW D	TAXIWAY	10/1/2013	505	9,238	91	Good	100%	0%	0%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	EAST APRON	AP E	APRON	1/1/2003	4105	34,810	47	Poor	80%	0%	20%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	EAST APRON	AP E	APRON	1/1/2003	4130	37,772	42	Poor	92%	0%	8%

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EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	EAST APRON	AP E	APRON	1/1/2003	4145	145,771	44	Poor	86%	0%	14%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	EAST APRON	AP E	APRON	1/1/2003	4150	16,824	35	Very Poor	75%	8%	17%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	EAST APRON	AP E	APRON	1/1/2005	4155	51,364	58	Fair	52%	21%	27%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	EAST APRON	AP E	APRON	10/1/2018	4160	370,379	100	Good	0%	0%	0%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	WEST APRON	AP W	APRON	1/1/2003	4205	162,131	55	Poor	67%	25%	8%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	WEST APRON	AP W	APRON	1/1/2006	4215	60,960	58	Fair	51%	26%	23%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	WEST APRON	AP W	APRON	1/1/2005	4220	13,765	62	Fair	80%	0%	20%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	RUNWAY 9-27	RW 9-27	RUNWAY	4/1/2018	6105	312,000	100	Good	0%	0%	0%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	RUNWAY 9-27	RW 9-27	RUNWAY	4/1/2018	6110	168,000	100	Good	0%	0%	0%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	1/1/2003	105	184,302	42	Poor	37%	62%	1%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	1/11/2003	110	57,310	42	Poor	42%	58%	0%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY A10	TW A10	TAXIWAY	1/1/2014	165	2,531	61	Fair	21%	23%	56%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY A11	TW A11	TAXIWAY	1/1/2003	170	2,633	43	Poor	64%	0%	36%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY A11	TW A11	TAXIWAY	10/1/2018	172	1,525	100	Good	0%	0%	0%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY A7	TW A7	TAXIWAY	1/1/2014	150	1,991	88	Good	100%	0%	0%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY A8	TW A8	TAXIWAY	1/1/2014	155	1,992	88	Good	100%	0%	0%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY A9	TW A9	TAXIWAY	10/1/2018	160	4,194	100	Good	0%	0%	0%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY B	TW B	TAXIWAY	4/1/2018	205	19,096	100	Good	0%	0%	0%

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EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY B	TW B	TAXIWAY	1/1/2003	210	20,821	46	Poor	49%	44%	7%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	4/1/2018	305	9,642	100	Good	0%	0%	0%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/2003	310	10,524	51	Poor	100%	0%	0%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	4/1/2018	505	9,324	100	Good	0%	0%	0%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	1/1/2003	510	16,297	43	Poor	60%	40%	0%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	4/1/2018	605	16,396	100	Good	0%	0%	0%
EYW	PR	KEY WEST INTERNATIONAL AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/2003	610	37,891	50	Poor	66%	24%	10%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	APRON E	AP E	APRON	1/1/1999	4505	35,198	65	Fair	100%	0%	0%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	APRON E	AP E	APRON	1/1/1999	4510	17,050	50	Poor	93%	0%	7%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	APRON E	AP E	APRON	3/1/2017	4515	30,304	100	Good	0%	0%	0%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	APRON AT FLIGHT CENTER	AP FLGHT C	APRON	1/1/1983	4105	269,634	63	Fair	61%	20%	19%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	APRON AT FLIGHT CENTER	AP FLGHT C	APRON	1/1/1983	4110	4,020	28	Very Poor	10%	66%	24%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	APRON AT FLIGHT CENTER	AP FLGHT C	APRON	1/1/1966	4115	31,238	55	Poor	80%	0%	20%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	APRON AT FLIGHT CENTER	AP FLGHT C	APRON	1/1/1998	4120	18,521	56	Fair	58%	0%	42%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	APRON AT FLIGHT CENTER	AP FLGHT C	APRON	12/25/1999	4125	14,266	78	Satisfactory	100%	0%	0%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	APRON AT FLIGHT CENTER	AP FLGHT C	APRON	1/1/2017	4130	8,289	100	Good	0%	0%	0%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	JET CENTER APRON	AP JET CTR	APRON	1/1/1990	4305	112,985	40	Very Poor	69%	0%	31%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	JET CENTER APRON	AP JET CTR	APRON	1/1/1987	4308	7,543	80	Satisfactory	33%	19%	48%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	JET CENTER APRON	AP JET CTR	APRON	12/25/1999	4315	60,631	52	Poor	63%	0%	37%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TERMINAL APRON	AP TERM	APRON	1/1/1978	4205	20,012	57	Fair	53%	0%	47%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TERMINAL APRON	AP TERM	APRON	1/1/1999	4210	18,371	46	Poor	54%	0%	46%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TERMINAL APRON	AP TERM	APRON	1/1/1994	4220	87,363	60	Fair	14%	39%	47%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	T-HANGAR APRONS	AP T-HAN	APRON	12/25/1999	4405	37,284	67	Fair	59%	0%	41%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/1985	6105	375,600	50	Poor	100%	0%	0%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	RUNWAY 7-25	RW 7-25	RUNWAY	1/1/1985	6110	125,200	56	Fair	100%	0%	0%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	1/1/1998	105	252,877	62	Fair	66%	22%	12%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	12/25/1999	115	50,654	62	Fair	91%	0%	9%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TAXIWAY B	TW B	TAXIWAY	1/1/1998	151	10,711	53	Poor	63%	0%	37%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/1998	205	6,247	58	Fair	46%	24%	30%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/1998	210	3,873	56	Fair	64%	26%	10%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	1/1/1998	305	9,290	49	Poor	40%	15%	45%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	1/1/1998	310	7,468	71	Satisfactory	68%	30%	2%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/1998	152	5,537	75	Satisfactory	90%	0%	10%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/1998	155	5,103	64	Fair	82%	0%	18%
MTH	GA	THE FLORIDA KEYS MARATHON AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/1998	405	43,530	79	Satisfactory	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	CENTER APRON	AP CENTER	APRON	1/2/2001	4105	263,317	35	Very Poor	66%	23%	11%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	CENTER APRON	AP CENTER	APRON	1/1/1955	4110	205,407	27	Very Poor	11%	46%	43%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	CENTER APRON	AP CENTER	APRON	1/1/2009	4112	45,995	72	Satisfactory	24%	31%	45%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	CENTER APRON	AP CENTER	APRON	7/1/2015	4115	61,129	93	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	CENTER APRON	AP CENTER	APRON	1/1/2014	4122	38,830	98	Good	0%	0%	100%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	CENTER APRON	AP CENTER	APRON	1/1/1955	4125	35,700	18	Serious	6%	53%	41%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	CENTER APRON	AP CENTER	APRON	1/1/1955	4130	12,508	20	Serious	8%	52%	40%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	CENTER APRON	AP CENTER	APRON	1/1/1955	4135	35,672	29	Very Poor	10%	55%	35%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	CENTER APRON	AP CENTER	APRON	6/1/2004	4136	18,019	49	Poor	18%	45%	37%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	CENTER APRON	AP CENTER	APRON	1/1/2012	4140	72,314	60	Fair	62%	0%	38%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	CENTER APRON	AP CENTER	APRON	1/2/2001	4145	37,559	51	Poor	91%	0%	9%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	EAST APRON	AP E	APRON	1/1/1986	4205	49,389	43	Poor	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	EAST APRON	AP E	APRON	1/1/1988	4210	209,760	36	Very Poor	95%	0%	5%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	EAST APRON	AP E	APRON	1/1/2014	4215	260,110	73	Satisfactory	99%	0%	1%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	EAST APRON	AP E	APRON	1/1/2014	4220	73,845	87	Good	59%	0%	41%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	EAST APRON	AP E	APRON	1/1/1986	4225	126,677	54	Poor	69%	27%	4%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	EAST APRON	AP E	APRON	1/1/1986	4230	19,060	51	Poor	93%	0%	7%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	EAST APRON	AP E	APRON	1/1/1945	4231	36,290	17	Serious	41%	55%	4%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	NE APRON	AP NE	APRON	1/1/1985	4305	695,920	41	Poor	93%	0%	7%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	NE APRON	AP NE	APRON	9/1/2016	4315	302,367	93	Good	88%	0%	12%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	T-HANGAR APRON	AP T-HANG	APRON	1/1/1985	4505	118,793	39	Very Poor	85%	0%	15%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	T-HANGAR APRON	AP T-HANG	APRON	1/1/1945	4507	53,737	33	Very Poor	87%	6%	7%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	T-HANGAR APRON	AP T-HANG	APRON	1/1/2008	4509	77,168	71	Satisfactory	80%	0%	20%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	T-HANGAR APRON	AP T-HANG	APRON	1/1/1985	4510	88,298	57	Fair	87%	0%	13%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	T-HANGAR APRON	AP T-HANG	APRON	1/1/1994	4515	26,770	45	Poor	83%	0%	17%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	T-HANGAR APRON	AP T-HANG	APRON	1/1/2014	4520	96,743	81	Satisfactory	47%	0%	53%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	T-HANGAR APRON	AP T-HANG	APRON	1/1/2016	4525	325,630	93	Good	95%	0%	5%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 12-30	RW 12-30	RUNWAY	1/1/1994	6205	643,500	45	Poor	87%	0%	13%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 12-30	RW 12-30	RUNWAY	1/1/1994	6210	321,750	49	Poor	89%	0%	11%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 12-30	RW 12-30	RUNWAY	6/29/2012	6215	18,000	92	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 12-30	RW 12-30	RUNWAY	6/29/2012	6220	9,000	94	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 12-30	RW 12-30	RUNWAY	6/29/2012	6225	18,500	90	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 12-30	RW 12-30	RUNWAY	6/29/2012	6230	9,250	90	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	5/6/2013	6102	9,250	88	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1989	6105	15,750	59	Fair	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	5/6/2013	6107	20,350	85	Satisfactory	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1989	6110	31,856	61	Fair	97%	0%	3%

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OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/2009	6115	350,000	53	Poor	83%	15%	2%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1989	6120	700,000	56	Fair	91%	7%	2%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1989	6125	15,850	64	Fair	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1989	6130	32,104	60	Fair	98%	0%	2%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	5/6/2013	6135	9,250	82	Satisfactory	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	5/6/2013	6140	20,813	79	Satisfactory	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/2/2002	6405	330,300	69	Fair	97%	0%	3%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/2/2002	6410	100,600	56	Fair	74%	0%	26%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXILANE P	TL P	TAXILANE	1/1/1945	1670	107,164	38	Very Poor	77%	0%	23%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY B	TW B	TAXIWAY	9/1/2016	202	53,312	94	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY B	TW B	TAXIWAY	1/1/1985	205	16,728	56	Fair	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY B	TW B	TAXIWAY	9/1/2016	210	4,748	93	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY B	TW B	TAXIWAY	1/1/1985	215	7,653	49	Poor	98%	0%	2%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/1989	305	4,608	54	Poor	85%	0%	15%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/2014	310	33,038	89	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/2014	312	5,722	88	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/2014	315	18,950	80	Satisfactory	28%	0%	72%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/1988	320	101,022	45	Poor	68%	17%	15%

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OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/2013	327	7,440	88	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/1988	330	13,347	49	Poor	89%	0%	11%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	1/1/1994	405	30,808	49	Poor	83%	0%	17%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	1/1/1994	410	71,495	47	Poor	75%	0%	25%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	1/1/1994	415	87,770	54	Poor	72%	0%	28%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/1989	505	6,116	55	Poor	90%	0%	10%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/1967	510	40,471	63	Fair	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/2/2001	515	192,006	50	Poor	37%	48%	15%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/1992	520	9,942	84	Satisfactory	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY F	TW F	TAXIWAY	1/1/1989	605	4,608	53	Poor	90%	0%	10%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY F	TW F	TAXIWAY	1/1/2014	610	32,630	88	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY F	TW F	TAXIWAY	1/1/2002	615	14,748	63	Fair	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY F	TW F	TAXIWAY	1/1/2015	630	5,620	89	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY F	TW F	TAXIWAY	1/1/2015	635	42,867	81	Satisfactory	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/1989	705	4,620	64	Fair	92%	0%	8%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/2014	710	33,147	89	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/2014	715	11,179	88	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/1975	717	11,084	60	Fair	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/1966	720	48,730	61	Fair	89%	11%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/1975	722	82,424	66	Fair	97%	0%	3%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/1994	725	16,579	47	Poor	97%	0%	3%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/1994	730	82,966	62	Fair	79%	0%	21%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/1975	735	121,482	62	Fair	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/1994	740	11,329	59	Fair	73%	0%	27%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/2002	745	11,850	67	Fair	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY H	TW H	TAXIWAY	1/1/2009	805	36,541	65	Fair	56%	0%	44%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY H	TW H	TAXIWAY	1/1/1966	806	41,939	46	Poor	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY H	TW H	TAXIWAY	1/1/2009	815	146,625	68	Fair	98%	0%	2%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY H	TW H	TAXIWAY	1/1/2015	820	148,588	87	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY H	TW H	TAXIWAY	1/1/2009	823	23,324	66	Fair	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY H	TW H	TAXIWAY	1/1/2009	824	27,651	60	Fair	58%	0%	42%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY H	TW H	TAXIWAY	1/1/1994	825	89,179	53	Poor	85%	0%	15%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY H	TW H	TAXIWAY	1/1/1994	826	89,179	57	Fair	81%	0%	19%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY H	TW H	TAXIWAY	1/1/1985	835	22,875	57	Fair	91%	0%	9%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY H	TW H	TAXIWAY	1/1/2015	840	23,075	89	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY H	TW H	TAXIWAY	1/1/2009	845	24,981	53	Poor	92%	0%	8%

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OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY H	TW H	TAXIWAY	1/1/2009	846	29,637	68	Fair	96%	0%	4%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY H	TW H	TAXIWAY	1/1/1989	855	12,262	55	Poor	72%	0%	28%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY J	TW J	TAXIWAY	1/1/1989	1005	4,608	51	Poor	90%	0%	10%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY J	TW J	TAXIWAY	1/1/2014	1010	33,038	91	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY J	TW J	TAXIWAY	1/1/1992	1015	22,454	69	Fair	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY J	TW J	TAXIWAY	1/1/1992	1025	19,915	54	Poor	96%	0%	4%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY J	TW J	TAXIWAY	1/1/1965	1030	19,750	39	Very Poor	52%	48%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY J	TW J	TAXIWAY	5/1/2019	1035	22,300	100	Good	0%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY J	TW J	TAXIWAY	1/1/1994	1040	57,601	53	Poor	82%	0%	18%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY N	TW N	TAXIWAY	1/1/1975	1410	16,875	59	Fair	15%	11%	74%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY N	TW N	TAXIWAY	1/1/2014	1412	13,336	78	Satisfactory	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY N	TW N	TAXIWAY	1/1/2014	1415	7,149	92	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY N	TW N	TAXIWAY	1/1/2014	1420	104,780	88	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY N	TW N	TAXIWAY	6/1/2001	1422	212,770	58	Fair	48%	45%	7%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY N	TW N	TAXIWAY	1/1/2014	1423	179,250	89	Good	94%	0%	6%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY N	TW N	TAXIWAY	1/1/2015	1425	28,200	90	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY N	TW N	TAXIWAY	1/1/1975	1430	37,642	66	Fair	17%	0%	83%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY N	TW N	TAXIWAY	1/1/1975	1435	59,701	68	Fair	41%	5%	54%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY N1	TW N1	TAXIWAY	1/1/1975	1405	58,242	70	Fair	20%	0%	80%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/1992	1605	27,346	62	Fair	79%	21%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/1992	1615	46,478	64	Fair	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/1992	1620	194,846	61	Fair	96%	0%	4%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/2010	1623	4,522	83	Satisfactory	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/2002	1625	13,111	62	Fair	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/2002	1630	95,088	50	Poor	77%	20%	3%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/2001	1633	5,213	86	Good	63%	0%	37%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/1988	1640	20,800	46	Poor	76%	20%	4%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/2007	1645	107,175	48	Poor	22%	30%	48%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/1945	1650	8,040	7	Failed	27%	69%	4%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/2007	1653	7,774	70	Fair	93%	0%	7%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	1/1/1985	1655	21,542	49	Poor	85%	0%	15%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	9/1/2016	1660	43,446	82	Satisfactory	87%	0%	13%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY P	TW P	TAXIWAY	9/1/2016	1665	57,543	92	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY R	TW R	TAXIWAY	1/1/2010	1803	7,989	82	Satisfactory	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY R	TW R	TAXIWAY	1/1/2002	1805	11,751	69	Fair	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY R	TW R	TAXIWAY	1/1/2002	1810	39,059	65	Fair	100%	0%	0%

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OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY S	TW S	TAXIWAY	1/1/1994	1905	24,074	50	Poor	83%	0%	17%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY S	TW S	TAXIWAY	1/1/1994	1920	28,125	46	Poor	21%	54%	25%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY S	TW S	TAXIWAY	1/1/2010	1925	13,004	83	Satisfactory	97%	0%	3%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY S	TW S	TAXIWAY	1/1/2015	1930	26,928	92	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY S	TW S	TAXIWAY	1/1/2015	1935	30,114	94	Good	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY T	TW T	TAXIWAY	1/1/1994	2005	483,018	48	Poor	81%	9%	10%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY T2	TW T2	TAXIWAY	1/1/1994	2025	50,517	52	Poor	84%	0%	16%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY T3	TW T3	TAXIWAY	1/1/1994	2020	45,497	47	Poor	89%	0%	11%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY T8	TW T8	TAXIWAY	1/1/1994	2010	106,822	51	Poor	73%	0%	27%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY V	TW V	TAXIWAY	1/1/1994	2505	55,249	66	Fair	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY Y	TW Y	TAXIWAY	1/1/1966	2610	157,256	46	Poor	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY Y	TW Y	TAXIWAY	1/1/1994	2615	9,287	58	Fair	76%	0%	24%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY Y	TW Y	TAXIWAY	1/1/1994	2620	117,770	40	Very Poor	71%	0%	29%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY Y1	TW Y1	TAXIWAY	1/1/1966	2605	27,058	56	Fair	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY Y2	TW Y2	TAXIWAY	1/1/1966	2640	21,687	55	Poor	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY Y3	TW Y3	TAXIWAY	1/1/1966	2650	41,211	46	Poor	100%	0%	0%
OPF	RL	MIAMI-OPA LOCKA EXECUTIVE AIRPORT	6	TAXIWAY Y7	TW Y7	TAXIWAY	1/1/1994	2630	34,246	48	Poor	67%	0%	33%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTH APRON	AP N	APRON	1/1/2006	4205	840,000	73	Satisfactory	77%	0%	23%

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TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTH APRON	AP N	APRON	1/1/2006	4215	72,000	65	Fair	74%	0%	26%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTH APRON	AP N	APRON	1/1/1994	4220	97,500	56	Fair	76%	0%	24%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTH APRON	AP N	APRON	12/25/1999	4225	69,490	52	Poor	61%	15%	24%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTH APRON	AP N	APRON	12/25/1999	4230	18,795	37	Very Poor	47%	0%	53%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTH APRON	AP N	APRON	1/1/2015	4235	19,200	92	Good	75%	0%	25%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTHEAST APRON	AP NE	APRON	12/25/1999	4305	9,600	86	Good	49%	0%	51%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTHEAST APRON	AP NE	APRON	12/25/1999	4310	19,797	60	Fair	76%	0%	24%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTHEAST APRON	AP NE	APRON	12/25/1999	4315	21,176	65	Fair	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTHEAST APRON	AP NE	APRON	12/25/1999	4320	9,216	86	Good	51%	0%	49%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTHEAST APRON	AP NE	APRON	12/25/1999	4325	49,524	64	Fair	82%	13%	5%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	NORTHEAST APRON	AP NE	APRON	12/25/1999	4330	2,700	68	Fair	31%	0%	69%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	SOUTH APRON	AP S	APRON	1/1/1998	4105	192,000	64	Fair	84%	0%	16%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	SOUTH APRON	AP S	APRON	1/1/1998	4110	253,679	70	Fair	90%	0%	10%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	SOUTH APRON	AP S	APRON	1/1/1998	4115	825,309	71	Satisfactory	72%	0%	28%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	SOUTH APRON	AP S	APRON	12/25/1999	4125	35,371	56	Fair	81%	0%	19%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	SOUTH APRON	AP S	APRON	12/25/1999	4130	19,714	33	Very Poor	45%	55%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	SOUTH APRON	AP S	APRON	12/25/1999	4135	29,788	56	Fair	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	SOUTH APRON	AP S	APRON	12/25/1999	4140	43,331	48	Poor	89%	0%	11%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	SOUTHEAST APRON	AP SE	APRON	12/25/1999	4410	45,220	58	Fair	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	SOUTHEAST APRON	AP SE	APRON	6/1/2014	4415	6,589	88	Good	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2004	6205	400,200	68	Fair	74%	24%	2%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 13-31	RW 13-31	RUNWAY	1/1/2004	6210	200,100	74	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1997	6104	20,000	60	Fair	100%	0%	0%

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TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1965	6105	460,000	72	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1997	6109	10,000	63	Fair	96%	0%	4%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1965	6110	230,000	75	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1997	6126	10,100	62	Fair	67%	33%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	1/1/1997	6131	20,200	70	Fair	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2011	6302	100,000	64	Fair	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2011	6304	20,000	71	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1997	6305	460,000	69	Fair	84%	13%	3%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1997	6306	20,100	70	Fair	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2011	6307	50,000	71	Satisfactory	97%	0%	3%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/2011	6309	10,000	71	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1997	6310	230,000	75	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	1/1/1997	6311	10,050	71	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY 1	TW 1	TAXIWAY	1/1/2006	270	12,843	79	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY 15	TW 15	TAXIWAY	1/1/2007	350	19,697	78	Satisfactory	84%	0%	16%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY 16	TW 16	TAXIWAY	1/1/2007	360	11,992	84	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY 16	TW 16	TAXIWAY	1/1/2007	365	7,706	78	Satisfactory	95%	0%	5%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY 17	TW 17	TAXIWAY	1/1/2007	370	12,809	81	Satisfactory	95%	0%	5%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY 2	TW 2	TAXIWAY	1/1/2006	260	19,697	67	Fair	81%	0%	19%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY 3	TW 3	TAXIWAY	1/1/2006	250	19,697	71	Satisfactory	80%	0%	20%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY 4	TW 4	TAXIWAY	1/1/2006	240	19,697	74	Satisfactory	96%	0%	4%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY 5	TW 5	TAXIWAY	1/1/2006	230	19,697	79	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY 6	TW 6	TAXIWAY	1/1/2006	220	19,697	77	Satisfactory	100%	0%	0%

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TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY 7	TW 7	TAXIWAY	1/1/2005	210	18,557	74	Satisfactory	96%	0%	4%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	6/1/2019	103	8,250	100	Good	0%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	6/1/2019	104	9,750	100	Good	0%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	1/1/2005	105	261,575	79	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	1/1/2005	108	18,500	71	Satisfactory	83%	0%	17%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY A1	TW A1	TAXIWAY	6/1/2019	110	30,745	100	Good	0%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY A3	TW A3	TAXIWAY	1/1/1965	120	50,475	83	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY A4	TW A4	TAXIWAY	12/25/1999	124	26,792	72	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY A4	TW A4	TAXIWAY	1/1/1965	125	32,146	68	Fair	92%	0%	8%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY TO NE APRON	TW AP NE	TAXIWAY	12/25/1999	1005	44,691	62	Fair	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY TO SE APRON	TW AP SE	TAXIWAY	12/25/1999	1105	42,727	57	Fair	93%	0%	7%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/1998	810	7,744	57	Fair	82%	0%	18%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/1998	910	138,069	67	Fair	94%	0%	6%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY C1	TW C1	TAXIWAY	1/1/1998	905	7,838	62	Fair	83%	0%	17%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY C3	TW C3	TAXIWAY	1/1/1997	320	17,567	54	Poor	85%	0%	15%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	1/1/1965	405	192,147	51	Poor	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	6/1/2019	407	18,131	100	Good	0%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	6/1/2019	410	25,838	100	Good	0%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	6/1/2019	412	9,750	100	Good	0%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY D	TW D	TAXIWAY	1/1/2007	525	41,823	70	Fair	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/2011	503	56,119	83	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/2007	505	220,186	80	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/2007	507	30,930	74	Satisfactory	100%	0%	0%

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TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/2007	510	32,963	83	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E	TW E	TAXIWAY	1/1/2007	535	17,500	72	Satisfactory	86%	0%	14%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E1	TW E1	TAXIWAY	1/1/2011	513	54,092	75	Satisfactory	96%	0%	4%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E1	TW E1	TAXIWAY	12/25/1999	516	38,537	72	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E3	TW E2	TAXIWAY	1/1/2012	515	19,201	73	Satisfactory	44%	0%	56%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E3	TW E3	TAXIWAY	1/1/2007	520	50,475	70	Fair	97%	0%	3%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E5	TW E5	TAXIWAY	1/1/1996	527	26,267	65	Fair	99%	0%	1%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E6	TW E6	TAXIWAY	12/25/1999	529	26,192	60	Fair	76%	18%	6%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY E6	TW E6	TAXIWAY	1/1/1999	530	32,146	73	Satisfactory	97%	0%	3%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY F	TW F	TAXIWAY	1/1/1998	605	57,730	77	Satisfactory	94%	0%	6%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/1965	115	50,475	82	Satisfactory	92%	0%	8%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/1965	415	50,475	60	Fair	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/2006	705	51,622	74	Satisfactory	97%	0%	3%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY G	TW G	TAXIWAY	1/1/1997	710	17,106	68	Fair	82%	0%	18%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY H	TW H	TAXIWAY	1/1/2007	815	119,042	68	Fair	96%	0%	4%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY H3	TW H3	TAXIWAY	1/1/1998	805	4,802	70	Fair	96%	0%	4%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY H4	TW H4	TAXIWAY	1/1/2007	330	18,456	74	Satisfactory	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY H5	TW H5	TAXIWAY	1/1/2007	340	17,255	81	Satisfactory	92%	0%	8%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY J	TW J	TAXIWAY	1/1/1997	310	17,644	62	Fair	83%	0%	17%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY J	TW J	TAXIWAY	1/1/1965	420	50,463	48	Poor	100%	0%	0%
TMB	RL	MIAMI EXECUTIVE AIRPORT	6	TAXIWAY W	TW W	TAXIWAY	6/1/2019	2305	117,403	100	Good	0%	0%	0%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	APRON NORTH	AP N	APRON	1/1/1991	4105	49,500	42	Poor	100%	0%	0%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1995	6105	525,000	55	Poor	97%	0%	3%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1995	6110	1,050,000	48	Poor	87%	0%	13%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	1/1/1999	105	733,373	54	Poor	51%	23%	26%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	1/1/1999	110	75,225	58	Fair	76%	0%	24%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A	TW A	TAXIWAY	1/1/1999	180	75,225	62	Fair	80%	0%	20%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A1	TW A1	TAXIWAY	1/1/1968	120	68,780	30	Very Poor	100%	0%	0%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A1	TW A1	TAXIWAY	1/1/1999	123	6,394	71	Satisfactory	100%	0%	0%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A1	TW A1	TAXIWAY	1/1/1991	126	7,437	75	Satisfactory	95%	0%	5%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A2	TW A2	TAXIWAY	1/1/1991	130	107,503	75	Satisfactory	83%	0%	17%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A3	TW A3	TAXIWAY	1/1/1991	140	187,363	75	Satisfactory	97%	0%	3%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A4	TW A4	TAXIWAY	1/1/1991	150	187,363	64	Fair	88%	0%	12%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A5	TW A5	TAXIWAY	1/1/1991	160	107,503	67	Fair	96%	0%	4%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A6	TW A6	TAXIWAY	1/1/1968	170	68,780	46	Poor	93%	0%	7%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A6	TW A6	TAXIWAY	1/1/1999	173	6,394	65	Fair	91%	0%	9%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY A6	TW A6	TAXIWAY	1/1/1991	176	7,437	57	Fair	72%	0%	28%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY B	TW B	TAXIWAY	1/1/1991	205	83,610	66	Fair	94%	0%	6%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY B	TW B	TAXIWAY	1/1/1991	210	5,222	59	Fair	72%	0%	28%
TNT	GA	DADE-COLLIER TRAINING AND TRANSITION AIRPORT	6	TAXIWAY B	TW B	TAXIWAY	1/1/1991	215	43,125	47	Poor	76%	0%	24%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	NORTH APRON	AP N	APRON	1/1/1962	4205	85,048	65	Fair	100%	0%	0%

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X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	NE APRON	AP NE	APRON	1/1/1999	4305	109,902	78	Satisfactory	98%	0%	2%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	NW APRON	AP NW	APRON	1/1/1967	4105	255,472	58	Fair	93%	0%	7%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	NW APRON	AP NW	APRON	1/1/2005	4110	11,958	72	Satisfactory	52%	0%	48%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/1994	6205	224,925	67	Fair	97%	0%	3%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	RUNWAY 18-36	RW 18-36	RUNWAY	6/1/2015	6102	9,000	100	Good	0%	0%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1993	6105	191,000	88	Good	100%	0%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1967	6110	183,750	54	Poor	100%	0%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2009	6112	7,250	81	Satisfactory	100%	0%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	RUNWAY 18-36	RW 18-36	RUNWAY	6/1/2015	6115	9,200	100	Good	0%	0%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1967	160	14,699	56	Fair	100%	0%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1967	205	13,738	45	Poor	100%	0%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1994	210	5,600	73	Satisfactory	100%	0%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1962	215	121,199	66	Fair	100%	0%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1994	220	6,000	75	Satisfactory	100%	0%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1967	260	5,369	47	Poor	86%	0%	14%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1967	270	5,369	48	Poor	100%	0%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1962	280	4,273	55	Poor	100%	0%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1962	290	4,069	59	Fair	100%	0%	0%

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X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/1970	295	4,189	51	Poor	91%	0%	9%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY A1	TW A1	TAXIWAY	1/1/1962	230	6,237	51	Poor	85%	15%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY A1	TW A1	TAXIWAY	1/1/1994	235	2,971	62	Fair	71%	0%	29%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY A2	TW A2	TAXIWAY	1/1/1962	240	11,520	44	Poor	89%	0%	11%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY A3	TW A3	TAXIWAY	1/1/1962	250	6,135	49	Poor	68%	32%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY A3	TW A3	TAXIWAY	1/1/1994	255	2,869	76	Satisfactory	100%	0%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY TO APRON	TW AP	TAXIWAY	1/1/2001	305	10,104	43	Poor	100%	0%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY BRAVO	TW B	TAXIWAY	1/1/1967	105	192,408	61	Fair	100%	0%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY BRAVO	TW B	TAXIWAY	1/1/1967	180	13,513	49	Poor	100%	0%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY B1	TW B1	TAXIWAY	1/1/1994	110	20,223	70	Fair	100%	0%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY B2	TW B2	TAXIWAY	1/1/1967	120	21,223	49	Poor	100%	0%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY B3	TW B3	TAXIWAY	1/1/1967	130	12,237	43	Poor	87%	0%	13%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY B4	TW B4	TAXIWAY	1/1/1967	140	15,569	49	Poor	100%	0%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY B5	TW B5	TAXIWAY	1/1/1967	150	6,211	56	Fair	100%	0%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY B5	TW B5	TAXIWAY	1/1/2009	155	10,114	91	Good	100%	0%	0%
X51	GA	MIAMI HOMESTEAD GENERAL AVIATION AIRPORT	6	TAXIWAY C	TW C	TAXIWAY	1/1/1957	400	24,975	49	Poor	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/1975	4105	29,444	35	Very Poor	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/1975	4110	14,592	40	Very Poor	100%	0%	0%

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BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/2015	4115	21,610	100	Good	0%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/1975	4117	14,188	31	Very Poor	83%	17%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/1964	4120	29,272	31	Very Poor	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/2015	4123	23,785	100	Good	0%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/2015	4125	23,740	100	Good	0%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/2015	4130	6,146	100	Good	0%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/1983	4135	47,738	74	Satisfactory	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/2015	4137	11,384	100	Good	0%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/1991	4140	188,863	68	Fair	96%	0%	4%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/2015	4143	33,176	100	Good	0%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/2015	4145	72,809	100	Good	0%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/2015	4147	7,371	100	Good	0%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	NE APRON	AP NE	APRON	1/1/1991	4150	28,017	55	Poor	3%	64%	33%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	SOUTH APRON	AP S	APRON	1/1/1991	4205	3,398	59	Fair	88%	0%	12%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	SOUTH APRON	AP S	APRON	12/25/1999	4210	52,541	61	Fair	76%	0%	24%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	SOUTH APRON	AP S	APRON	12/25/1999	4215	32,595	66	Fair	92%	0%	8%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	SOUTH APRON	AP S	APRON	12/25/1999	4220	28,845	64	Fair	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	SOUTH APRON	AP S	APRON	1/1/2009	4225	114,556	90	Good	100%	0%	0%

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BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	RUNWAY 3-21	RW 3-21	RUNWAY	1/1/1942	6205	250,750	43	Poor	2%	44%	54%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	RUNWAY 3-21	RW 3-21	RUNWAY	1/1/1942	6210	501,500	52	Poor	2%	59%	39%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1942	6105	350,000	44	Poor	2%	38%	60%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/1942	6110	700,000	55	Poor	3%	51%	46%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1942	105	636,744	48	Poor	2%	29%	69%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2013	108	11,563	98	Good	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY A1	TW A1	TAXIWAY	1/1/1942	110	56,894	50	Poor	2%	39%	59%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY A1	TW A1	TAXIWAY	1/1/1991	111	17,870	74	Satisfactory	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY A1	TW A1	TAXIWAY	1/1/1964	112	18,154	51	Poor	93%	0%	7%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY A3	TW A3	TAXIWAY	1/1/1942	120	10,837	35	Very Poor	2%	47%	51%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY A3	TW A3	TAXIWAY	1/1/1986	125	26,322	15	Serious	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY A5	TW A5	TAXIWAY	1/1/1942	130	33,046	48	Poor	3%	69%	28%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY A6	TW A6	TAXIWAY	1/1/1986	135	31,614	16	Serious	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY A9	TW A9	TAXIWAY	1/1/1942	140	31,973	58	Fair	3%	41%	56%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1990	205	55,550	35	Very Poor	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1991	210	118,423	60	Fair	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY B1	TW B1	TAXIWAY	1/1/1998	145	80,954	61	Fair	88%	0%	12%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY B1	TW B1	TAXIWAY	1/1/1942	215	63,745	54	Poor	3%	54%	43%

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BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY B1	TW B1	TAXIWAY	1/1/1991	216	45,429	53	Poor	84%	0%	16%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY B2	TW B2	TAXIWAY	1/1/1990	220	7,309	33	Very Poor	100%	0%	0%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY B3	TW B3	TAXIWAY	1/1/1991	225	7,309	56	Fair	96%	0%	4%
BKV	GA	BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT	7	TAXIWAY B4	TW B4	TAXIWAY	1/1/1991	230	6,246	56	Fair	100%	0%	0%
CGC	GA	CRYSTAL RIVER - CAPTAIN TOM DAVIS FIELD	7	MAIN APRON	AP MAIN	APRON	1/1/1998	4105	117,143	50	Poor	77%	0%	23%
CGC	GA	CRYSTAL RIVER - CAPTAIN TOM DAVIS FIELD	7	MAIN APRON	AP MAIN	APRON	1/1/2005	4120	52,333	66	Fair	74%	0%	26%
CGC	GA	CRYSTAL RIVER - CAPTAIN TOM DAVIS FIELD	7	T-HANGARS APRON	AP T-HANG	APRON	1/1/1998	4205	79,394	59	Fair	82%	9%	9%
CGC	GA	CRYSTAL RIVER - CAPTAIN TOM DAVIS FIELD	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2001	6105	225,000	67	Fair	96%	0%	4%
CGC	GA	CRYSTAL RIVER - CAPTAIN TOM DAVIS FIELD	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2001	6110	97,275	66	Fair	95%	0%	5%
CGC	GA	CRYSTAL RIVER - CAPTAIN TOM DAVIS FIELD	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2001	6115	9,750	60	Fair	92%	0%	8%
CGC	GA	CRYSTAL RIVER - CAPTAIN TOM DAVIS FIELD	7	RUNWAY 9-27	RW 9-27	RUNWAY	1/1/2001	6120	9,750	56	Fair	100%	0%	0%
CGC	GA	CRYSTAL RIVER - CAPTAIN TOM DAVIS FIELD	7	TAXIWAY A	TW A	TAXIWAY	1/1/2009	105	157,437	92	Good	100%	0%	0%
CGC	GA	CRYSTAL RIVER - CAPTAIN TOM DAVIS FIELD	7	TAXIWAY A	TW A	TAXIWAY	1/1/2001	109	13,882	51	Poor	52%	0%	48%
CGC	GA	CRYSTAL RIVER - CAPTAIN TOM DAVIS FIELD	7	TAXIWAY A	TW A	TAXIWAY	1/1/2001	130	6,848	59	Fair	57%	0%	43%
CGC	GA	CRYSTAL RIVER - CAPTAIN TOM DAVIS FIELD	7	TAXIWAY A	TW A	TAXIWAY	1/1/2009	131	8,537	91	Good	100%	0%	0%
CGC	GA	CRYSTAL RIVER - CAPTAIN TOM DAVIS FIELD	7	TAXIWAY A1	TW A1	TAXIWAY	1/1/2001	115	4,473	53	Poor	65%	0%	35%
CGC	GA	CRYSTAL RIVER - CAPTAIN TOM DAVIS FIELD	7	TAXIWAY A1	TW A1	TAXIWAY	1/1/2009	116	8,548	90	Good	100%	0%	0%
CGC	GA	CRYSTAL RIVER - CAPTAIN TOM DAVIS FIELD	7	TAXIWAY A1	TW A1	TAXIWAY	1/1/2008	117	7,839	83	Satisfactory	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
CGC	GA	CRYSTAL RIVER - CAPTAIN TOM DAVIS FIELD	7	TAXIWAY A2	TW A2	TAXIWAY	1/1/2001	118	4,473	49	Poor	71%	0%	29%
CGC	GA	CRYSTAL RIVER - CAPTAIN TOM DAVIS FIELD	7	TAXIWAY A2	TW A2	TAXIWAY	1/1/2009	119	5,073	84	Satisfactory	70%	0%	30%
CGC	GA	CRYSTAL RIVER - CAPTAIN TOM DAVIS FIELD	7	CONNECTOR TAXIWAY TO AP	TW CONN	TAXIWAY	1/1/1965	205	33,566	55	Poor	83%	0%	17%
CGC	GA	CRYSTAL RIVER - CAPTAIN TOM DAVIS FIELD	7	CONNECTOR TAXIWAY TO AP	TW CONN	TAXIWAY	1/1/1997	210	23,053	52	Poor	100%	0%	0%
CGC	GA	CRYSTAL RIVER - CAPTAIN TOM DAVIS FIELD	7	TAXIWAY TO HANGAR	TW HANG	TAXIWAY	1/1/2011	215	21,113	86	Good	100%	0%	0%
CLW	RL	CLEARWATER AIRPARK	7	CENTER APRON	AP CENTER	APRON	1/1/2015	4405	22,600	90	Good	100%	0%	0%
CLW	RL	CLEARWATER AIRPARK	7	CENTER APRON	AP CENTER	APRON	12/15/1999	4410	11,073	49	Poor	88%	12%	0%
CLW	RL	CLEARWATER AIRPARK	7	NORTH APRON	AP N	APRON	1/1/2003	4505	19,396	42	Poor	94%	0%	6%
CLW	RL	CLEARWATER AIRPARK	7	NORTH APRON	AP N	APRON	1/1/2012	4510	2,581	86	Good	100%	0%	0%
CLW	RL	CLEARWATER AIRPARK	7	APRON AT T-HANGARS 1	AP T-HAN 1	APRON	12/25/1999	4305	31,826	48	Poor	86%	0%	14%
CLW	RL	CLEARWATER AIRPARK	7	APRON AT T-HANGARS 1	AP T-HAN 1	APRON	1/1/2015	4310	12,550	88	Good	100%	0%	0%
CLW	RL	CLEARWATER AIRPARK	7	APRON AT T-HANGARS 2	AP T-HAN 2	APRON	1/1/1996	4105	37,331	59	Fair	96%	0%	4%
CLW	RL	CLEARWATER AIRPARK	7	APRON AT T-HANGARS 3	AP T-HAN 3	APRON	1/1/1996	4205	24,739	65	Fair	78%	14%	8%
CLW	RL	CLEARWATER AIRPARK	7	T-HANGAR APRON	AP T-HANG	APRON	1/1/1996	4605	14,273	48	Poor	91%	9%	0%
CLW	RL	CLEARWATER AIRPARK	7	T-HANGAR APRON	AP T-HANG	APRON	1/1/2015	4610	13,025	92	Good	100%	0%	0%
CLW	RL	CLEARWATER AIRPARK	7	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/2013	6105	15,000	88	Good	100%	0%	0%
CLW	RL	CLEARWATER AIRPARK	7	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/2013	6110	224,775	78	Satisfactory	75%	0%	25%
CLW	RL	CLEARWATER AIRPARK	7	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/2013	6120	22,500	84	Satisfactory	100%	0%	0%
CLW	RL	CLEARWATER AIRPARK	7	RUNWAY 16-34	RW 16-34	RUNWAY	1/1/2013	6130	45,750	89	Good	100%	0%	0%
CLW	RL	CLEARWATER AIRPARK	7	TAXIWAY A	TW A	TAXIWAY	1/1/2013	105	63,329	77	Satisfactory	69%	0%	31%
CLW	RL	CLEARWATER AIRPARK	7	TAXIWAY A	TW A	TAXIWAY	1/1/2013	107	5,097	89	Good	100%	0%	0%
CLW	RL	CLEARWATER AIRPARK	7	TAXIWAY A	TW A	TAXIWAY	1/1/2013	110	7,086	79	Satisfactory	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
CLW	RL	CLEARWATER AIRPARK	7	TAXIWAY A	TW A	TAXIWAY	1/1/2013	135	22,265	66	Fair	89%	0%	11%
CLW	RL	CLEARWATER AIRPARK	7	TAXIWAY A	TW A	TAXIWAY	1/1/2013	140	12,540	80	Satisfactory	59%	0%	41%
CLW	RL	CLEARWATER AIRPARK	7	TAXIWAY A	TW A	TAXIWAY	1/1/2013	145	23,716	88	Good	100%	0%	0%
CLW	RL	CLEARWATER AIRPARK	7	TAXIWAY A	TW A	TAXIWAY	1/1/2013	150	15,000	90	Good	100%	0%	0%
CLW	RL	CLEARWATER AIRPARK	7	TAXIWAY A1	TW A1	TAXIWAY	1/1/2013	115	6,928	77	Satisfactory	50%	0%	50%
CLW	RL	CLEARWATER AIRPARK	7	TAXIWAY A2	TW A2	TAXIWAY	1/1/2013	120	6,567	72	Satisfactory	100%	0%	0%
CLW	RL	CLEARWATER AIRPARK	7	TAXIWAY A3	TW A3	TAXIWAY	1/1/2013	125	6,967	63	Fair	41%	0%	59%
CLW	RL	CLEARWATER AIRPARK	7	TAXIWAY CONNECTOR TO RUNWAY 34	TW CONN 34	TAXIWAY	1/1/1991	5105	1,446	47	Poor	100%	0%	0%
INF	GA	INVERNESS AIRPORT	7	FBO APRON	AP FBO	APRON	1/1/2013	4205	73,563	90	Good	100%	0%	0%
INF	GA	INVERNESS AIRPORT	7	FBO APRON	AP FBO	APRON	10/1/2011	4210	127,054	85	Satisfactory	100%	0%	0%
INF	GA	INVERNESS AIRPORT	7	GA APRON	AP GA	APRON	1/1/1997	4005	35,044	55	Poor	100%	0%	0%
INF	GA	INVERNESS AIRPORT	7	GA APRON	AP GA	APRON	1/1/2011	4015	26,880	91	Good	100%	0%	0%
INF	GA	INVERNESS AIRPORT	7	GA APRON	AP GA	APRON	1/1/2011	4020	72,207	92	Good	100%	0%	0%
INF	GA	INVERNESS AIRPORT	7	RUNWAY 1-19	RW 1-19	RUNWAY	1/1/2010	6105	375,075	89	Good	94%	0%	6%
INF	GA	INVERNESS AIRPORT	7	TAXILANE TO GA APRON	TL GA AP	TAXILANE	1/1/1997	205	40,628	61	Fair	90%	0%	10%
INF	GA	INVERNESS AIRPORT	7	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/2010	105	173,773	92	Good	100%	0%	0%
INF	GA	INVERNESS AIRPORT	7	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/2010	110	7,298	90	Good	100%	0%	0%
INF	GA	INVERNESS AIRPORT	7	TAXIWAY ALPHA	TW A	TAXIWAY	1/1/2010	130	11,520	89	Good	100%	0%	0%
INF	GA	INVERNESS AIRPORT	7	TAXIWAY A1	TW A1	TAXIWAY	1/1/2010	115	9,072	89	Good	52%	0%	48%
INF	GA	INVERNESS AIRPORT	7	TAXIWAY A2	TW A2	TAXIWAY	1/1/2010	120	9,072	94	Good	100%	0%	0%
INF	GA	INVERNESS AIRPORT	7	TAXIWAY A3	TW A3	TAXIWAY	1/1/2010	125	9,072	94	Good	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	APRON	AP	APRON	3/1/2013	4105	112,145	93	Good	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	APRON	AP	APRON	1/1/1992	4110	45,437	65	Fair	83%	0%	17%

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PCM	GA	PLANT CITY AIRPORT	7	APRON	AP	APRON	1/1/1992	4120	46,434	63	Fair	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	APRON	AP	APRON	1/1/1986	4130	77,514	59	Fair	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	APRON	AP	APRON	1/1/2008	4135	29,575	69	Fair	99%	0%	1%
PCM	GA	PLANT CITY AIRPORT	7	APRON	AP	APRON	1/1/2010	4140	2,500	75	Satisfactory	0%	75%	25%
PCM	GA	PLANT CITY AIRPORT	7	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/2002	6103	15,106	46	Poor	91%	0%	9%
PCM	GA	PLANT CITY AIRPORT	7	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/1983	6115	228,796	58	Fair	97%	0%	3%
PCM	GA	PLANT CITY AIRPORT	7	RUNWAY 10-28	RW 10-28	RUNWAY	1/1/2002	6120	52,500	58	Fair	94%	0%	6%
PCM	GA	PLANT CITY AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2001	110	124,860	58	Fair	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2001	115	33,606	55	Poor	92%	0%	8%
PCM	GA	PLANT CITY AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	8/1/2013	120	6,040	92	Good	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2001	150	4,773	48	Poor	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2001	160	5,383	53	Poor	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	3/1/2013	165	6,228	92	Good	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	8/1/2013	170	4,870	90	Good	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	8/1/2013	174	4,273	94	Good	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2001	175	3,137	83	Satisfactory	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	TAXIWAY TO HANGAR	TW HANG	TAXILANE	1/1/2011	750	53,871	90	Good	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	T-HANGARS TAXIWAY	TW T-HANG	TAXILANE	1/1/1992	705	13,043	70	Fair	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	T-HANGARS TAXIWAY	TW T-HANG	TAXILANE	1/1/1986	710	5,895	40	Very Poor	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	T-HANGARS TAXIWAY	TW T-HANG	TAXILANE	1/1/1986	720	6,460	45	Poor	100%	0%	0%
PCM	GA	PLANT CITY AIRPORT	7	T-HANGARS TAXIWAY	TW T-HANG	TAXILANE	1/1/1997	725	23,407	60	Fair	88%	0%	12%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	MAIN APRON	AP MAIN	APRON	1/2/2003	4105	163,299	36	Very Poor	90%	0%	10%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	MAIN APRON	AP MAIN	APRON	1/1/2016	4107	220,315	100	Good	0%	0%	0%

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PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	MAIN APRON	AP MAIN	APRON	6/1/2018	4110	56,000	100	Good	0%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	MAIN APRON	AP MAIN	APRON	6/1/2018	4123	43,794	100	Good	0%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	MAIN APRON	AP MAIN	APRON	6/1/2018	4150	14,083	100	Good	0%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	MAIN APRON	AP MAIN	APRON	1/2/2003	4155	33,689	69	Fair	82%	0%	18%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	MAIN APRON	AP MAIN	APRON	8/1/2016	4157	92,541	80	Satisfactory	82%	0%	18%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	MAIN APRON	AP MAIN	APRON	1/1/2016	4160	59,640	100	Good	0%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	MAIN APRON	AP MAIN	APRON	1/1/2012	4165	66,649	97	Good	0%	0%	100%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	MAIN APRON	AP MAIN	APRON	8/1/2016	4170	18,816	89	Good	100%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	MAIN APRON	AP MAIN	APRON	1/1/1942	4175	14,910	9	Failed	6%	54%	40%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	MAIN APRON	AP MAIN	APRON	12/25/1955	4176	3,573	28	Very Poor	69%	16%	15%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	MAIN APRON	AP MAIN	APRON	8/1/2016	4177	20,899	86	Good	74%	0%	26%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	MAIN APRON	AP MAIN	APRON	1/1/2013	4178	59,522	57	Fair	97%	0%	3%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	MAIN APRON	AP MAIN	APRON	10/1/2011	4179	77,111	72	Satisfactory	95%	0%	5%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	MAIN APRON	AP MAIN	APRON	1/2/1968	4180	126,695	28	Very Poor	89%	10%	1%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	MAIN APRON	AP MAIN	APRON	1/1/2013	4183	39,947	62	Fair	97%	0%	3%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	MAIN APRON	AP MAIN	APRON	1/1/2013	4185	12,820	47	Poor	87%	0%	13%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	MAIN APRON	AP MAIN	APRON	1/1/1942	4190	18,650	14	Serious	9%	67%	24%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	MAIN APRON	AP MAIN	APRON	1/1/1942	4195	11,250	9	Failed	8%	83%	9%

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PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	MAIN APRON	AP MAIN	APRON	1/1/2003	4198	18,579	25	Serious	0%	87%	13%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	MAIN APRON	AP MAIN	APRON	1/1/2003	4199	25,200	75	Satisfactory	7%	49%	44%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	FBO CONNECTOR	FBO CONN	TAXIWAY	8/1/2016	125	4,598	64	Fair	69%	0%	31%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	FBO CONNECTOR	FBO CONN	TAXIWAY	8/1/2016	127	12,891	88	Good	82%	0%	18%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/2/2003	6115	50,000	48	Poor	63%	24%	13%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/2/2003	6120	25,000	67	Fair	95%	0%	5%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/2/2003	6135	20,000	58	Fair	72%	25%	3%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/2/2003	6140	10,000	59	Fair	97%	0%	3%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/2/2003	6145	30,000	51	Poor	70%	29%	1%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/2/2003	6150	15,000	59	Fair	94%	0%	6%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/2/2003	6155	180,000	49	Poor	69%	23%	8%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/2/2003	6160	90,000	70	Fair	80%	16%	4%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/2/2003	6165	70,000	49	Poor	56%	27%	17%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/2/2003	6170	35,000	66	Fair	97%	0%	3%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/2/2003	6175	290,000	51	Poor	67%	27%	6%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/2/2003	6180	145,000	70	Fair	92%	0%	8%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/2/2003	6185	210,000	47	Poor	59%	35%	6%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/2/2003	6190	105,000	68	Fair	93%	0%	7%

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PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2013	6195	30,000	79	Satisfactory	100%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2013	6196	15,000	79	Satisfactory	100%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2006	6197	92,900	37	Very Poor	16%	33%	51%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2006	6198	46,450	70	Fair	94%	0%	6%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2012	6205	474,873	77	Satisfactory	80%	20%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2012	6210	237,436	81	Satisfactory	96%	0%	4%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2012	6215	50,072	63	Fair	77%	16%	7%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2012	6220	25,036	70	Fair	100%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2006	6225	45,300	55	Poor	13%	50%	37%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2006	6230	22,650	25	Serious	22%	34%	44%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY 9-27	TW 9-27	TAXIWAY	6/1/2018	6310	14,004	100	Good	0%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY 9-27	TW 9-27	TAXIWAY	1/1/1994	6315	174,747	30	Very Poor	98%	0%	2%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY 9-27	TW 9-27	TAXIWAY	1/1/1994	6320	87,374	40	Very Poor	99%	0%	1%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY 9-27	TW 9-27	TAXIWAY	1/2/2003	6325	33,073	37	Very Poor	95%	0%	5%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY 9-27	TW 9-27	TAXIWAY	1/1/1988	6327	7,950	25	Serious	75%	24%	1%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY 9-27	TW 9-27	TAXIWAY	1/2/2003	6330	11,400	58	Fair	89%	0%	11%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY 9-27	TW 9-27	TAXIWAY	1/1/1992	6335	34,097	28	Very Poor	75%	20%	5%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY 9-27	TW 9-27	TAXIWAY	1/1/1992	6340	17,048	29	Very Poor	95%	0%	5%

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PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY 9-27	TW 9-27	TAXIWAY	1/1/1992	6345	45,000	23	Serious	60%	39%	1%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY 9-27	TW 9-27	TAXIWAY	1/1/1992	6350	22,500	30	Very Poor	73%	25%	2%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY 9-27	TW 9-27	TAXIWAY	1/1/1994	6355	80,000	26	Very Poor	55%	32%	13%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY 9-27	TW 9-27	TAXIWAY	1/1/1994	6360	40,000	50	Poor	97%	0%	3%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY 9-27	TW 9-27	TAXIWAY	1/1/1994	6365	34,500	37	Very Poor	99%	0%	1%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY 9-27	TW 9-27	TAXIWAY	1/1/1994	6370	17,250	44	Poor	94%	0%	6%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY 9-27	TW 9-27	TAXIWAY	6/1/2018	6375	17,000	100	Good	0%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY 9-27	TW 9-27	TAXIWAY	6/1/2018	6380	8,500	100	Good	0%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1990	112	4,221	44	Poor	56%	43%	1%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1968	114	2,361	28	Very Poor	85%	0%	15%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	8/1/2016	115	225,302	70	Fair	32%	58%	10%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	8/1/2016	117	6,019	51	Poor	12%	70%	18%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1968	119	3,041	20	Serious	48%	45%	7%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	8/1/2016	130	361,676	76	Satisfactory	100%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	8/1/2016	135	40,056	76	Satisfactory	93%	0%	7%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	8/1/2016	140	17,486	79	Satisfactory	100%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	8/1/2016	155	7,969	89	Good	100%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	8/1/2016	158	16,692	70	Fair	34%	66%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2017	160	151,945	100	Good	0%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A2	TW A2	TAXIWAY	8/1/2016	165	60,458	89	Good	100%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A3	TW A3	TAXIWAY	8/1/2016	168	60,311	88	Good	91%	0%	9%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A4	TW A4	TAXIWAY	8/1/2016	170	58,588	90	Good	100%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A5	TW A5	TAXIWAY	8/1/2016	175	56,987	89	Good	100%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY A6	TW A6	TAXIWAY	8/1/2016	180	58,658	90	Good	100%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	6/1/2018	205	6,200	100	Good	0%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	6/1/2018	207	7,750	100	Good	0%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	6/1/2018	210	6,353	100	Good	0%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/2012	215	15,387	86	Good	100%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1965	220	40,670	17	Serious	40%	60%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	6/1/2018	225	18,112	100	Good	0%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY D	TW D	TAXIWAY	1/1/1990	405	6,975	31	Very Poor	61%	39%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY D	TW D	TAXIWAY	1/1/1996	407	17,580	35	Very Poor	86%	13%	1%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY D	TW D	TAXIWAY	1/1/1992	410	10,196	33	Very Poor	96%	0%	4%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY F	TW F	TAXIWAY	6/1/2018	610	47,206	100	Good	0%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY G	TW G	TAXIWAY	6/1/2018	1315	19,536	100	Good	0%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY G	TW G	TAXIWAY	6/1/2018	1320	15,822	100	Good	0%	0%	0%

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PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY G	TW G	TAXIWAY	6/1/2018	1325	199,036	100	Good	0%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY G1	TW G1	TAXIWAY	6/1/2018	1330	13,135	100	Good	0%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY G1	TW G1	TAXIWAY	6/1/2018	1335	12,530	100	Good	0%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY G2	TW G2	TAXIWAY	6/1/2018	1005	15,843	100	Good	0%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY G2	TW G2	TAXIWAY	6/1/2018	1010	8,964	100	Good	0%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY G3	TW G3	TAXIWAY	1/1/1984	605	10,930	24	Serious	68%	18%	14%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY G3	TW G3	TAXIWAY	1/1/2012	607	8,732	89	Good	100%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY H	TW H	TAXIWAY	1/2/1965	810	59,729	5	Failed	46%	54%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY H	TW H	TAXIWAY	1/1/2015	815	57,784	91	Good	100%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY H	TW H	TAXIWAY	1/1/2017	820	4,760	90	Good	100%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY K	TW K	TAXIWAY	1/1/1984	1120	1,346	41	Poor	100%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY K	TW K	TAXIWAY	1/1/1984	1125	1,472	42	Poor	100%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY L	TW L	TAXIWAY	8/1/2016	1205	22,175	91	Good	100%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY L	TW L	TAXIWAY	8/1/2016	1215	13,483	89	Good	100%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY L	TW L	TAXIWAY	8/1/2016	1245	52,150	87	Good	100%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY P	TW P	TAXIWAY	1/1/2016	1250	27,739	89	Good	100%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY P	TW P	TAXIWAY	1/1/2016	1255	52,339	93	Good	100%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY Q	TW Q	TAXIWAY	6/1/2018	1705	4,449	100	Good	0%	0%	0%

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PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY Q	TW Q	TAXIWAY	6/1/2018	1710	3,632	100	Good	0%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY T	TW T	TAXIWAY	6/1/2018	2010	12,963	100	Good	0%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY T	TW T	TAXIWAY	6/1/2018	2020	14,337	100	Good	0%	0%	0%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY T	TW T	TAXIWAY	8/1/2016	2045	17,962	80	Satisfactory	88%	0%	12%
PIE	PR	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	7	TAXIWAY T	TW T	TAXIWAY	6/1/2018	2050	149,440	100	Good	0%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	APRON	AP	APRON	1/1/1993	4110	128,827	46	Poor	92%	0%	8%
SPG	RL	ALBERT WHITTED AIRPORT	7	APRON	AP	APRON	1/1/2002	4120	73,716	43	Poor	64%	31%	5%
SPG	RL	ALBERT WHITTED AIRPORT	7	APRON	AP	APRON	1/1/2002	4135	82,247	63	Fair	89%	0%	11%
SPG	RL	ALBERT WHITTED AIRPORT	7	APRON	AP	APRON	1/1/2006	4140	21,255	65	Fair	77%	0%	23%
SPG	RL	ALBERT WHITTED AIRPORT	7	APRON	AP	APRON	1/1/2002	4145	14,186	49	Poor	73%	0%	27%
SPG	RL	ALBERT WHITTED AIRPORT	7	APRON MIDFIELD	AP MID	APRON	1/1/2013	4405	85,370	94	Good	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	APRON MIDFIELD	AP MID	APRON	1/1/2013	4410	15,790	88	Good	82%	0%	18%
SPG	RL	ALBERT WHITTED AIRPORT	7	APRON MIDFIELD	AP MID	APRON	1/1/2013	4415	6,767	90	Good	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	APRON NORTHWEST	AP NW	APRON	1/1/2006	4310	86,516	83	Satisfactory	79%	0%	21%
SPG	RL	ALBERT WHITTED AIRPORT	7	APRON NORTHWEST	AP NW	APRON	1/1/2011	4315	32,357	84	Satisfactory	92%	0%	8%
SPG	RL	ALBERT WHITTED AIRPORT	7	APRON NORTHWEST	AP NW	APRON	1/1/2018	4325	16,168	100	Good	0%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	WEST APRON	AP W	APRON	11/1/2002	4210	74,621	64	Fair	98%	0%	2%
SPG	RL	ALBERT WHITTED AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1992	6105	286,400	58	Fair	95%	0%	5%
SPG	RL	ALBERT WHITTED AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/1992	6110	143,200	56	Fair	99%	0%	1%
SPG	RL	ALBERT WHITTED AIRPORT	7	RUNWAY 7-25	RW 7-25	RUNWAY	6/1/2016	6205	18,750	100	Good	0%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	RUNWAY 7-25	RW 7-25	RUNWAY	6/1/2016	6207	22,950	100	Good	0%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	RUNWAY 7-25	RW 7-25	RUNWAY	6/1/2016	6208	21,525	100	Good	0%	0%	0%

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SPG	RL	ALBERT WHITTED AIRPORT	7	RUNWAY 7-25	RW 7-25	RUNWAY	6/1/2016	6210	147,650	100	Good	0%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	RUNWAY 7-25	RW 7-25	RUNWAY	6/1/2016	6213	22,466	100	Good	0%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	RUNWAY 7-25	RW 7-25	RUNWAY	6/1/2016	6215	30,125	100	Good	0%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1991	103	17,979	57	Fair	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1987	105	15,000	49	Poor	87%	0%	13%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1987	110	21,000	49	Poor	87%	0%	13%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1987	115	63,617	58	Fair	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY A1	TW A1	TAXIWAY	6/1/2016	120	4,777	100	Good	0%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY A2	TW A2	TAXIWAY	6/1/2016	410	5,894	100	Good	0%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY A3	TW A3	TAXIWAY	6/1/2016	310	5,894	100	Good	0%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY A4	TW A4	TAXIWAY	6/1/2016	610	5,933	100	Good	0%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY A4	TW A4	TAXIWAY	1/1/2013	620	11,150	90	Good	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1988	205	87,561	65	Fair	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1988	210	17,315	48	Poor	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	6/1/2016	215	6,606	100	Good	0%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1984	250	2,578	55	Poor	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1989	251	3,287	33	Very Poor	86%	0%	14%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1989	252	6,613	44	Poor	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1989	253	2,961	26	Very Poor	85%	0%	15%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1989	256	2,468	64	Fair	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY C	TW C	TAXIWAY	5/25/2018	305	75,860	100	Good	0%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY C	TW C	TAXIWAY	1/1/1991	307	31,029	53	Poor	76%	0%	24%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY C	TW C	TAXIWAY	1/1/1991	308	33,474	60	Fair	84%	0%	16%

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SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY D	TW D	TAXIWAY	1/1/1991	155	8,835	61	Fair	77%	0%	23%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY D	TW D	TAXIWAY	1/1/1991	160	2,172	65	Fair	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY D	TW D	TAXIWAY	1/1/2011	505	8,729	78	Satisfactory	79%	0%	21%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY D	TW D	TAXIWAY	1/1/2002	510	33,920	64	Fair	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY D	TW D	TAXIWAY	1/1/2011	515	23,102	86	Good	100%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY D1	TW D1	TAXIWAY	1/1/2011	615	3,795	63	Fair	96%	0%	4%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY D2	TW D2	TAXIWAY	1/1/2002	740	33,186	62	Fair	97%	0%	3%
SPG	RL	ALBERT WHITTED AIRPORT	7	TAXIWAY D5	TW D5	TAXIWAY	6/1/2016	150	5,816	100	Good	0%	0%	0%
SPG	RL	ALBERT WHITTED AIRPORT	7	NORTH TAXIWAY	TW N	TAXIWAY	1/1/2002	710	33,564	66	Fair	99%	0%	1%
SPG	RL	ALBERT WHITTED AIRPORT	7	NORTH TAXIWAY	TW N	TAXIWAY	1/1/2002	720	13,337	51	Poor	80%	18%	2%
SPG	RL	ALBERT WHITTED AIRPORT	7	NORTH TAXIWAY	TW N	TAXIWAY	1/1/2002	730	12,506	69	Fair	93%	0%	7%
TPF	RL	PETER O. KNIGHT AIRPORT	7	APRON	AP	APRON	1/1/2011	4110	150,952	79	Satisfactory	82%	0%	18%
TPF	RL	PETER O. KNIGHT AIRPORT	7	APRON	AP	APRON	1/1/1986	4140	14,967	43	Poor	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	RUNUP APRON	AP RU	APRON	1/1/2008	5105	3,154	67	Fair	79%	0%	21%
TPF	RL	PETER O. KNIGHT AIRPORT	7	RUNUP APRON	AP RU	APRON	1/1/2008	5110	4,386	75	Satisfactory	82%	0%	18%
TPF	RL	PETER O. KNIGHT AIRPORT	7	RUNUP APRON	AP RU	APRON	1/1/2018	5115	16,251	100	Good	0%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TIE-DOWN APRON	AP TIEDOWN	APRON	1/1/2018	4205	23,650	100	Good	0%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2008	6205	188,847	78	Satisfactory	97%	0%	3%
TPF	RL	PETER O. KNIGHT AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/1/2018	6210	3,782	100	Good	0%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2018	6103	30,300	100	Good	0%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2018	6105	310,500	100	Good	0%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	RUNWAY 4-22	RW 4-22	RUNWAY	1/1/2018	6110	17,800	100	Good	0%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXILANE TO EAST HANGARS	TL HANG NW	TAXIWAY	1/1/2011	800	29,552	92	Good	100%	0%	0%

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TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXILANE TO T-HANGARS	TL T-HANG	TAXILANE	1/1/2018	705	60,798	100	Good	0%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXILANE TO T-HANGARS	TL T-HANG	TAXILANE	1/1/2007	710	11,226	67	Fair	70%	0%	30%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2018	104	9,170	100	Good	0%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2018	105	100,460	100	Good	0%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2018	115	9,703	100	Good	0%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/2018	120	5,070	100	Good	0%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY A1	TW A1	TAXIWAY	1/1/2018	103	5,794	100	Good	0%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY A2	TW A2	TAXIWAY	1/1/2018	630	4,673	100	Good	0%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY A3	TW A3	TAXIWAY	1/1/2018	155	3,892	100	Good	0%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY A4	TW A4	TAXIWAY	1/1/2018	425	5,338	100	Good	0%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/2011	205	11,793	82	Satisfactory	93%	0%	7%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY C	TW C	TAXIWAY	1/1/2010	305	7,165	74	Satisfactory	91%	0%	9%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY C	TW C	TAXIWAY	1/1/2018	310	16,840	100	Good	0%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY CENTER	TW CENTER	TAXIWAY	1/1/2008	315	11,056	73	Satisfactory	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY CENTER	TW CENTER	TAXIWAY	1/1/2008	320	11,536	75	Satisfactory	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY CENTER	TW CENTER	TAXIWAY	1/1/2008	325	33,247	74	Satisfactory	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY D	TW D	TAXIWAY	1/1/2011	420	43,147	78	Satisfactory	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY E	TW E	TAXIWAY	1/1/2018	505	2,353	100	Good	0%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY E	TW E	TAXIWAY	1/1/2018	510	8,415	100	Good	0%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY E	TW E	TAXIWAY	1/1/2011	515	4,952	82	Satisfactory	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY E	TW E	TAXIWAY	1/1/2018	520	2,711	100	Good	0%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY E	TW E	TAXIWAY	1/1/2008	650	5,471	81	Satisfactory	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY F	TW F	TAXIWAY	1/1/2008	605	82,680	78	Satisfactory	95%	0%	5%

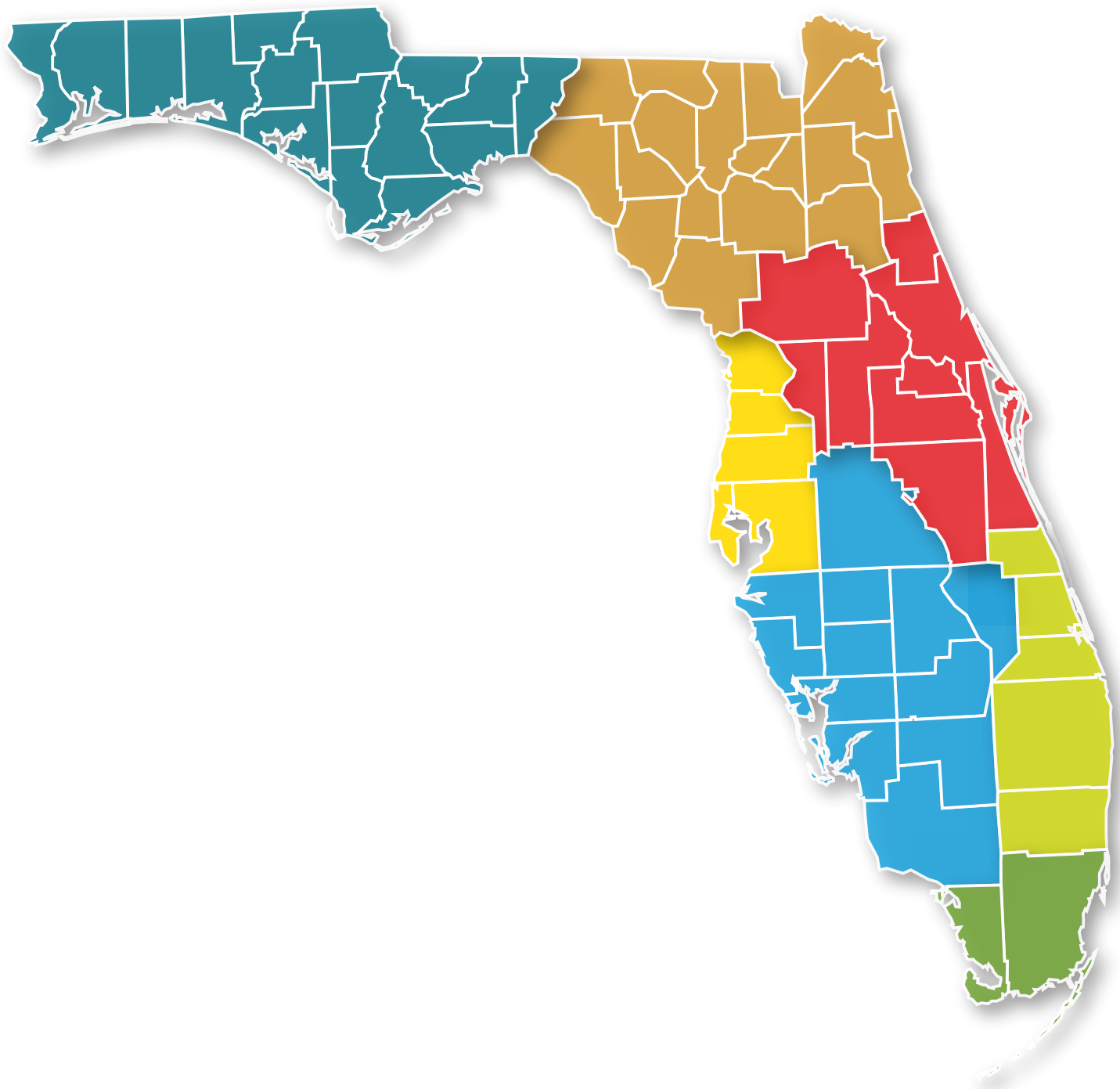
Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY F	TW F	TAXIWAY	1/1/2008	610	5,824	72	Satisfactory	100%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY F	TW F	TAXIWAY	1/1/2019	615	6,836	100	Good	0%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY F	TW F	TAXIWAY	1/1/2019	620	3,610	100	Good	0%	0%	0%
TPF	RL	PETER O. KNIGHT AIRPORT	7	TAXIWAY G	TW G	TAXIWAY	1/1/2011	750	12,333	89	Good	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	EAST APRON	AP E	APRON	1/1/1999	4510	37,084	69	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	MAIN APRON	AP MAIN	APRON	1/1/1999	4410	424,105	68	Fair	93%	0%	7%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	NORTH APRON "B"	AP N	APRON	1/1/1991	4205	131,692	71	Satisfactory	95%	0%	5%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	NORTH APRON "B"	AP N	APRON	1/1/1986	4210	100,788	65	Fair	99%	0%	1%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	NORTH APRON "B"	AP N	APRON	1/1/1986	4215	5,688	66	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	RUN-UP APRON 18	AP RU 18	APRON	1/1/1986	5305	3,338	58	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	RUN-UP APRON 23	AP RU 23	APRON	1/1/1986	5105	24,994	71	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	RUN-UP APRON 05	AP RU 5	APRON	1/1/1999	5205	71,353	71	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	SOUTH APRON "A"	AP S	APRON	1/1/1986	4105	77,746	64	Fair	85%	0%	15%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	SOUTH APRON "A"	AP S	APRON	1/1/1986	4110	115,269	70	Fair	70%	0%	30%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	SOUTH APRON "A"	AP S	APRON	1/1/1986	4115	4,786	74	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	T-HANGARS APRON	AP T-HANG	APRON	1/1/1974	4310	147,914	73	Satisfactory	68%	19%	13%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	T-HANGARS APRON	AP T-HANG	APRON	12/26/2009	4315	12,031	69	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	RUNWAY 18-36	RW 18-36	RUNWAY	1/2/1986	6105	243,145	68	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	RUNWAY 5-23	RW 5-23	RUNWAY	1/1/1999	6205	500,000	68	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXILANE J	TL J	TAXILANE	1/1/1999	4505	28,314	59	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1986	105	114,664	63	Fair	99%	0%	1%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1986	120	2,772	69	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/2/1986	140	3,862	65	Fair	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/2/1986	160	3,861	60	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/2/1986	180	4,111	70	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1989	210	15,268	21	Serious	69%	20%	11%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1989	250	7,286	28	Very Poor	92%	0%	8%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY C	TW C	TAXIWAY	1/1/2001	405	21,767	70	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY D	TW D	TAXIWAY	1/1/1986	170	5,063	61	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY D	TW D	TAXIWAY	1/1/2001	305	24,475	68	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY D	TW D	TAXIWAY	1/1/2001	310	6,936	81	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY E	TW E	TAXIWAY	1/1/1999	505	145,723	72	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY E-1	TW E1	TAXIWAY	1/1/1999	510	9,543	74	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY E-2	TW E2	TAXIWAY	1/1/1999	515	9,511	70	Fair	99%	0%	1%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY E-3	TW E3	TAXIWAY	1/1/1999	520	9,876	71	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY E-4	TW E4	TAXIWAY	1/1/1999	525	8,961	72	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY F	TW F	TAXIWAY	1/1/1999	605	98,237	73	Satisfactory	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY F	TW F	TAXIWAY	1/1/1999	610	4,871	70	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY F	TW F	TAXIWAY	1/1/1999	615	4,552	67	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY J	TW J	TAXIWAY	1/1/1999	705	61,282	65	Fair	98%	0%	2%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY J	TW J	TAXIWAY	1/1/1999	710	31,786	64	Fair	100%	0%	0%
VDF	RL	TAMPA EXECUTIVE AIRPORT	7	TAXIWAY J	TW J	TAXIWAY	1/1/1999	715	12,020	64	Fair	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	EAST APRON	AP E	APRON	12/25/1999	5405	34,097	10	Failed	11%	89%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	NORTHEAST APRON	AP NE	APRON	1/1/1942	5105	27,750	38	Very Poor	98%	0%	2%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	NORTHWEST APRON	AP NW	APRON	1/1/1970	4105	2,160	55	Poor	20%	37%	43%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	NORTHWEST APRON	AP NW	APRON	1/1/1982	4110	5,095	61	Fair	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	NORTHWEST APRON	AP NW	APRON	1/1/2004	4115	12,547	72	Satisfactory	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	APRON RUN-UP 22	AP RU 22	APRON	12/1/2015	5115	25,759	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	APRON T-HANGARS	AP T-HANG	APRON	12/25/1999	5305	100,816	44	Poor	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	APRON T-HANGARS	AP T-HANG	APRON	1/1/2015	5310	8,123	90	Good	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	APRON T-HANG 2	AP T-HANG2	APRON	1/1/2008	5505	85,817	78	Satisfactory	83%	0%	17%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	APRON T-HANG 3	AP T-HANG3	APRON	1/1/2008	5510	164,471	79	Satisfactory	52%	0%	48%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	APRON AT END OF TW D	AP TW D	APRON	12/25/1999	5205	26,360	35	Very Poor	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	RUNWAY 01-19	RW 01-19	RUNWAY	1/1/2002	6205	473,437	65	Fair	73%	0%	27%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	RUNWAY 5-23	RW 5-23	RUNWAY	12/1/2015	6105	229,400	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	RUNWAY 5-23	RW 5-23	RUNWAY	12/1/2015	6107	229,400	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	RUNWAY 5-23	RW 5-23	RUNWAY	12/1/2015	6110	20,600	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	RUNWAY 5-23	RW 5-23	RUNWAY	12/1/2015	6115	20,600	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	RUNWAY 5-23	RW 5-23	RUNWAY	12/1/2015	6219	10,000	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1990	105	72,269	57	Fair	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	12/1/2015	106	8,899	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1990	107	10,000	59	Fair	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	1/1/1989	110	188,930	60	Fair	98%	0%	2%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	12/1/2015	120	7,086	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY A	TW A	TAXIWAY	12/1/2015	130	22,399	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY A1	TW A1	TAXIWAY	1/1/1996	115	17,528	62	Fair	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY A1	TW A1	TAXIWAY	12/1/2015	117	9,568	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1942	205	49,464	22	Serious	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1989	210	17,898	28	Very Poor	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1990	212	17,871	54	Poor	79%	0%	21%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	12/1/2015	215	11,391	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1989	220	133,310	3	Failed	66%	34%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	12/1/2015	225	6,848	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/1942	230	15,000	3	Failed	5%	83%	12%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	12/1/2015	235	2,233	100	Good	0%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/2002	240	31,378	51	Poor	81%	0%	19%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY B	TW B	TAXIWAY	1/1/2002	245	2,300	24	Serious	87%	0%	13%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY C	TW C	TAXIWAY	1/1/2010	320	69,379	85	Satisfactory	100%	0%	0%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY C1	TW C1	TAXIWAY	1/1/1982	505	6,000	60	Fair	99%	0%	1%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY C1	TW C1	TAXIWAY	1/1/2010	510	4,444	85	Satisfactory	76%	0%	24%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY D	TW D	TAXIWAY	12/25/1999	405	25,063	52	Poor	100%	0%	0%

Network ID	Airport Type	Airport Name	FDOT District	Branch Name	Branch ID	Branch Use	Last Reported Construction Date	Section ID	Area (SF)	PCI	PCI Category	Climate/Age	Load	Other
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY E	TW E	TAXIWAY	1/1/2002	610	32,964	86	Good	93%	0%	7%
ZPH	GA	ZEPHYRHILLS MUNICIPAL AIRPORT	7	TAXIWAY F	TW F	TAXIWAY	1/1/2002	630	24,348	63	Fair	100%	0%	0%



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