

Statewide Airfield Pavement Management Program
STATEWIDE EXECUTIVE SUMMARY
Airfield Pavement Evaluation Report

2022



PROGRAM OVERVIEW

Program Background

In 1992, the Florida Department of Transportation (FDOT) established the Statewide Airfield Pavement Management Program (SAPMP) to provide program managers, District Aviation Offices, and airport operators with a system to proactively manage airfield pavement infrastructure within the Florida airport system. The SAPMP includes Pavement Condition Index (PCI) surveys for airport facilities. Currently, the SAPMP includes 95 participating public-use airports with pavement facilities and provides its users with comprehensive data to better manage their pavement assets.

Airports participating in the Airport Improvement Program (AIP) are required by the Federal Aviation Administration (FAA) to develop and implement a pavement maintenance program to be eligible for funding per FAA Advisory Circular 150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements” and 150/5380-7B “Airport Pavement Management Program (PMP)”. In general, adherence to the FAA Advisory Circulars is mandatory for projects funded with federal grant monies through the AIP and with revenue from the Passenger Facilities Charges (PFC) Program. The AIP requires detailed assessments of airfield pavements at least once a year for a pavement management program. The frequency of the detailed inspections may be extended to every three years if the pavement is assessed according to the PCI survey procedure described in ASTM D5340-20 “Standard Test Method for Airport Pavement Condition Index Surveys”. FDOT performs the SAPMP System Updates for the benefit of participating public-use and publicly owned airports through the FDOT’s Aviation Office.

The program results for the 95 participating airports are presented in this statewide summary and can be utilized by the State to identify and prioritize pavement maintenance, repair, reconstruction, and major rehabilitation projects. This summary was created specifically for the use of the State Aviation Office and differs from the FDOT SAPMP individual airport reports regarding the summarization of data presented.

Program Benefits

The SAPMP enables the FAA, FDOT Aviation Office, and FDOT Districts to monitor pavement conditions at Florida airports. The SAPMP provides objective condition information needed to make informed decisions regarding the significant capital investment that the public-use airport pavement infrastructure represents. Utilizing the SAPMP will help stakeholders better understand the relative condition of their pavement facilities and when those facilities should be rehabilitated. The data collected from the SAPMP can be used for project planning for the next 10 years and will be revisited every three years as pavement conditions are updated.

One of the most valuable aspects of the SAPMP is the ability to determine the optimum time for treatment resulting in cost savings by effectively prioritizing the rehabilitation of pavement assets that have, or will soon reach, a critical condition, or PCI. The SAPMP supports a proactive major rehabilitation strategy that can effectively address pavement projects before the cost of these projects begins to exponentially increase.

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



Pavement Inventory

Maintains an accurate database of airfield pavement historical data related to major projects, maintenance, and pavement conditions.



Pavement Condition Surveys

Maintains airport eligibility for AIP funding by performing PCI surveys every three years in accordance with ASTM D5340 procedures.



Pavement Condition Data Analysis

Leverages objective pavement condition information to support informed decision making.



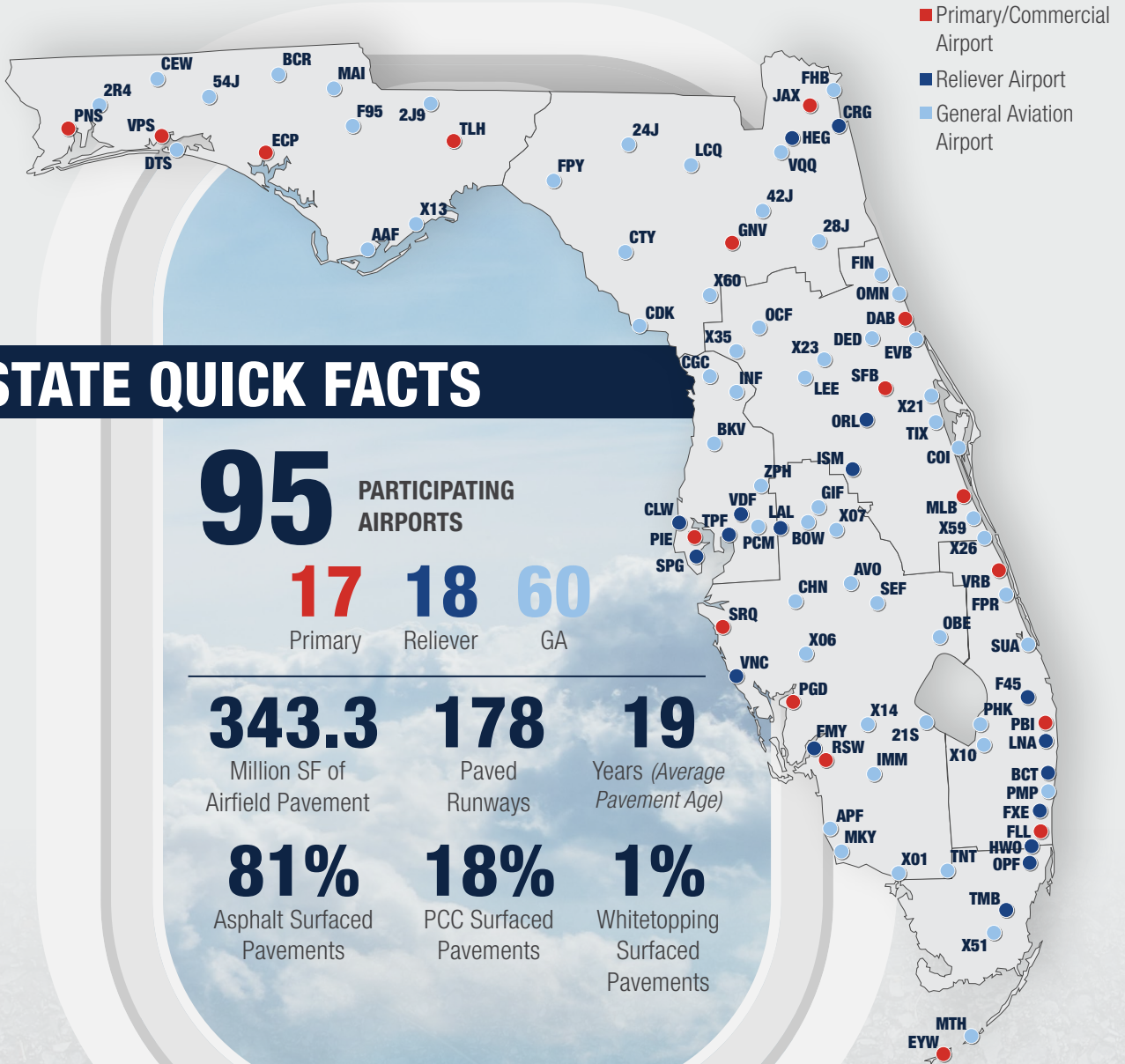
Maintenance & Rehabilitation Recommendations

Provides insight to maintenance, repair, and major rehabilitation needs with budgetary planning-level opinions of probable construction costs.

PAVEMENT INVENTORY

Participating Airports

The FDOT SAPMP includes 95 participating Primary/Commercial (PR), Reliever (RL), and General Aviation (GA) airports. As part of the FDOT SAPMP System Update, these airports underwent a comprehensive pavement inventory update based on project record documentation provided by the airports at the start of this program. These updates included pavement facility limits, surface type, and section definitions resulting from provided project limits. It should be noted that Northeast Florida Regional Airport (SGJ), Hilliard Airpark (01J), Orlando International Airport (MCO), Miami International Airport (MIA), Miami Seaplane Base (X44), and Tampa International Airport (TPA) did not participate in this SAPMP Program Update and therefore their data is not included in this summary.



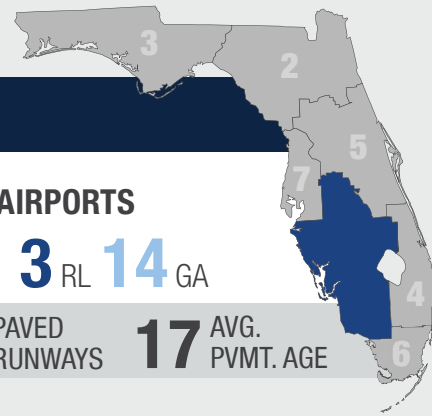
State Inventory Summary by District

D1

20 AIRPORTS

3 PR **3** RL **14** GA

35 PAVED RUNWAYS **17** AVG. PVMT. AGE

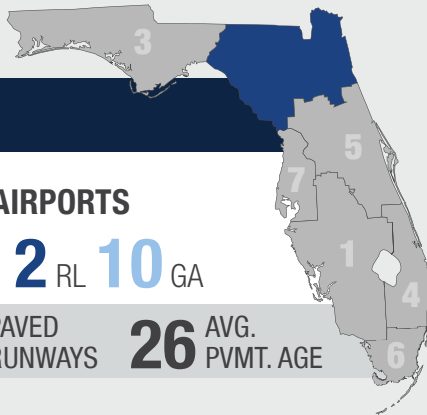


D2

14 AIRPORTS

2 PR **2** RL **10** GA

29 PAVED RUNWAYS **26** AVG. PVMT. AGE

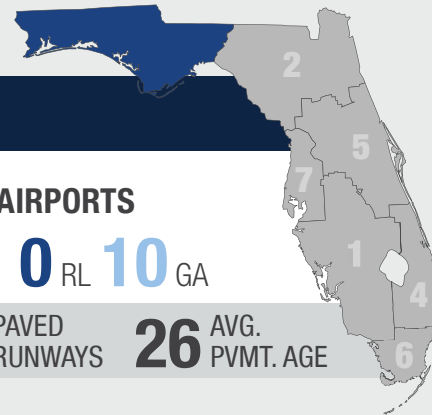


D3

14 AIRPORTS

4 PR **0** RL **10** GA

18 PAVED RUNWAYS **26** AVG. PVMT. AGE

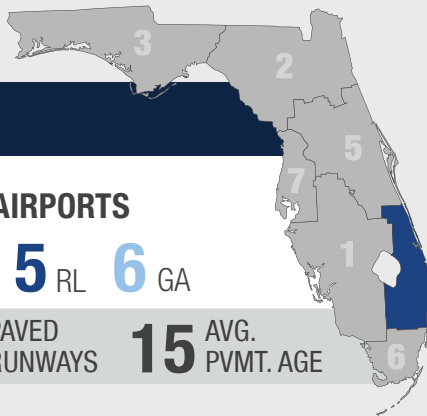


D4

14 AIRPORTS

3 PR **5** RL **6** GA

33 PAVED RUNWAYS **15** AVG. PVMT. AGE

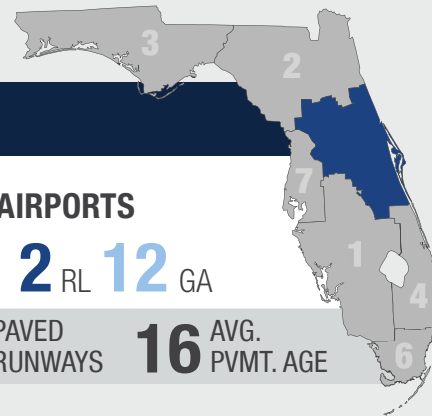


D5

17 AIRPORTS

3 PR **2** RL **12** GA

36 PAVED RUNWAYS **16** AVG. PVMT. AGE

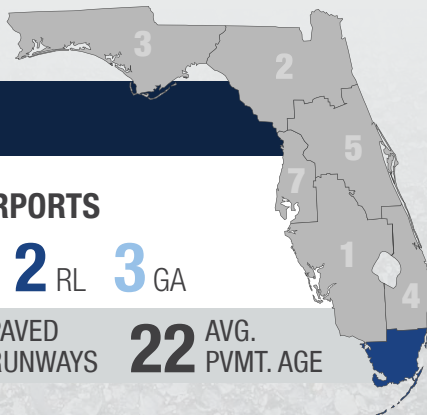


D6

6 AIRPORTS

1 PR **2** RL **3** GA

11 PAVED RUNWAYS **22** AVG. PVMT. AGE

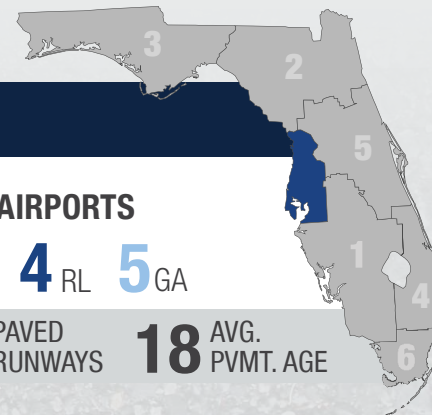


D7

10 AIRPORTS

1 PR **4** RL **5** GA

16 PAVED RUNWAYS **18** AVG. PVMT. AGE

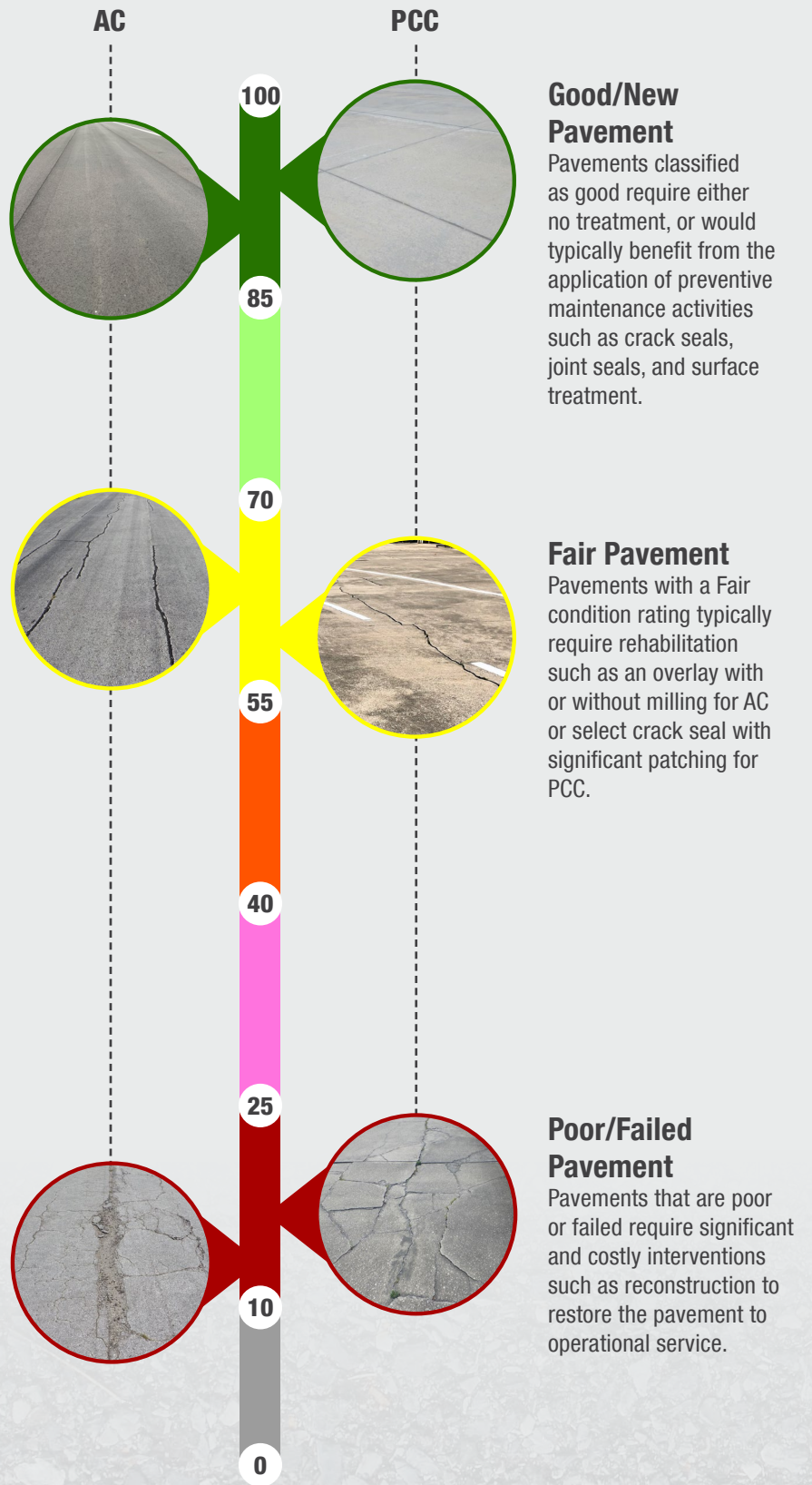


PAVEMENT CONDITION INDEX (PCI)

In adherence to the FAA Advisory Circular 150/5380-7B "Airport Pavement Management Program," and ASTM D5340-20 "Standard Test Method for Airport Pavement Condition Index Surveys", the pavements were evaluated using the PCI Survey Method of inspection.

The PCI 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 ASTM D5340-20, and is the primary method of observing and recording distress data. It provides a consistent, objective, and repeatable method to evaluate the pavement condition.

The collected distress data is used to calculate an index that represents the functional pavement condition in numerical terms ranging from 0 (Failed pavement) to 100 (Good or new pavement). The figure provides a visual representation of the scale.



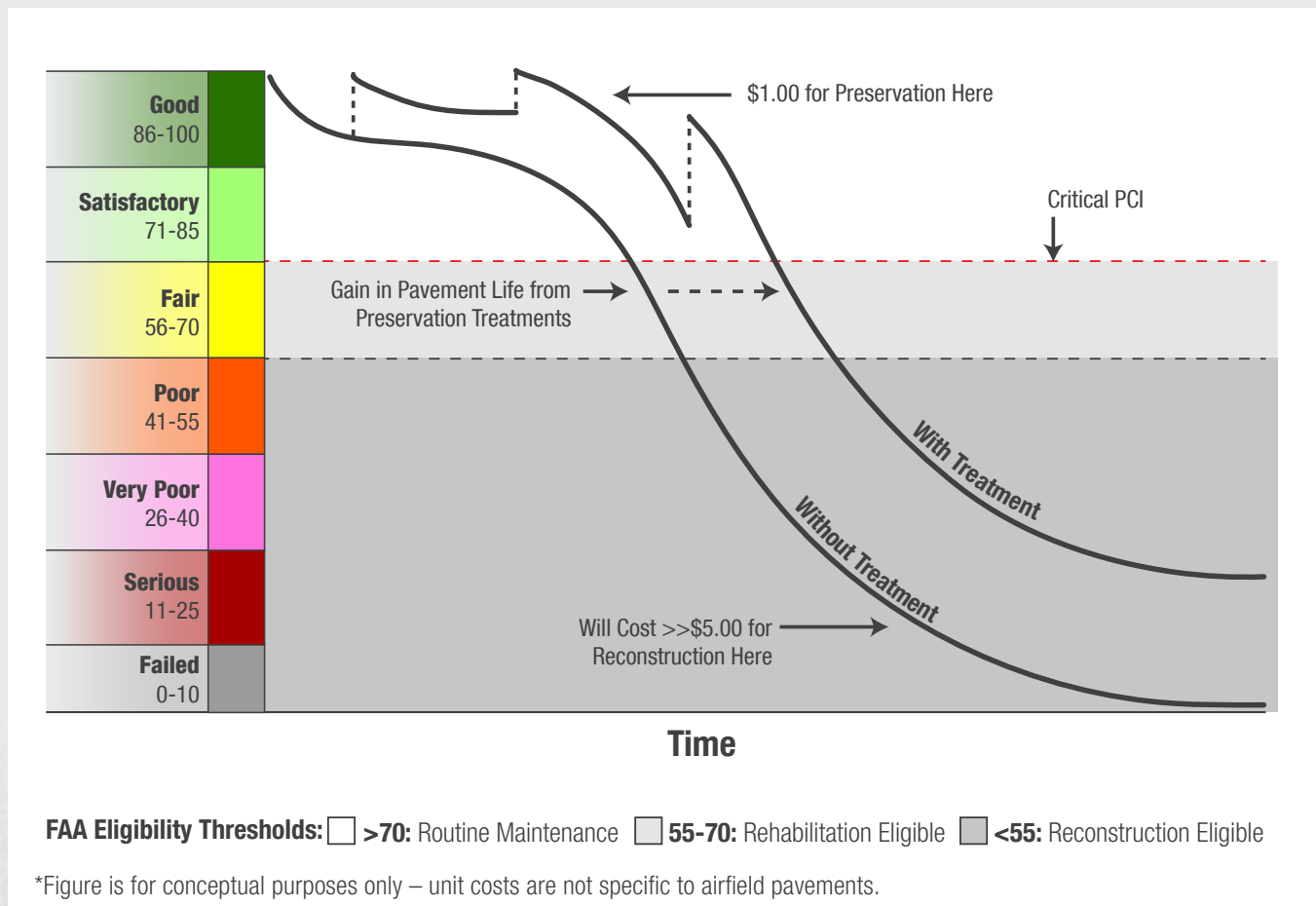
Critical PCI

Based on FAA Order 5100.38D Change 1 Airport Improvement Handbook, issued February 26, 2019, the FAA has established pavement construction based on thresholds that distinguish Rehabilitation and Reconstruction. Pavement sections between PCI values 55 and 70 will be considered for Rehabilitation and sections with PCI values less than 55 will be considered for Reconstruction at the planning-level. Accordingly, the **Critical PCI is defined at 70 for the FDOT SAPMP**. It should be noted that although a pavement reaches the threshold for rehabilitation, the pavement can still benefit from routine maintenance if no load-related distresses are present.

!!!
Critical PCI is defined at 70 for the FDOT SAPMP

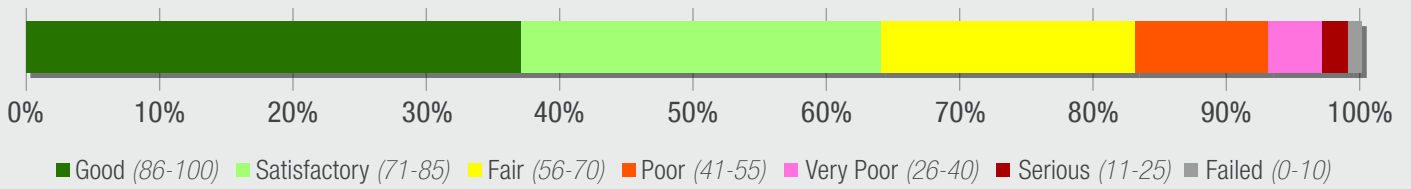
An effective pavement maintenance management program is intended to identify and estimate future maintenance, repair, rehabilitation, and reconstruction needs. When timely preservation maintenance is performed on pavements with conditions above the “critical condition”, or prior to major decline in condition, significant rehabilitation and/or reconstruction may be delayed. The figure below depicts the concept of timely pavement treatments as described by the FAA AC 150/5380-7B.

PAVEMENT LIFE AND THE EFFECT OF TREATMENTS



Statewide PCI Results

The overall **Statewide area-weighted PCI** is a **75, Satisfactory** condition. Approximately **64%** of inspected pavements within the SAPMP are in **Good** or **Satisfactory** condition. Approximately **19%** of inspected pavements are in **Fair** condition and the remaining **17%** of inspected pavements are in **Poor** condition or below.

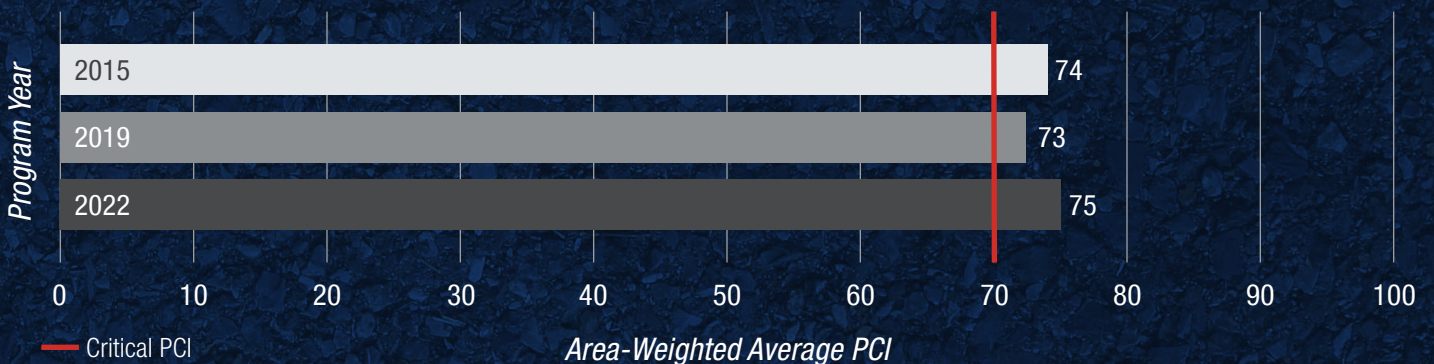


The area-weighted PCIs of the State’s runways, taxiways/taxilanes, and aprons are a 77, 76, and 71 respectively.



Statewide Conditions (Since 2015 Program)

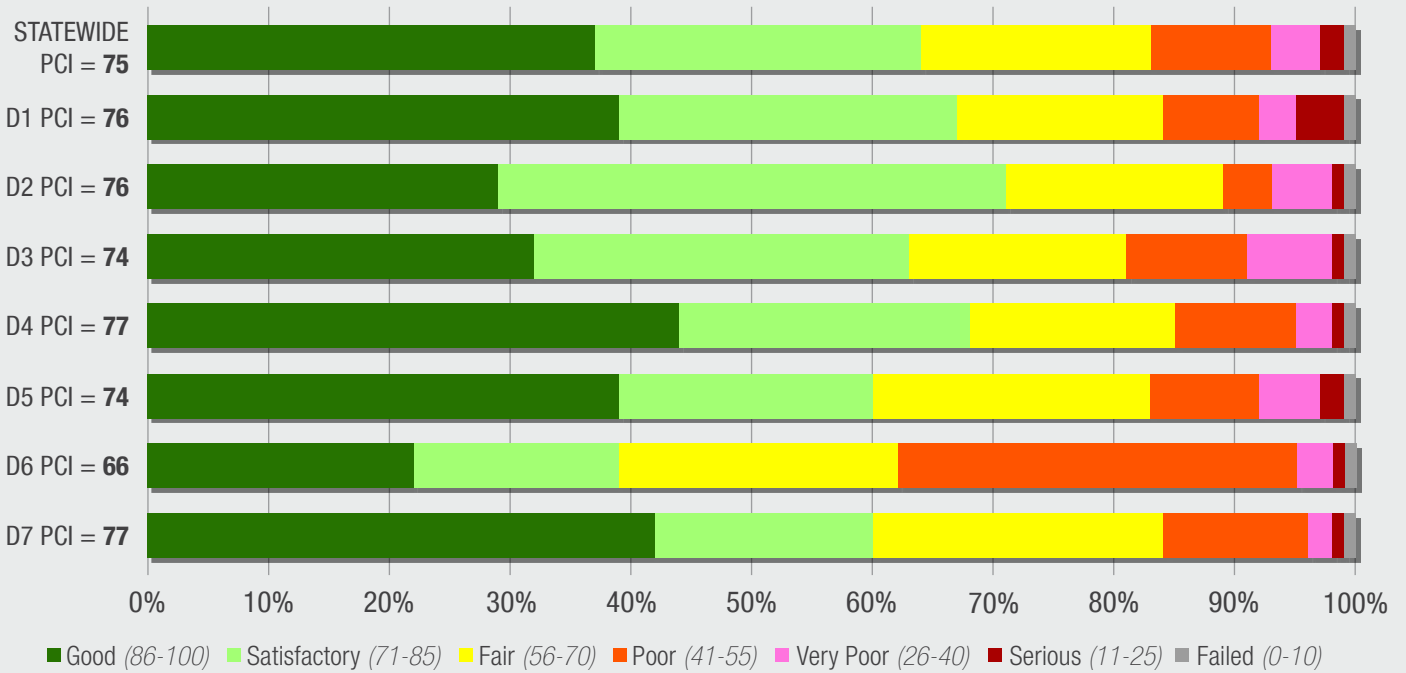
Consecutive PCI inspections have assisted in the ability to track condition trends of the airfield pavements within the SAPMP over time. The figure below summarizes the change in pavement condition at the state level since 2015.



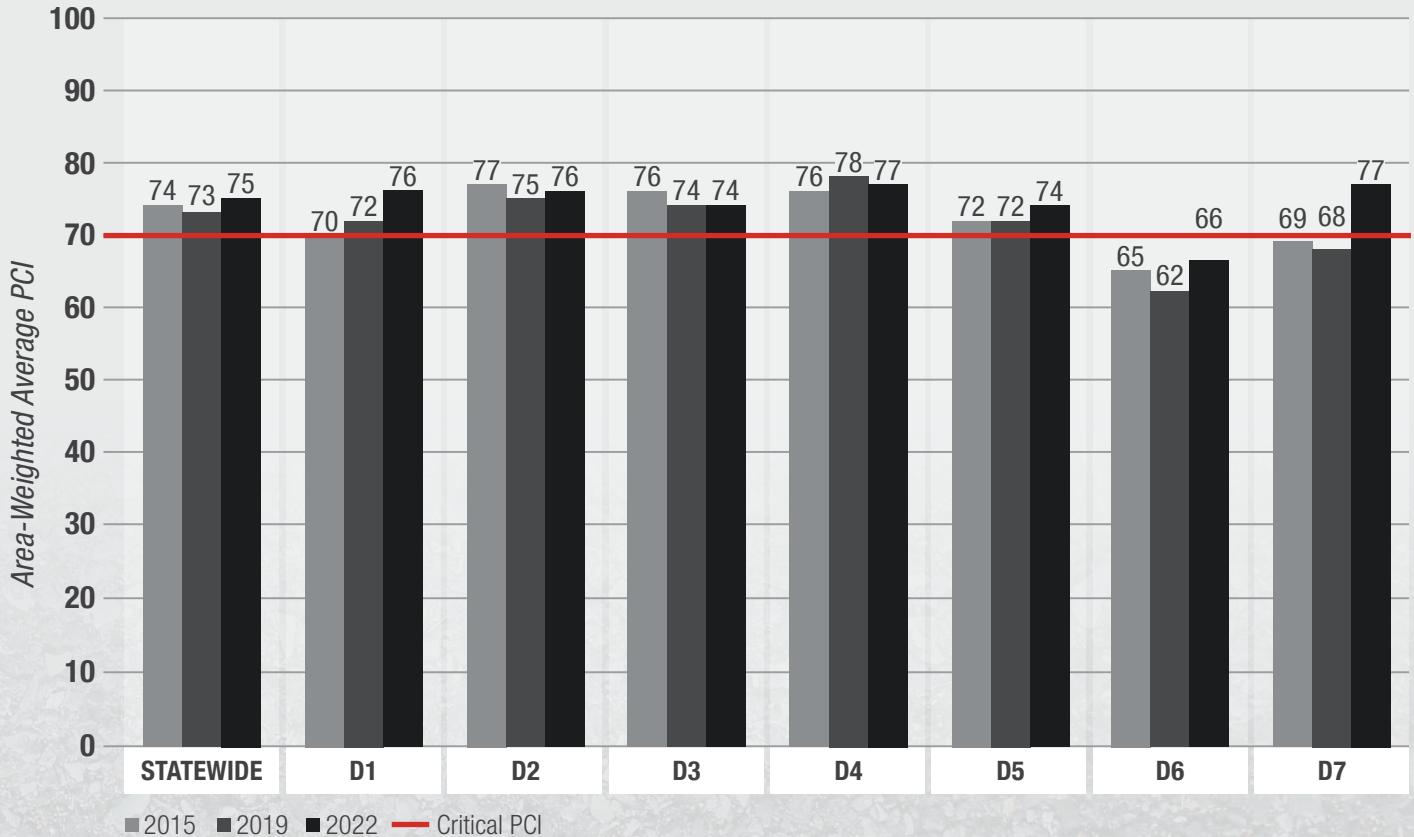
District PCI Results

The following figures summarize the district-level area-weighted pavement conditions based on the most recent PCI results by: current condition distribution and historical performance.

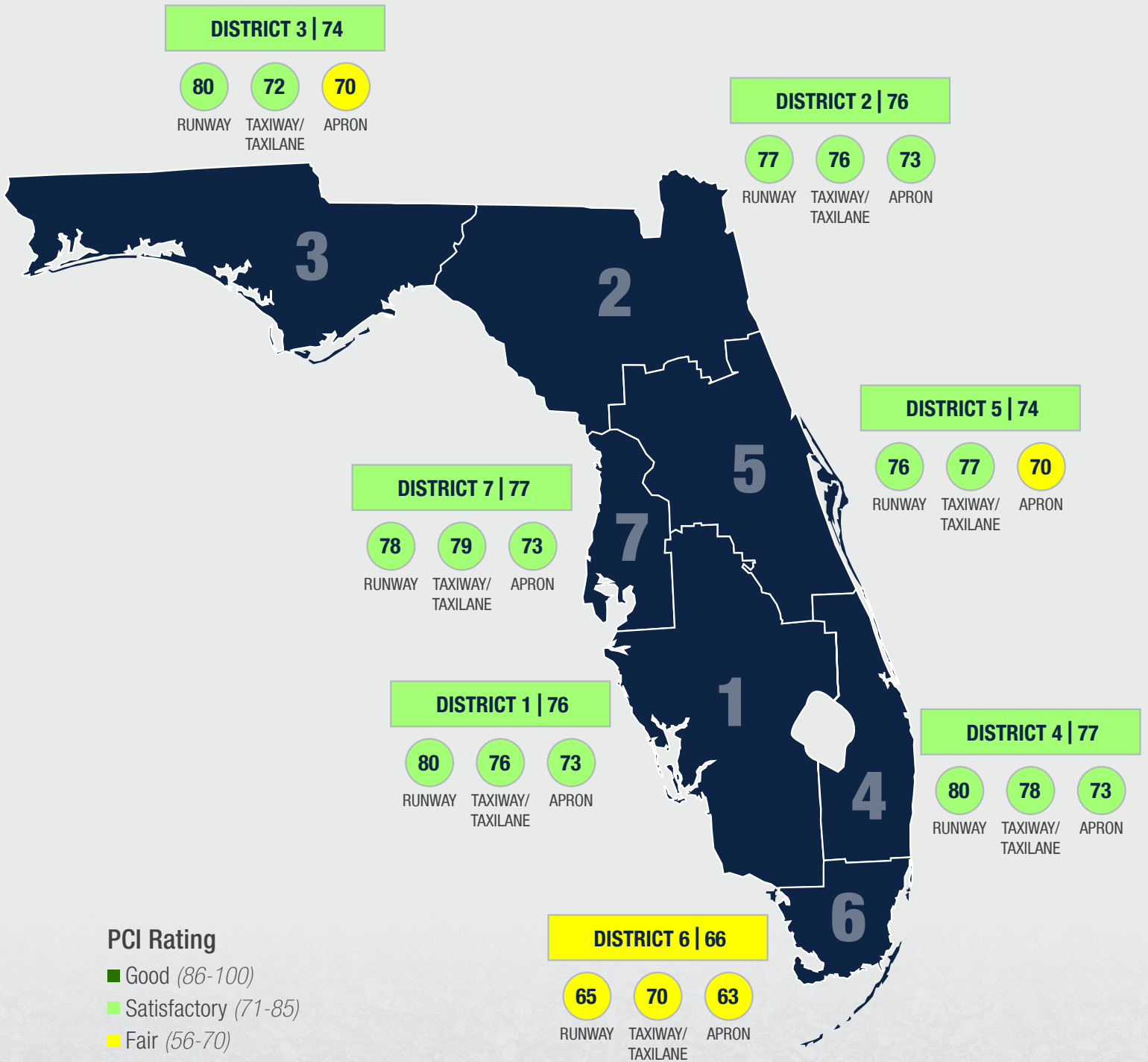
CURRENT CONDITIONS - DISTRICT-LEVEL



CURRENT AND HISTORIC PAVEMENT CONDITIONS - DISTRICT-LEVEL



District PCI Summary

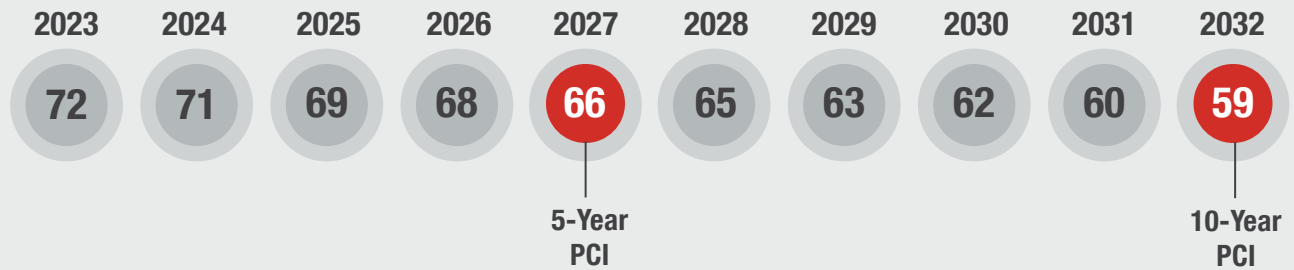


PCI Rating

- Good (86-100)
- Satisfactory (71-85)
- Fair (56-70)
- Poor (41-55)
- Very Poor (26-40)
- Serious (11-25)
- Failed (0-10)

Forecasted PCI Results

The Statewide PCI is forecasted to be a 66 in 5 years and a 59 in 10 years if no work is performed on the airfield pavements. The following figure displays the pavement condition forecast at the state-level. The condition forecasts are for a 10-year duration, starting in January 2023 through January 2032.



The table below displays the pavement condition forecast for each FDOT District.

District	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
District 1	73	72	70	69	67	65	64	63	61	60
District 2	73	72	70	69	68	67	65	64	62	61
District 3	71	70	69	67	66	65	64	62	61	60
District 4	75	73	71	70	68	67	66	64	63	61
District 5	72	70	68	67	65	64	62	61	59	57
District 6	64	63	61	59	58	56	54	53	51	49
District 7	73	72	70	69	67	66	64	63	61	60
Statewide	72	71	69	68	66	65	63	62	60	59

The Statewide PCI is forecasted to be a **66 in 5 years** and a **59 in 10 years** if **no work** is performed on the airfield pavements.

SAPMP CUSTOMIZATION

FAA AIP Handbook PCI Requirements

The FDOT SAPMP will integrate the PCI thresholds for airfield pavement projects to maintain alignment with the FAA AIP and/or PFC eligibility for project planning. The critical PCI value will be defined at 70 for the FDOT SAPMP. Critical PCI values for this SAPMP System Update are shown below.

FAA AIP HANDBOOK PCI REQUIREMENTS FOR AIRFIELD PAVEMENT PROJECTS

Airfield Pavement Project Type	PCI Requirement
Reconstruction	PCI < 55 (Poor)
Rehabilitation	PCI < 70 (Fair)
Maintenance	N/A

*Source: AIP Handbook, in reference to Runways, Taxiways, and Aprons as seen in table G-2, H-1, and I-1 respectively

FAA AIP Handbook Minimum Useful Life

Below is a table of typical localized maintenance and major work project types and their minimum useful life as identified in Table 3-7 of the FAA AIP Handbook. This minimum useful life criteria is used to help determine if a project is eligible for federal funding. The useful life of the facility being rehabilitated or reconstructed must have been met in order for the project to be funded.

FAA AIP HANDBOOK MINIMUM USEFUL LIFE

Project Type	Useful Life
Asphalt seal coat, Slurry Seal, and Joint Sealing	3 years
Concrete Joint Replacement	7 years
Pavement Rehabilitation (not reconstruction)	10 years
Pavement Reconstruction	20 years

Planning-Level Localized Maintenance

Localized maintenance differs from major rehabilitation in that localized maintenance is applied based on the distresses observed and not an averaged or forecasted PCI value. Treatments are selected based on the appropriate corrective measure for a given distress type and severity level. Localized maintenance can be applied either as a preventive measure or a safety (“stopgap”) measure. The two types of localized maintenance are described below in further detail.

- » Localized Preventive Maintenance and Repair
 - Distress maintenance activities performed with the primary objective of slowing the rate of deterioration. These activities typically include crack sealing and surface treatment.
- » Localized Stopgap/Safety Maintenance and Repair
 - Defined as the localized distress repair needed to keep a pavement in a safe and operational condition. These activities are typically applied to high-severity distresses or distresses impacting operations.

The work quantities used to develop costs are limited to a near-term application since they were determined directly from the PCI assessment efforts. As pavements continue to deteriorate year-to-year, quantities and/or distress severities may increase, which will affect the amount and type of localized maintenance required. This analysis can be utilized as a planning tool to assist airport staff in determining an annual budget allocation for maintenance activities that will help maintain airport pavements above the critical PCI value and extend the life of the pavement.

Planning-Level Major Rehabilitation

Major rehabilitation is recommended to correct or improve structural deficiencies and/or functional deterioration. 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 that can meet the structural demands of traffic loading. Major rehabilitation is generally described as a pavement construction that removes and replaces the pavement surface, thus resetting the PCI value to 100 and the pavement age to 0. Typical policies include full- and partial-depth reconstruction and mill and overlay.

Major Rehabilitation needs are identified by analyzing the airport's pavement condition in relationship to critical PCI values, major rehabilitation policies, and unit costs, assuming there are no budget constraints. While this is financially impractical, it does yield the unbiased pavement needs over a defined timeframe at each airport given current and forecasted pavement conditions. A review of cost trends and cost factors have been incorporated to assist airports in planning for project budgets.

Conceptual pavement sections were developed for this program based on the minimum requirements of the FAA AC 150/5320-6G and can be found in the Individual Airport Pavement Evaluation Report. No pavement design has been performed in accordance with AC 150/5320-6G for the determined conceptual sections.

STATEWIDE REHABILITATION NEEDS

Localized Maintenance Needs

This FDOT SAPMP System Update provides a planning-level estimation of Localized Maintenance and Repair Year-1 maintenance costs based on the results of the latest PCI assessment performed at the airports. The planning-level costs for the localized maintenance needs at the state-level are show below in millions of dollars.

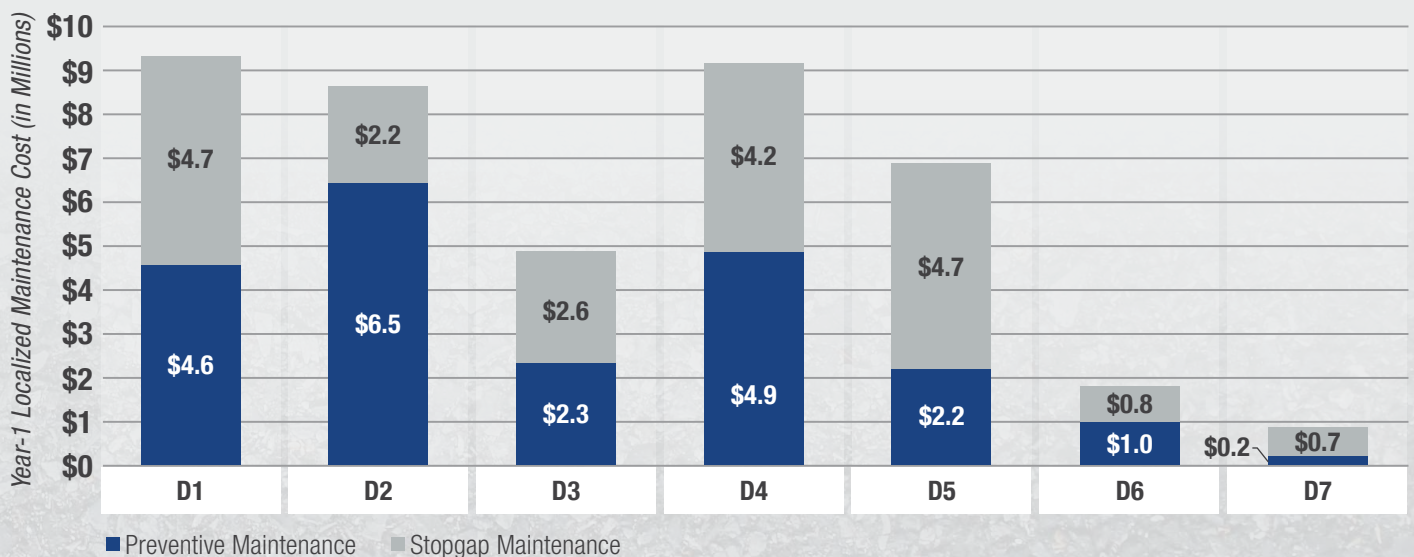
SUMMARY OF YEAR-1 LOCALIZED MAINTENANCE - STATE-LEVEL

Work Category	Cost
Preventive	\$21.7
Stopgap	\$19.9
Planning-Level Localized M&R Needs =	\$41.6

\$41.6 million in Statewide Year-1 localized maintenance needs

The graph below summarizes the statewide Year-1 Localized maintenance needs by district.

SUMMARY OF YEAR-1 LOCALIZED MAINTENANCE - DISTRICT-LEVEL



Major Rehabilitation Needs

Due to the “unlimited” funding nature of the needs analysis, all present needs are addressed in the first planning year. The first planning year for each airport is the year following the airport’s most recent inspection year for this program. The total major rehabilitation needs of the SAPMP forecasted over the planning period from 2021–2032 are summarized to the right in millions of dollars.

*Reconstruction needs (PCI < 55) are only identified in the first year of each airport’s planning period (Phase 1 Airports = 2021, Phase 2 Airports = 2023). This is due to the “unlimited” funding nature of the analysis and is why those years typically have higher overall needs than other years.



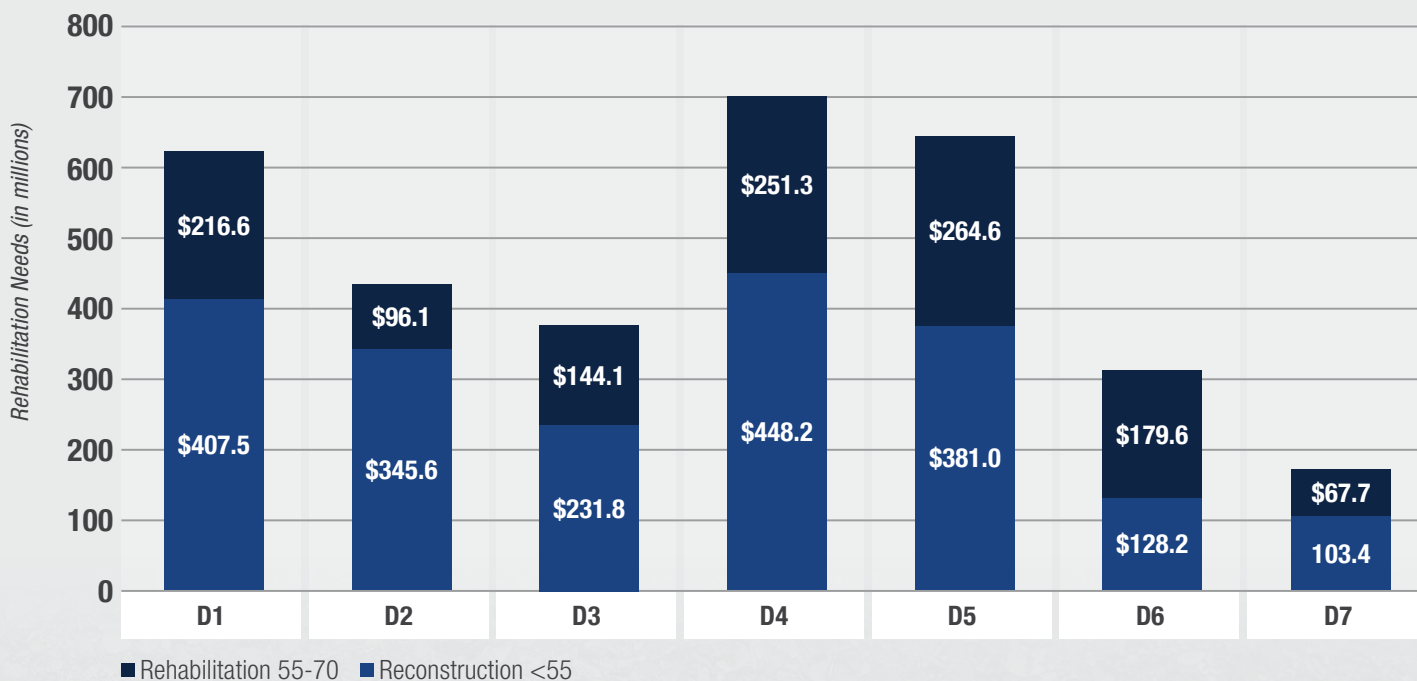
DISTRICT-LEVEL 10-YEAR MAJOR REHABILITATION NEEDS BY YEAR (COST IN MILLIONS)

District	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
1	\$100.7	\$0.7	\$277.5	\$47.6	\$31.5	\$30.6	\$21.5	\$17.0	\$15.5	\$33.9	\$18.0	\$29.4
2	\$86.8	\$9.8	\$106.8	\$47.4	\$5.5	\$15.7	\$26.8	\$24.6	\$24.1	\$64.8	\$16.1	\$13.4
3	\$139.8	\$2.7	\$110.8	\$18.1	\$10.2	\$21.8	\$7.6	\$11.2	\$14.2	\$12.0	\$6.2	\$21.2
4	\$55.8	\$0.8	\$371.9	\$26.1	\$11.0	\$19.6	\$19.1	\$28.5	\$24.4	\$38.3	\$23.1	\$80.7
5	\$23.4	\$0.5	\$418.3	\$16.7	\$12.5	\$17.0	\$24.8	\$13.2	\$18.7	\$38.8	\$35.5	\$26.6
6	\$35.9	\$0.1	\$211.9	\$7.5	\$9.7	\$5.7	\$1.8	\$8.2	\$3.2	\$4.7	\$12.3	\$6.7
7	\$54.7	\$0.4	\$69.4	\$11.3	\$1.0	\$4.6	\$9.5	\$6.0	\$2.7	\$3.3	\$3.6	\$4.3
Statewide	\$497.1	\$15.0	1.6 B	\$174.7	\$81.4	\$115.0	\$111.1	\$108.7	\$102.8	\$195.8	\$114.8	\$182.3

*The planning period for Phase 1 airports began in 2021 and Phase 2 began in 2023.

The major rehabilitation needs are further broken down by District and are presented below.

DISTRICT-LEVEL 10-YEAR TOTAL MAJOR REHABILITATION NEEDS



DISTRICT 1 INVENTORY SUMMARY

1 District

20 PARTICIPATING AIRPORTS

3
Primary

3
Reliever

14
GA

70.4
Million SF of
Airfield Pavement

35
Paved
Runways

17
Years (*Average
Pavement Age*)

90%
Asphalt Surfaced
Pavements

10%
PCC Surfaced
Pavements

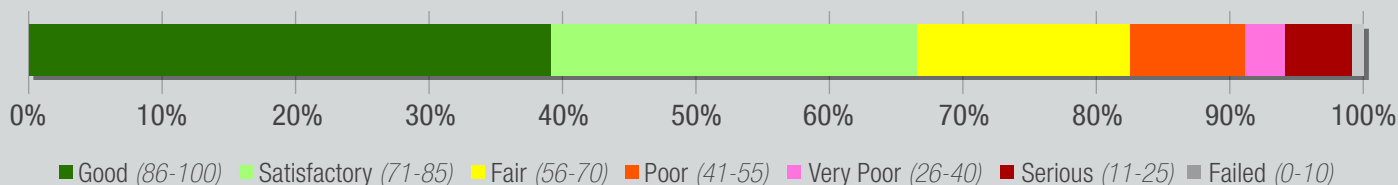
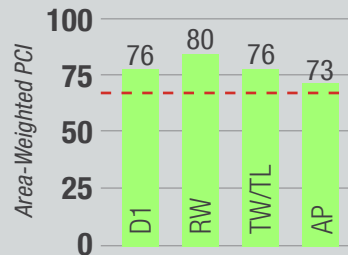
DISTRICT 1 AIRPORTS

Airport Identifier	Airport Name	SAPMP Phase	Airport Pavement Area (millions of SF)	Number of Runways
Primary/Commercial				
PGD	Punta Gorda Airport	2	5.6	3
RSW	Southwest Florida International Airport	2	12.6	1
SRQ	Sarasota/Bradenton International Airport	2	7.8	2
Reliever				
FMY	Page Field	2	6.2	2
LAL	Lakeland Linder International Airport	2	7.9	2
VNC	Venice Municipal Airport	2	3.6	2
General Aviation				
2IS	Airglades Airport	1	1.3	1
APF	Naples Municipal Airport	2	5.7	2
AVO	Avon Park Executive Airport	1	1.5	2
BOW	Bartow Executive Airport	1	3.6	3
CHN	Wauchula Municipal Airport	1	0.7	1
GIF	Winter Haven Regional Airport	1	2.5	2
IMM	Immokalee Regional Airport	1	2.4	2
MKY	Marco Island Executive Airport	1	1.3	1
OBE	Okeechobee County Airport	1	1.4	2
SEF	Sebring Regional Airport	1	3.0	2
X01	Everglades Airpark	1	0.2	1
X06	Arcadia Municipal Airport	1	0.6	1
X07	Lake Wales Municipal Airport	1	1.5	2
X14	Labelle Municipal Airport	1	1.0	1

District 1 PCI Summary



Current PCI: **76**
5-Year PCI: **67**

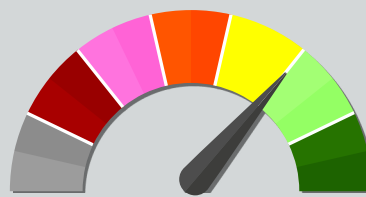


District 1 Runway PCI Summary



Current Runway Conditions:
PCI = **80**

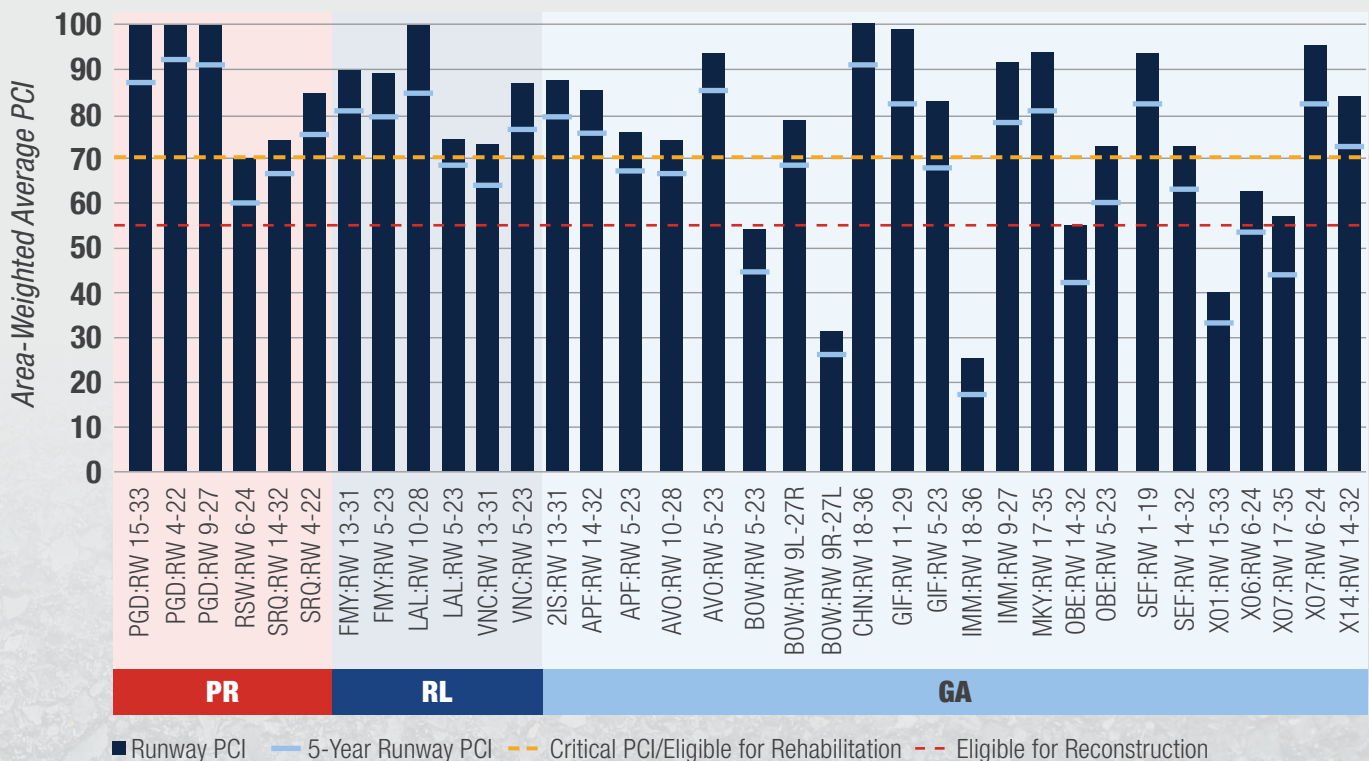
8 of **35**
are at or below
Critical PCI (**70**)



5-Year Runway Outlook:
PCI = **70**

17 of **35**
are at or below
Critical PCI (**70**)

CURRENT AND FORECASTED 5-YEAR RUNWAY PCI BY FACILITY



DISTRICT 1 LOCALIZED MAINTENANCE NEEDS

\$4.6M

Preventive total

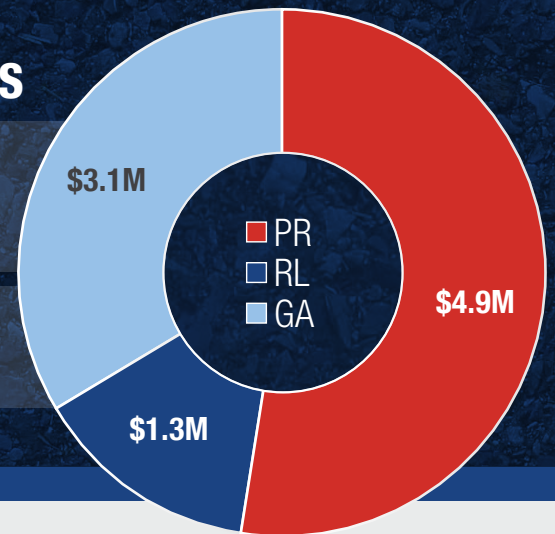
+

\$4.7M

Stopgap total

= \$9.3M

In Total Localized
Maintenance Needs



Localized Maintenance Needs

The localized maintenance for Primary, Reliever, and General Aviation airports within District 1 are shown below.

PLANNING-LEVEL LOCALIZED M&R NEEDS SUMMARY

Category	Network ID	Preventive Work Cost	Stopgap Work Cost	Total
PR	PGD	\$285,210	\$54,010	\$339,220
	RSW	\$1,346,290	\$1,986,120	\$3,332,410
	SRQ	\$1,147,470	\$101,260	\$1,248,730
PR Total		\$2,778,970	\$2,141,390	\$4,920,360
RL	FMY	\$415,480	\$0	\$415,480
	LAL	\$114,480	\$150,330	\$264,810
	VNC	\$502,570	\$86,310	\$588,880
RL Total		\$1,032,530	\$236,640	\$1,269,170
GA	2IS	\$16,570	\$144,520	\$161,090
	APF	\$422,220	\$81,390	\$503,610
	AVO	\$21,750	\$64,670	\$86,420
	BOW	\$154,440	\$364,550	\$518,990
	CHN	\$5,120	\$0	\$5,120
	GIF	\$59,510	\$29,260	\$88,770
	IMM	\$9,640	\$83,800	\$93,440
	MKY	\$5,420	\$0	\$5,420
	OBE	\$11,520	\$0	\$11,520
	SEF	\$33,220	\$1,556,440	\$1,589,660
	X01	\$9,790	\$0	\$9,790
	X06	\$0	\$0	\$0
	X07	\$2,850	\$8,770	\$11,620
X14	\$20,560	\$6,730	\$27,290	
GA Total		\$772,610	\$2,340,130	\$3,112,740
District 1 Total Localized Needs =		\$4,584,110	\$4,718,160	\$9,302,270

DISTRICT 1 MAJOR REHABILITATION NEEDS

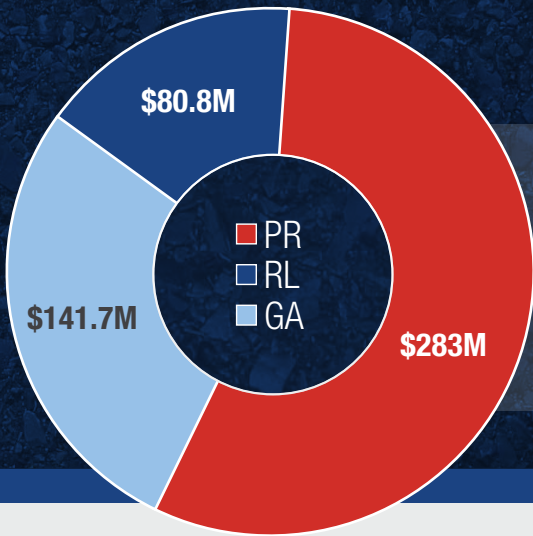
\$108.9M + \$396.6M

Total 5-Year RW Major Needs

Total 5-Year TW and AP Needs

= \$505.5M

In Total 5-Year Major Rehabilitation Needs



Major Rehabilitation Needs

Due to the “unlimited” funding nature of the needs analysis, all present needs are addressed in the first planning year. The first planning year for each airport is the year following the airport’s most recent inspection year for this program. The table below summarizes the planning-level major rehabilitation needs forecasted for a 5-year period within District 1.

M&R FUNDING NEEDS BY YEAR (IN MILLIONS)

Category	Network ID	Inspection Year	Year 1*	Year 2	Year 3	Year 4	Year 5	Planning Total
PR	PGD	2022	\$42.62	-	\$0.59	\$3.15	-	\$46.36
	RSW	2022	\$125.33	\$25.81	\$1.24	\$14.49	\$6.35	\$173.22
	SRQ	2022	\$31.95	\$8.22	\$16.70	\$6.55	-	\$63.42
PR Planning Total			\$199.90	\$34.03	\$18.53	\$24.19	\$6.35	\$283.00
RL	FMY	2022	\$24.43	\$1.53	\$2.17	\$0.37	\$4.89	\$33.39
	LAL	2022	\$20.97	\$1.77	\$2.83	\$0.99	\$3.13	\$29.69
	VNC	2022	\$17.68	-	-	-	-	\$17.68
RL Planning Total			\$63.08	\$3.30	\$5.00	\$1.36	\$8.02	\$80.76
GA	ZIS	2020	\$7.35	-	-	-	\$0.27	\$7.62
	APF	2022	\$12.94	\$0.27	\$5.17	\$4.27	\$3.18	\$25.83
	AVO	2020	\$4.96	-	\$1.54	-	-	\$6.50
	BOW	2020	\$25.99	\$0.44	-	\$4.42	\$0.32	\$31.17
	CHN	2020	\$2.08	-	-	-	-	\$2.08
	GIF	2020	\$10.99	\$0.02	-	\$1.28	\$1.66	\$13.95
	IMM	2020	\$11.91	-	-	-	\$0.07	\$11.98
	MKY	2020	-	-	-	-	\$0.09	\$0.09
	OBE	2020	\$6.93	-	-	\$0.98	-	\$7.91
	SEF	2020	\$21.03	-	-	\$3.36	\$0.33	\$24.72
	X01	2020	\$1.60	\$0.21	\$0.03	-	\$0.09	\$1.93
	X06	2020	\$3.78	-	-	-	-	\$3.78
X07	2020	\$3.45	-	-	-	-	\$3.45	
X14	2020	\$0.63	\$0.06	-	-	-	\$0.69	
GA Planning Total			\$113.64	\$1.00	\$6.74	\$14.31	\$6.01	\$141.70
District 1 Major Planning Needs =			\$376.62	\$38.33	\$30.27	\$39.86	\$20.38	\$505.46

DISTRICT 2 INVENTORY SUMMARY

2 District

14 PARTICIPATING AIRPORTS

2
Primary

2
Reliever

10
GA

53.6
Million SF of
Airfield Pavement

29
Paved
Runways

26
Years (Average
Pavement Age)

57%
Asphalt Surfaced
Pavements

41%
PCC Surfaced
Pavements

2%
WT Surfaced
Pavements

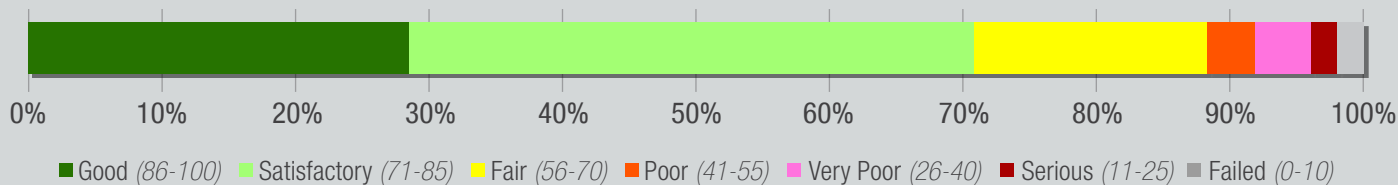
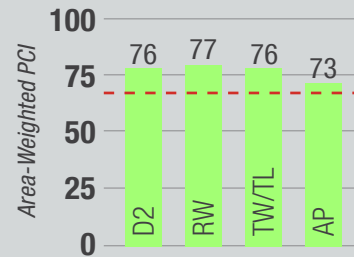
DISTRICT 2 AIRPORTS

Airport Identifier	Airport Name	SAPMP Phase	Airport Pavement Area (millions of SF)	Number of Runways
Primary/Commercial				
GNV	Gainesville Regional Airport	2	4.9	2
JAX	Jacksonville International Airport	2	11.7	2
Reliever				
CRG	Jacksonville Executive At Craig Airport	2	2.6	2
HEG	Herlong Recreational Airport	2	1.8	2
General Aviation				
24J	Suwannee County Airport	1	0.8	1
28J	Palatka Municipal - Lt. Kay Larkin Field	1	1.9	2
42J	Keystone Heights Airport	1	1.8	2
CDK	George T. Lewis Airport	1	0.2	1
CTY	Cross City Airport	1	1.7	2
FHB	Fernandina Beach Municipal Airport	2	2.9	3
FPY	Perry-Foley Airport	1	1.9	2
LCQ	Lake City Gateway Airport	1	3.9	2
VQQ	Cecil Airport	1	15.0	4
X60	Williston Municipal Airport	2	2.5	2

District 2 PCI Summary



Current PCI: **76**
5-Year PCI: **68**

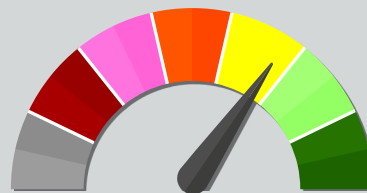


District 2 Runway PCI Summary



Current Runway Conditions:
PCI = **77**

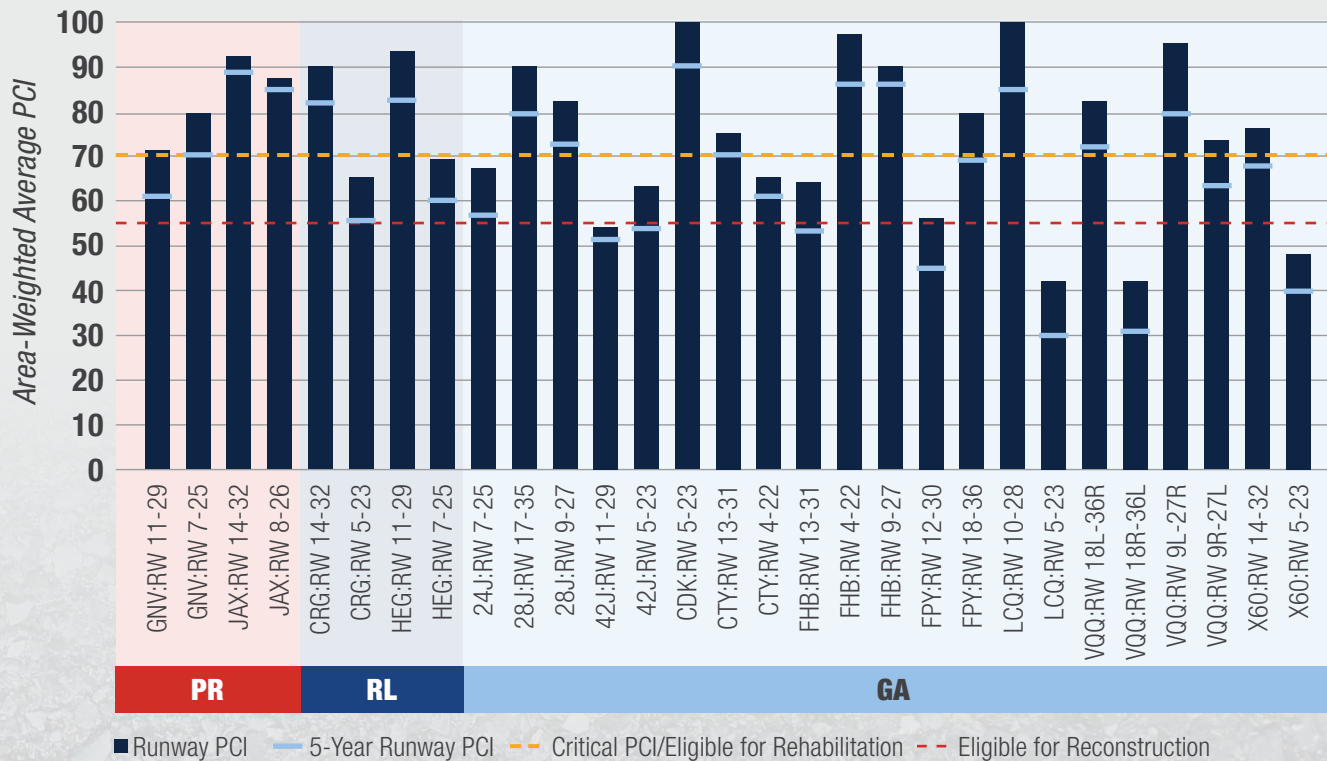
11 of **29**
are at or below
Critical PCI (**70**)



5-Year Runway Outlook:
PCI = **68**

17 of **29**
are at or below
Critical PCI (**70**)

CURRENT AND FORECASTED 5-YEAR RUNWAY PCI BY FACILITY



■ Runway PCI ■ 5-Year Runway PCI - - - Critical PCI/Eligible for Rehabilitation - - - Eligible for Reconstruction

DISTRICT 2 LOCALIZED MAINTENANCE NEEDS

\$6.5M

Preventive total

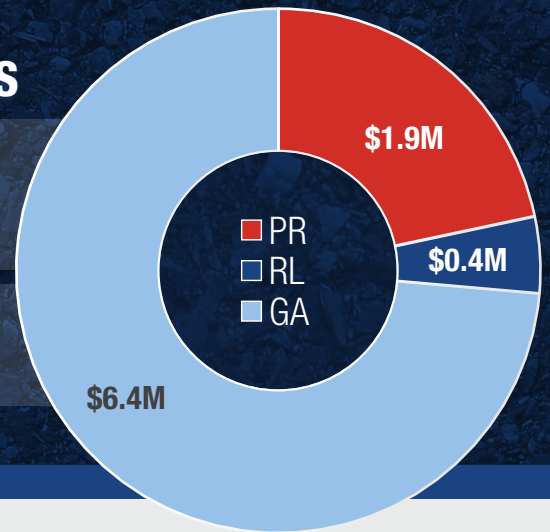
+

\$2.2M

Stopgap total

= \$8.7M

In Total Localized
Maintenance Needs



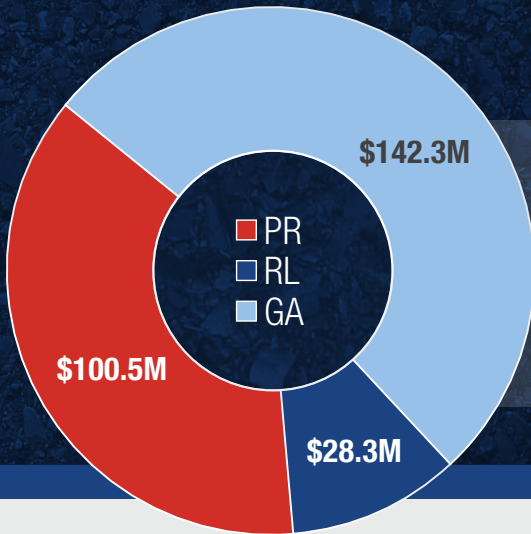
Localized Maintenance Needs

The localized maintenance for Primary, Reliever, and General Aviation airports within District 2 are shown below.

PLANNING-LEVEL LOCALIZED M&R NEEDS SUMMARY

Category	Network ID	Preventive Work Cost	Stopgap Work Cost	Total
PR	GNV	\$427,570	\$48,430	\$476,000
	JAX	\$1,389,350	\$10,930	\$1,400,280
PR Total		\$1,816,920	\$59,360	\$1,876,280
RL	CRG	\$125,030	\$11,600	\$136,630
	HEG	\$22,060	\$207,970	\$230,030
RL Total		\$147,090	\$219,570	\$366,660
GA	24J	\$7,340	\$7,800	\$15,140
	28J	\$50,630	\$3,380	\$54,010
	42J	\$20,860	\$202,160	\$223,020
	CDK	\$0	\$0	\$0
	CTY	\$4,990	\$34,200	\$39,190
	FHB	\$145,290	\$105,020	\$250,310
	FPY	\$390	\$248,990	\$249,380
	LCQ	\$12,210	\$66,630	\$78,840
	VQQ	\$4,222,790	\$139,230	\$4,362,020
	X60	\$56,230	\$1,124,760	\$1,180,990
GA Total		\$4,520,730	\$1,932,170	\$6,452,900
District 2 Total Localized Needs =		\$6,484,740	\$2,211,100	\$8,695,840

DISTRICT 2 MAJOR REHABILITATION NEEDS



$$\begin{aligned}
 & \mathbf{\$82.4M} \quad + \quad \mathbf{\$188.7M} \\
 & \text{Total 5-Year RW Major Needs} \quad \quad \quad \text{Total 5-Year TW and AP Needs} \\
 \\
 & \mathbf{= \quad \$271.1M} \quad \text{In Total 5-Year Major Rehabilitation Needs}
 \end{aligned}$$

Major Rehabilitation Needs

Due to the “unlimited” funding nature of the needs analysis, all present needs are addressed in the first planning year. The first planning year for each airport is the year following the airport’s most recent inspection year for this program. The table below summarizes the planning-level major rehabilitation needs forecasted for a 5-year period within District 2.

M&R FUNDING NEEDS BY YEAR (IN MILLIONS)

Category	Network ID	Inspection Year	Year 1*	Year 2	Year 3	Year 4	Year 5	Planning Total
PR	GNV	2022	\$32.85	\$13.70	\$1.87	\$1.16	\$0.52	\$50.10
	JAX	2022	\$29.11	\$11.57	\$0.82	\$6.98	\$1.93	\$50.41
PR Planning Total			\$61.96	\$25.27	\$2.69	\$8.14	\$2.45	\$100.51
RL	CRG	2022	\$14.09	\$2.04	\$0.94	\$1.03	\$0.12	\$18.22
	HEG	2022	\$9.46	\$0.25	-	\$0.20	\$0.15	\$10.06
RL Planning Total			\$23.55	\$2.29	\$0.94	\$1.23	\$0.27	\$28.28
GA	24J	2020	\$4.00	\$0.07	-	-	\$0.06	\$4.13
	28J	2020	\$2.65	-	\$0.76	\$0.97	\$0.08	\$4.46
	42J	2020	\$11.86	\$1.54	-	-	\$0.26	\$13.66
	CDK	2020	-	-	-	-	-	\$0.00
	CTY	2020	\$14.22	-	-	-	-	\$14.22
	FHB	2022	\$13.11	\$0.44	-	\$0.07	-	\$13.62
	FPY	2020	\$17.94	-	-	-	-	\$17.94
	LCQ	2020	\$12.86	-	-	-	-	\$12.86
	VQQ	2020	\$23.25	\$8.17	\$0.78	\$18.40	\$1.44	\$52.04
	X60	2022	\$6.61	-	-	\$2.77	-	\$9.38
GA Planning Total			\$106.50	\$10.22	\$1.54	\$22.21	\$1.84	\$142.31
District 2 Major Planning Needs =			\$192.01	\$37.78	\$5.17	\$31.58	\$4.56	\$271.10

*Year 1 equates to 2021 for airports inspected in 2020 and 2023 for airports inspected in 2022

DISTRICT 3 INVENTORY SUMMARY

3 District

14 PARTICIPATING AIRPORTS

4
Primary

0
Reliever

10
GA

38.4
Million SF of
Airfield Pavement

18
Paved
Runways

26
Years (*Average
Pavement Age*)

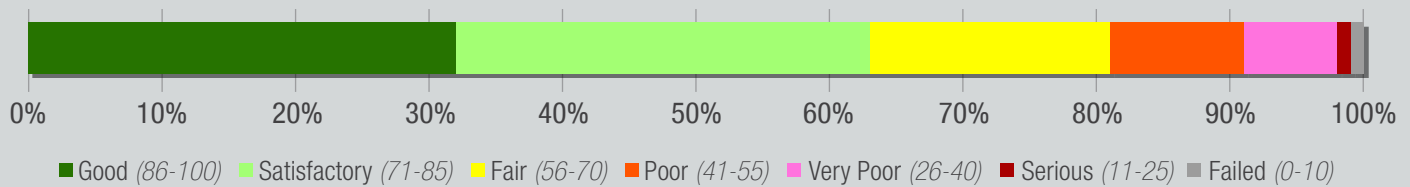
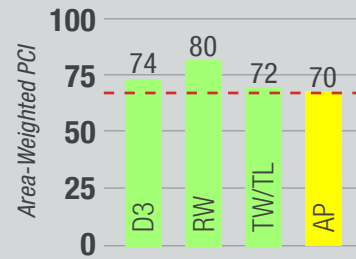
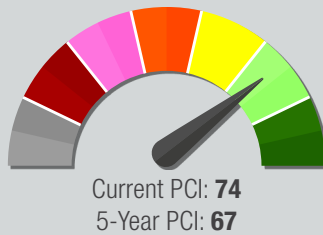
67%
Asphalt Surfaced
Pavements

33%
PCC Surfaced
Pavements

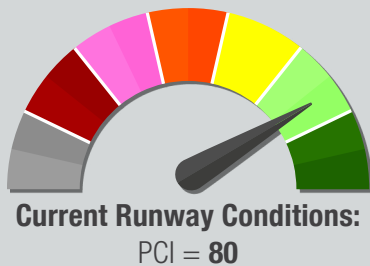
DISTRICT 3 AIRPORTS

Airport Identifier	Airport Name	SAPMP Phase	Airport Pavement Area (millions of SF)	Number of Runways
Primary/Commercial				
ECP	Northwest Florida Beaches International Airport	2	4.7	1
PNS	Pensacola International Airport	2	7.2	2
TLH	Tallahassee International Airport	2	8.4	2
VPS	Destin-Fort Walton Beach Airport	2	1.1	-
General Aviation				
2J9	Quincy Municipal Airport	1	0.4	1
2R4	Peter Prince Field	1	1.2	1
54J	Defuniak Springs Airport	1	0.7	1
AAF	Apalachicola Regional-Cleve Randolph Field	1	4.3	3
BCR	Tri-County Airport	1	0.8	1
CEW	Bob Sikes Airport	1	3.6	1
DTS	Destin Executive Airport	1	1.7	1
F95	Calhoun County Airport	2	0.7	1
MAI	Marianna Municipal Airport	1	3.2	2
X13	Carrabelle-Thompson Airport	1	0.4	1

District 3 PCI Summary



District 3 Runway PCI Summary

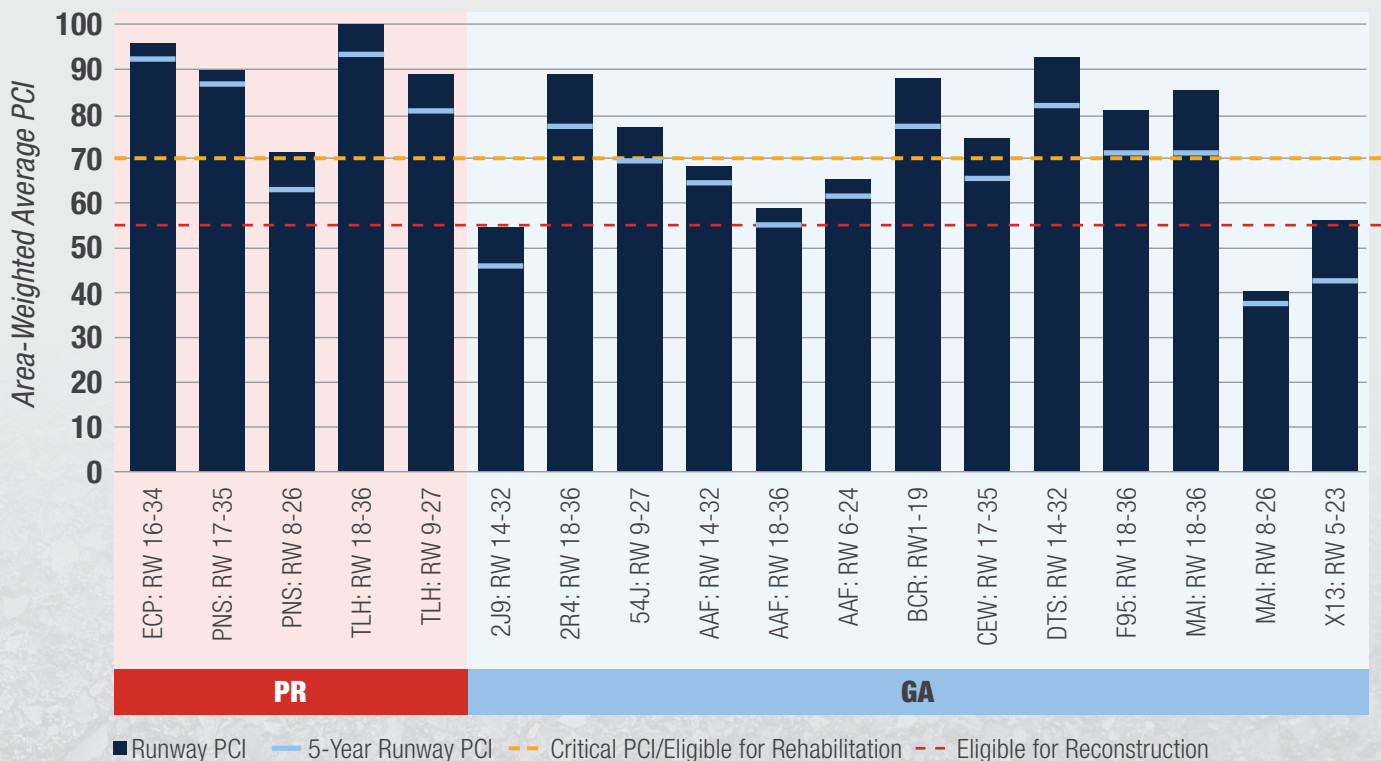


6 of **18**
are at or below
Critical PCI (**70**)



9 of **18**
are at or below
Critical PCI (**70**)

CURRENT AND FORECASTED 5-YEAR RUNWAY PCI BY FACILITY



DISTRICT 3 LOCALIZED MAINTENANCE NEEDS

\$2.3M

Preventive total

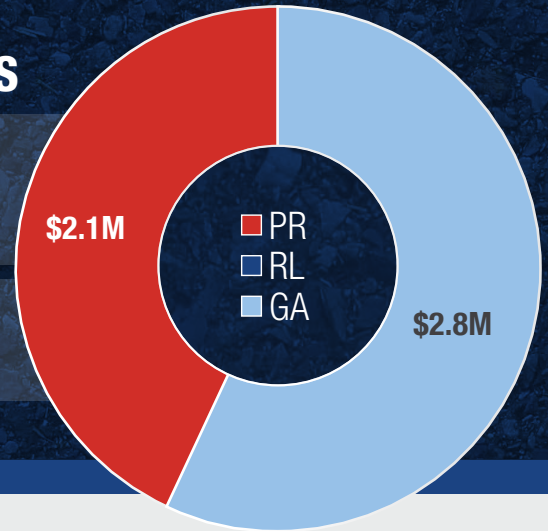
+

\$2.6M

Stopgap total

= \$4.9M

In Total Localized
Maintenance Needs



Localized Maintenance Needs

The localized maintenance for Primary, Reliever, and General Aviation airports within District 3 are shown below.

PLANNING-LEVEL LOCALIZED M&R NEEDS SUMMARY

Category	Network ID	Preventive Work Cost	Stopgap Work Cost	Total
PR	ECP	\$384,050	\$0	\$384,050
	PNS	\$607,550	\$3,160	\$610,710
	TLH	\$717,520	\$57,590	\$775,110
	VPS	\$366,350	\$11,420	\$377,770
PR Total		\$2,075,470	\$72,170	\$2,147,640
GA	2J9	\$2,030	\$3,180	\$5,210
	2R4	\$4,990	\$30	\$5,020
	54J	\$45,510	\$20	\$45,530
	AAF	\$102,470	\$1,272,420	\$1,374,890
	BCR	\$20,550	\$2,760	\$23,310
	CEW	\$43,340	\$12,980	\$56,320
	DTS	\$9,070	\$21,290	\$30,360
	F95	\$19,270	\$27,190	\$46,460
	MAI	\$28,050	\$1,184,850	\$1,212,900
	X13	\$0	\$0	\$0
GA Total		\$275,280	\$2,524,720	\$2,800,000
District 3 Total Localized Needs =		\$2,350,750	\$2,596,890	\$4,947,640

DISTRICT 3 MAJOR REHABILITATION NEEDS



\$67.7M + **\$235.2M**

Total 5-Year RW Major Needs

Total 5-Year TW and AP Needs

= \$302.9M In Total 5-Year Major Rehabilitation Needs

Major Rehabilitation Needs

Due to the “unlimited” funding nature of the needs analysis, all present needs are addressed in the first planning year. The first planning year for each airport is the year following the airport’s most recent inspection year for this program. The table below summarizes the planning-level major rehabilitation needs forecasted for a 5-year period within District 3.

M&R FUNDING NEEDS BY YEAR (IN MILLIONS)

Category	Network ID	Inspection Year	Year 1*	Year 2	Year 3	Year 4	Year 5	Planning Total
PR	ECP	2022	\$0.27	-	-	\$12.16	\$2.24	\$14.67
	PNS	2022	\$47.17	\$6.27	\$1.21	\$1.82	\$0.94	\$57.41
	TLH	2021	\$49.30	\$9.79	\$1.90	\$0.40	\$3.56	\$64.95
	VPS	2022	\$0.55	-	-	-	\$0.11	\$0.66
PR Planning Total			\$97.29	\$16.06	\$3.11	\$14.38	\$6.85	\$137.69
GA	2J9	2020	\$3.06	-	-	\$0.07	-	\$3.13
	2R4	2020	\$5.33	-	-	-	\$0.17	\$5.50
	54J	2020	\$0.51	\$0.65	\$0.30	\$0.23	\$1.45	\$3.14
	AAF	2020	\$65.45	-	\$7.31	-	-	\$72.76
	BCR	2020	\$0.23	\$0.19	\$0.48	\$0.06	\$0.02	\$0.98
	CEW	2020	\$6.25	\$1.86	\$1.27	\$1.62	\$5.45	\$16.45
	DTS	2020	\$9.76	-	\$1.74	-	-	\$11.50
	F95	2022	\$2.42	\$0.03	\$0.04	\$0.06	-	\$2.55
	MAI	2020	\$45.91	-	-	-	-	\$45.91
X13	2020	\$3.32	-	-	-	-	\$3.32	
GA Planning Total			\$142.24	\$2.73	\$11.14	\$2.04	\$7.09	\$165.24
District 3 Major Planning Needs =			\$239.53	\$18.79	\$14.25	\$16.42	\$13.94	\$302.93

DISTRICT 4 INVENTORY SUMMARY

4 District

14 PARTICIPATING AIRPORTS

3
Primary

5
Reliever

6
GA

68.1
Million SF of
Airfield Pavement

33
Paved
Runways

15
Years (*Average
Pavement Age*)

81%
Asphalt Surfaced
Pavements

19%
PCC Surfaced
Pavements

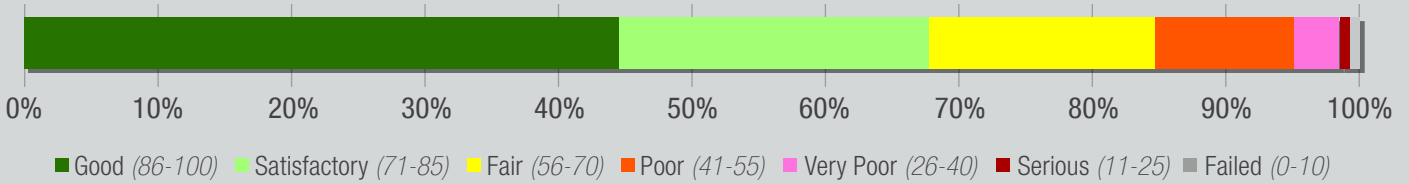
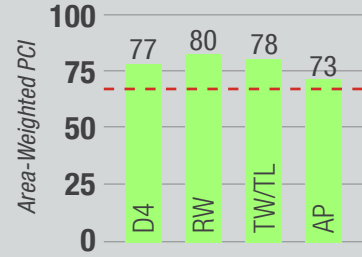
DISTRICT 4 AIRPORTS

Airport Identifier	Airport Name	SAPMP Phase	Airport Pavement Area (millions of SF)	Number of Runways
Primary/Commercial				
FLL	Fort Lauderdale/Hollywood International Airport	2	16.5	2
PBI	Palm Beach International Airport	2	15.3	3
VRB	Vero Beach Regional Airport	2	6.3	3
Reliever				
BCT	Boca Raton Airport	2	1.5	1
F45	North Palm Beach County General Aviation Airport	2	2.6	2
FXE	Fort Lauderdale Executive Airport	2	4.3	2
HWO	North Perry Airport	2	3.1	4
LNA	Palm Beach County Park Airport	2	2.2	3
General Aviation				
FPR	Treasure Coast International Airport	1	5.5	3
PHK	Palm Beach County Glades Airport	1	0.7	1
PMP	Pompano Beach Airpark	1	4.3	3
SUA	Witham Field	1	3.9	3
X10	Belle Glade State Municipal Airport	1	0.3	1
X26	Sebastian Municipal Airport	1	1.7	2

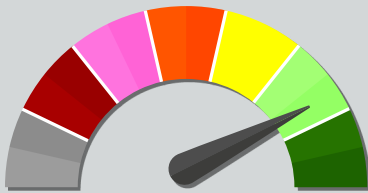
District 4 PCI Summary



Current PCI: **77**
5-Year PCI: **68**

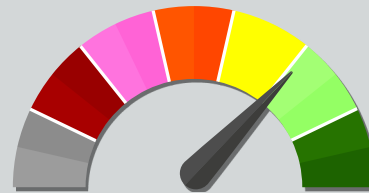


District 4 Runway PCI Summary



Current Runway Conditions:
PCI = **80**

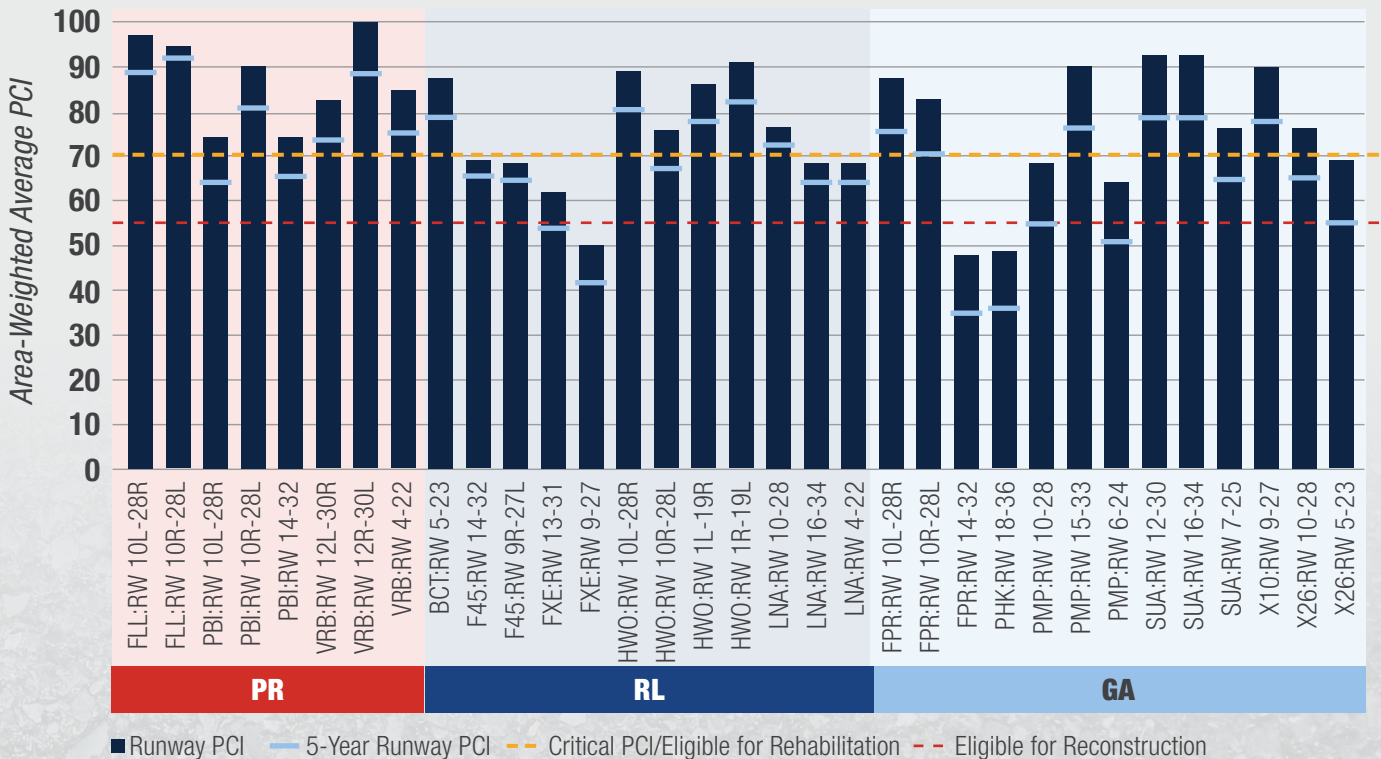
10 of **33**
are at or below
Critical PCI (**70**)



5-Year Runway Outlook:
PCI = **71**

17 of **33**
are at or below
Critical PCI (**70**)

CURRENT AND FORECASTED 5-YEAR RUNWAY PCI BY FACILITY



DISTRICT 4 LOCALIZED MAINTENANCE NEEDS

\$4.9M

Preventive total

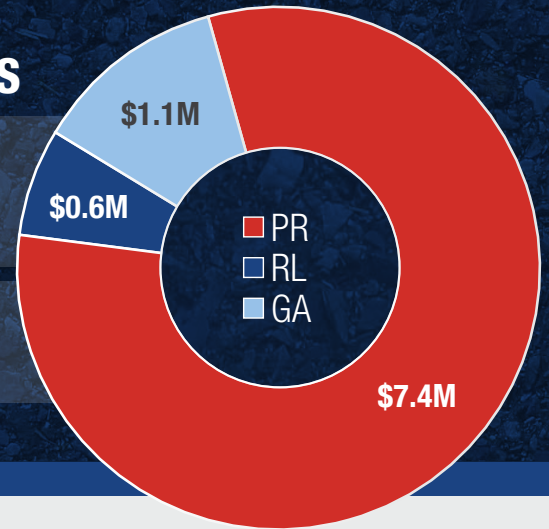
+

\$4.2M

Stopgap total

= \$9.1M

In Total Localized
Maintenance Needs



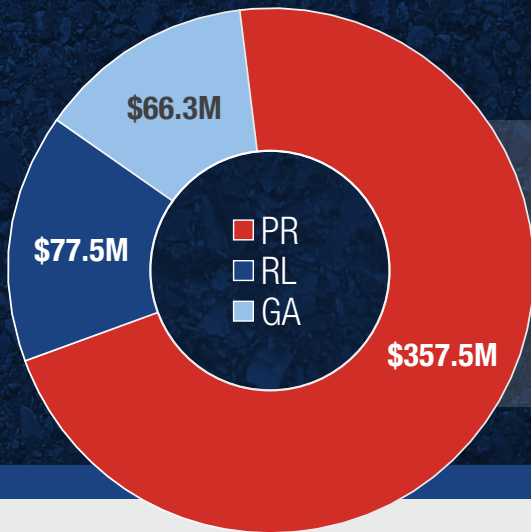
Localized Maintenance Needs

The localized maintenance for Primary, Reliever, and General Aviation airports within District 4 are shown below.

PLANNING-LEVEL LOCALIZED M&R NEEDS SUMMARY

Category	Network ID	Preventive Work Cost	Stopgap Work Cost	Total
PR	FLL	\$2,824,300	\$456,920	\$3,281,220
	PBI	\$969,970	\$2,557,650	\$3,527,620
	VRB	\$240,450	\$378,170	\$618,620
PR Total		\$4,034,720	\$3,392,740	\$7,427,460
RL	BCT	\$63,520	\$0	\$63,520
	F45	\$143,170	\$0	\$143,170
	FXE	\$60,650	\$0	\$60,650
	HWO	\$85,920	\$45,240	\$131,160
	LNA	\$214,690	\$0	\$214,690
RL Total		\$567,950	\$45,240	\$613,190
GA	FPR	\$117,940	\$478,870	\$596,810
	PHK	\$18,650	\$0	\$18,650
	PMP	\$136,420	\$15,730	\$152,150
	SUA	\$27,690	\$178,690	\$206,380
	X10	\$840	\$23,030	\$23,870
	X26	\$19,800	\$32,430	\$52,230
GA Total		\$321,340	\$728,750	\$1,050,090
District 4 Total Localized Needs =		\$4,924,010	\$4,166,730	\$9,090,740

DISTRICT 4 MAJOR REHABILITATION NEEDS



\$90.5M

Total 5-Year RW Major Needs

+

\$410.8M

Total 5-Year TW and AP Needs

= \$501.3M

In Total 5-Year Major Rehabilitation Needs

Major Rehabilitation Needs

Due to the “unlimited” funding nature of the needs analysis, all present needs are addressed in the first planning year. The first planning year for each airport is the year following the airport’s most recent inspection year for this program. The table below summarizes the planning-level major rehabilitation needs forecasted for a 5-year period within District 4.

M&R FUNDING NEEDS BY YEAR (IN MILLIONS)

Category	Network ID	Inspection Year	Year 1*	Year 2	Year 3	Year 4	Year 5	Planning Total
PR	FLL	2022	\$124.58	\$8.29	\$0.96	\$1.74	\$10.17	\$145.74
	PBI	2022	\$142.85	\$3.28	\$0.49	\$12.45	\$5.14	\$164.21
	VRB	2022	\$45.95	\$0.19	\$0.98	-	\$0.45	\$47.57
PR Planning Total			\$313.38	\$11.76	\$2.43	\$14.19	\$15.76	\$357.52
RL	BCT	2022	\$0.16	\$0.03	-	\$0.02	\$0.49	\$0.70
	F45	2022	\$19.13	\$1.87	\$2.55	\$2.07	\$0.32	\$25.94
	FXE	2022	\$20.52	-	\$1.48	\$0.05	\$1.10	\$23.15
	HWO	2022	\$13.32	\$3.54	\$0.12	\$0.09	-	\$17.07
	LNA	2022	\$4.34	\$4.87	-	\$1.46	-	\$10.67
RL Planning Total			\$57.47	\$10.31	\$4.15	\$3.69	\$1.91	\$77.53
GA	FPR	2020	\$22.67	\$0.36	\$0.25	\$2.77	\$0.10	\$26.15
	PHK	2020	\$3.35	\$0.12	-	\$0.03	-	\$3.50
	PMP	2020	\$15.47	-	-	-	-	\$15.47
	SUA	2020	\$10.68	\$0.34	\$0.09	\$1.13	\$3.33	\$15.57
	X10	2020	\$0.53	-	-	-	-	\$0.53
	X26	2020	\$3.14	-	\$0.73	\$0.15	\$1.05	\$5.07
GA Planning Total			\$55.84	\$0.82	\$1.07	\$4.08	\$4.48	\$66.29
District 4 Major Planning Needs =			\$426.69	\$22.89	\$7.65	\$21.96	\$22.15	\$501.34

*Year 1 equates to 2021 for airports inspected in 2020 and 2023 for airports inspected in 2022

DISTRICT 5 INVENTORY SUMMARY

5
District

17 PARTICIPATING AIRPORTS

3
Primary

2
Reliever

12
GA

65.3
Million SF of Airfield Pavement

36
Paved Runways

16
Years (Average Pavement Age)

90%
Asphalt Surfaced Pavements

9%
PCC Surfaced Pavements

1%
WT Surfaced Pavements

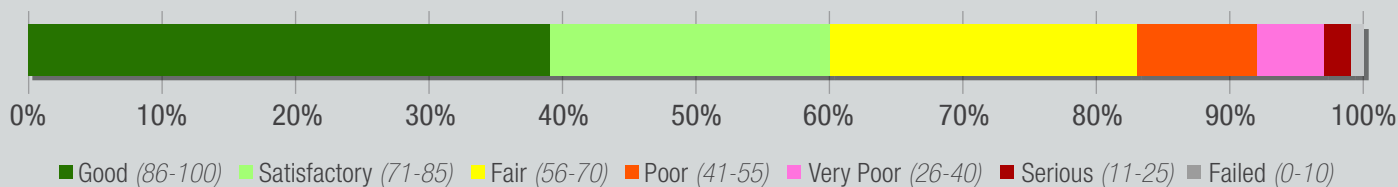
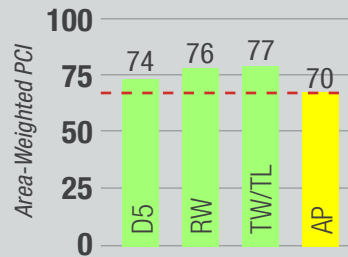
DISTRICT 5 AIRPORTS

Airport Identifier	Airport Name	SAPMP Phase	Airport Pavement Area (millions of SF)	Number of Runways
Primary/Commercial				
DAB	Daytona Beach International Airport	2	9.2	3
MLB	Melbourne Orlando International Airport	2	8.6	3
SFB	Orlando Sanford International Airport	2	11.4	4
Reliever				
ISM	Kissimmee Gateway Airport	2	4.5	2
ORL	Orlando Executive Airport	2	5.9	2
General Aviation				
COI	Merritt Island Airport	1	1.2	1
DED	Deland Municipal Airport - Sidney H. Taylor Field	2	3.4	2
EVB	New Smyrna Beach Municipal Airport	2	2.7	3
FIN	Flagler Executive Airport	1	2.8	2
LEE	Leesburg International Airport	2	2.6	2
OCF	Ocala International Airport - Jim Taylor Field	2	3.1	2
OMN	Ormond Beach Municipal Airport	2	2.0	2
TIX	Space Coast Regional Airport	2	4.2	2
X21	Arthur Dunn Air Park	1	0.5	1
X23	Umatilla Municipal Airport	1	0.3	1
X35	Marion County Airport	1	1.3	2
X59	Valkaria Airport	1	1.7	2

District 5 PCI Summary



Current PCI: **74**
5-Year PCI: **65**

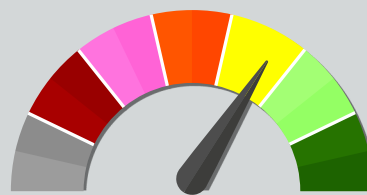


District 5 Runway PCI Summary



Current Runway Conditions:
PCI = **76**

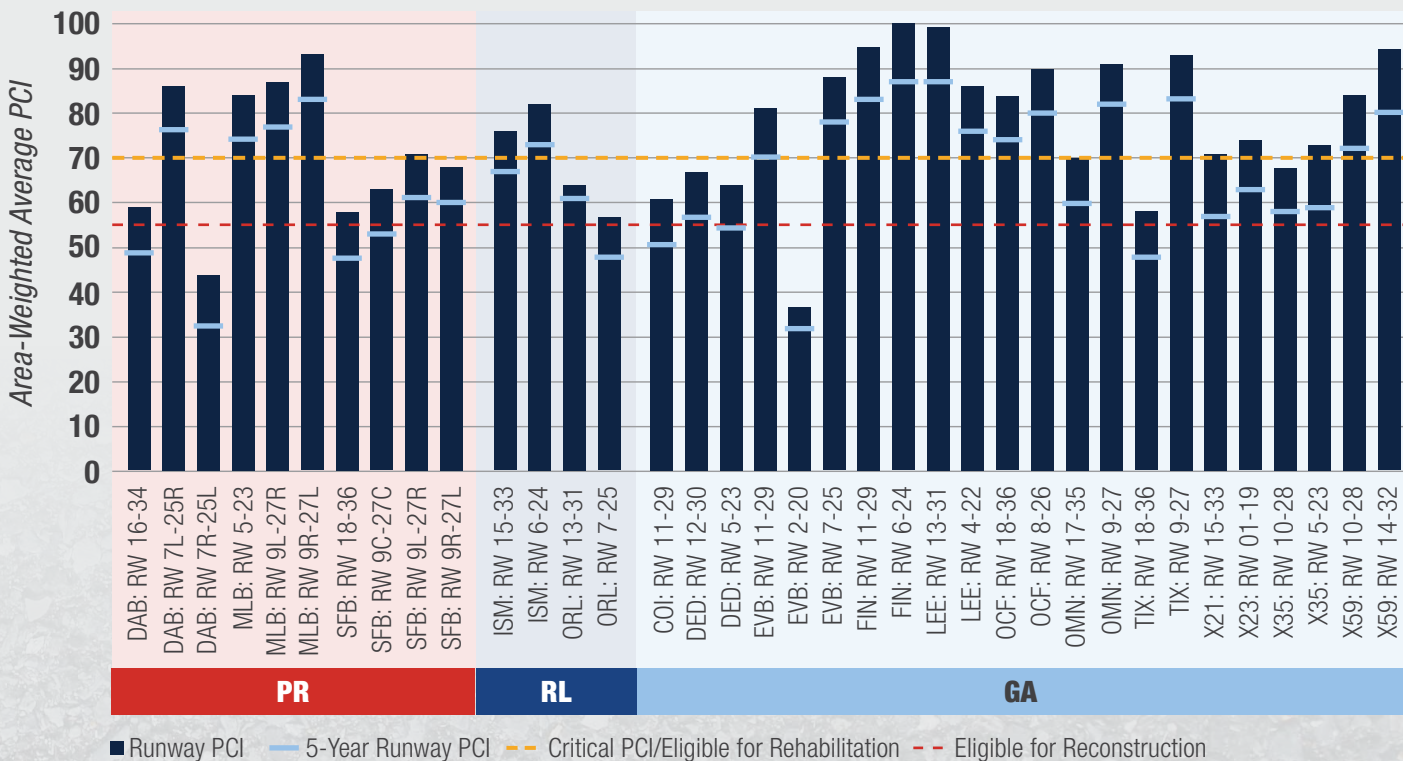
14 of **36**
are at or below
Critical PCI (**70**)



5-Year Runway Outlook:
PCI = **66**

20 of **36**
are at or below
Critical PCI (**70**)

CURRENT AND FORECASTED 5-YEAR RUNWAY PCI BY FACILITY



DISTRICT 5 LOCALIZED MAINTENANCE NEEDS

\$2.2M

Preventive total

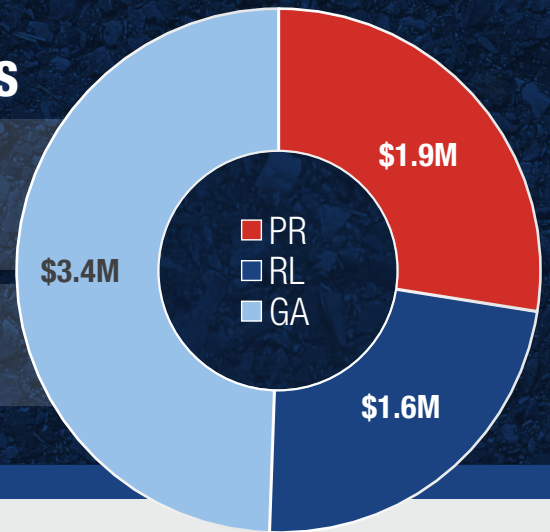
+

\$4.7M

Stopgap total

= \$6.9M

In Total Localized
Maintenance Needs



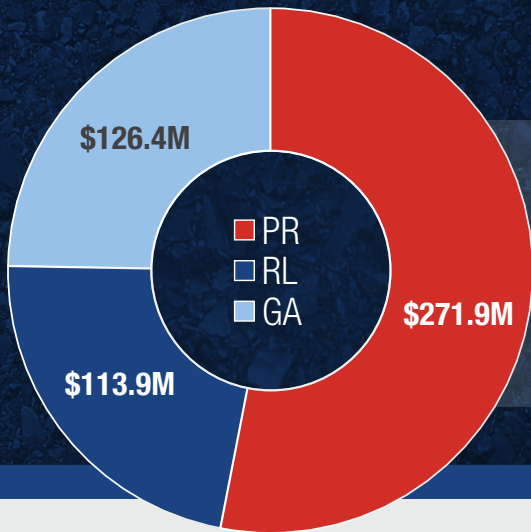
Localized Maintenance Needs

The localized maintenance for Primary, Reliever, and General Aviation airports within District 5 are shown below.

PLANNING-LEVEL LOCALIZED M&R NEEDS SUMMARY

Category	Network ID	Preventive Work Cost	Stopgap Work Cost	Total
PR	DAB	\$493,950	\$518,120	\$1,012,070
	MLB	\$319,170	\$7,210	\$326,380
	SFB	\$309,450	\$282,540	\$591,990
PR Total		\$1,122,570	\$807,870	\$1,930,440
RL	ISM	\$150,680	\$1,112,830	\$1,263,510
	ORL	\$69,530	\$278,210	\$347,740
RL Total		\$220,210	\$1,391,040	\$1,611,250
GA	COI	\$3,750	\$25,380	\$29,130
	DED	\$131,320	\$32,550	\$163,870
	EVB	\$87,910	\$1,079,290	\$1,167,200
	FIN	\$27,020	\$322,510	\$349,530
	LEE	\$86,490	\$44,830	\$131,320
	OCF	\$46,270	\$5,380	\$51,650
	OMN	\$12,990	\$442,580	\$455,570
	TIX	\$427,230	\$7,770	\$435,000
	X21	\$17,170	\$0	\$17,170
	X23	\$24,750	\$0	\$24,750
	X35	\$1,990	\$14,310	\$16,300
X59	\$12,160	\$499,360	\$511,520	
GA Total		\$879,050	\$2,473,960	\$3,353,010
District 5 Total Localized Needs =		\$2,221,830	\$4,672,870	\$6,894,700

DISTRICT 5 MAJOR REHABILITATION NEEDS



\$140.6M + \$371.6M

Total 5-Year RW Major Needs

Total 5-Year TW and AP Needs

= \$512.2M

In Total 5-Year Major Rehabilitation Needs

Major Rehabilitation Needs

Due to the “unlimited” funding nature of the needs analysis, all present needs are addressed in the first planning year. The first planning year for each airport is the year following the airport’s most recent inspection year for this program. The table below summarizes the planning-level major rehabilitation needs forecasted for a 5-year period within District 5.

M&R FUNDING NEEDS BY YEAR (IN MILLIONS)

Category	Network ID	Inspection Year	Year 1*	Year 2	Year 3	Year 4	Year 5	Planning Total
PR	DAB	2022	\$96.98	\$3.12	\$1.13	\$3.32	-	\$104.55
	MLB	2022	\$31.71	\$9.69	\$3.38	\$2.70	\$8.56	\$56.04
	SFB	2022	\$92.04	\$0.34	\$4.08	\$4.49	\$10.39	\$111.34
PR Planning Total			\$220.73	\$13.15	\$8.59	\$10.51	\$18.95	\$271.93
RL	ISM	2022	\$49.89	\$0.04	\$0.73	\$0.57	\$1.73	\$52.96
	ORL	2022	\$59.37	\$0.59	\$0.58	\$0.19	\$0.16	\$60.89
RL Planning Total			\$109.26	\$0.63	\$1.31	\$0.76	\$1.89	\$113.85
GA	COI	2020	\$8.73	-	\$0.31	-	\$0.10	\$9.14
	DED	2022	\$24.28	\$0.89	\$1.85	\$2.76	\$1.23	\$31.01
	EVB	2022	\$16.07	\$0.64	\$0.19	-	-	\$16.90
	FIN	2020	\$4.19	-	-	-	-	\$4.19
	LEE	2022	\$3.04	-	-	\$1.46	\$1.24	\$5.74
	OCF	2022	\$7.16	-	\$0.38	\$0.04	\$0.52	\$8.10
	OMN	2022	\$10.23	-	-	-	-	\$10.23
	TIX	2022	\$23.59	\$0.31	-	\$1.45	-	\$25.35
	X21	2020	\$3.09	\$0.21	-	-	\$0.03	\$3.33
	X23	2020	\$0.28	-	\$0.21	\$1.05	\$0.06	\$1.60
	X35	2020	\$4.11	\$0.30	\$3.00	-	-	\$7.41
X59	2020	\$3.01	-	\$0.43	-	-	\$3.44	
GA Planning Total			\$107.78	\$2.35	\$6.37	\$6.76	\$3.18	\$126.44
District 5 Major Planning Needs =			\$437.77	\$16.13	\$16.27	\$18.03	\$24.02	\$512.22

DISTRICT 6 INVENTORY SUMMARY

6
District

6 PARTICIPATING AIRPORTS

1
Primary

2
Reliever

3
GA

27
Million SF of Airfield Pavement

11
Paved Runways

22
Years (*Average Pavement Age*)

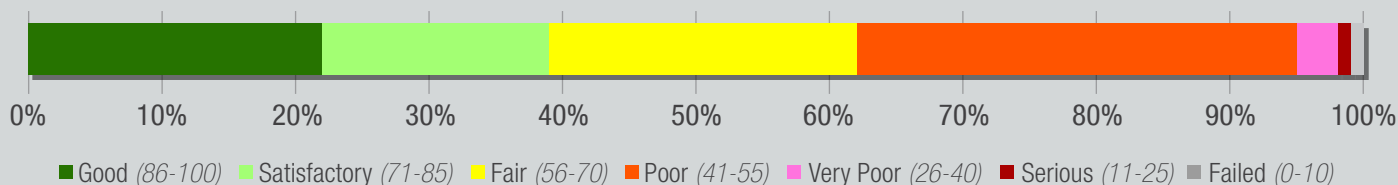
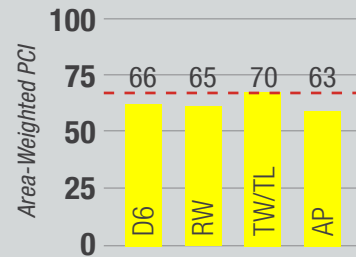
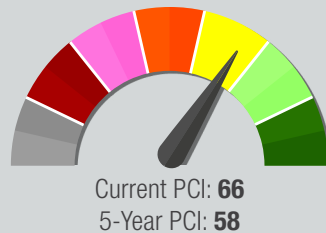
96%
Asphalt Surfaced Pavements

4%
PCC Surfaced Pavements

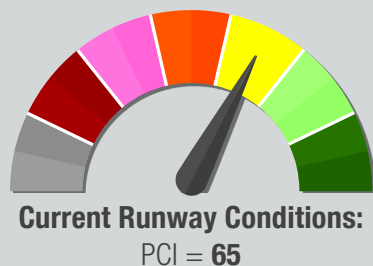
DISTRICT 6 AIRPORTS

Airport Identifier	Airport Name	SAPMP Phase	Airport Pavement Area (millions of SF)	Number of Runways
Primary/Commercial				
EYW	Key West International Airport	2	1.8	1
Reliever				
OPF	Miami-Opa Locka Executive Airport	2	10.8	3
TMB	Miami Executive Airport	2	7.3	3
General Aviation				
MTH	The Florida Keys Marathon International Airport	2	1.7	1
TNT	Dade-Collier Training and Transition Airport	1	3.8	1
X51	Miami Homestead General Aviation Airport	1	1.7	2

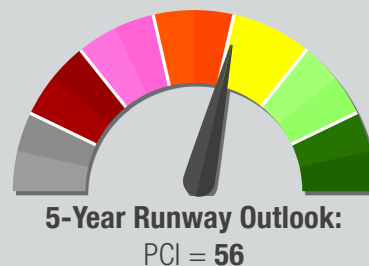
District 6 PCI Summary



District 6 Runway PCI Summary

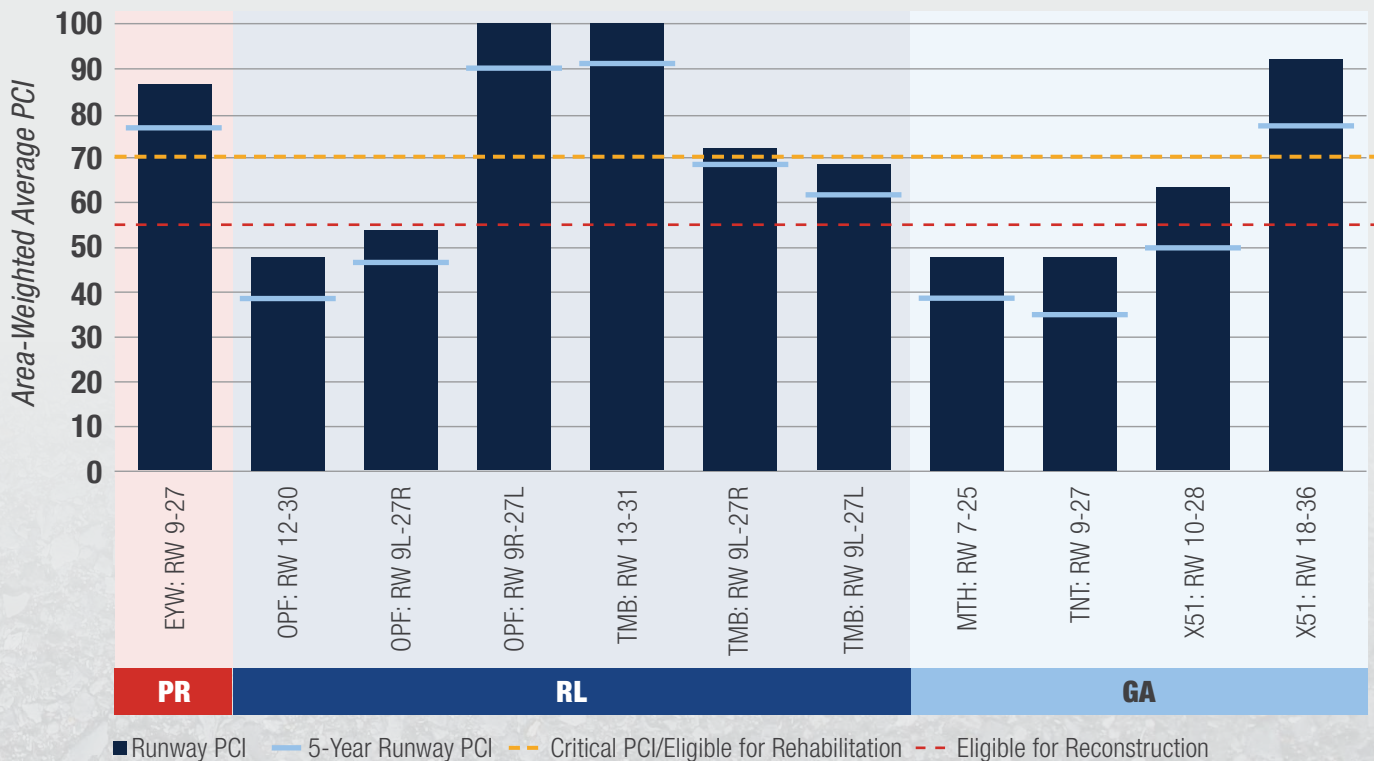


6 of **11**
are at or below
Critical PCI (**70**)



7 of **11**
are at or below
Critical PCI (**70**)

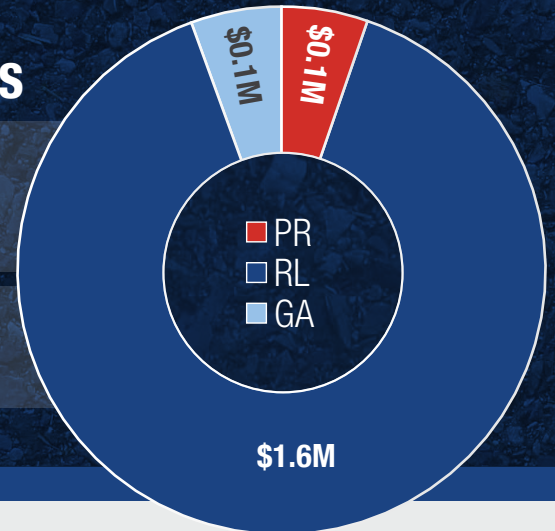
CURRENT AND FORECASTED 5-YEAR RUNWAY PCI BY FACILITY



DISTRICT 6 LOCALIZED MAINTENANCE NEEDS

\$1.0M + **\$0.8M**
Preventive total Stopgap total

= \$1.8M In Total Localized Maintenance Needs



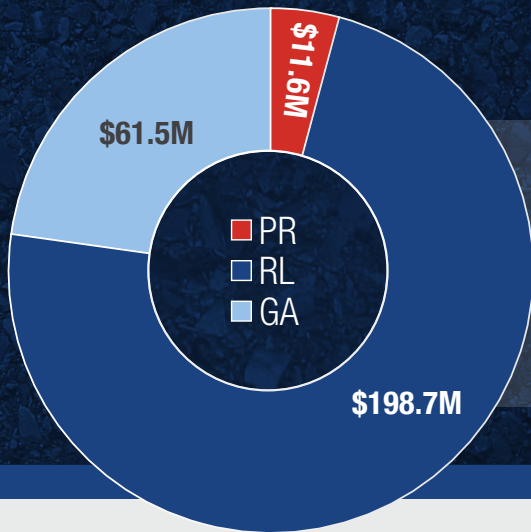
Localized Maintenance Needs

The localized maintenance for Primary, Reliever, and General Aviation airports within District 6 are shown below.

PLANNING-LEVEL LOCALIZED M&R NEEDS SUMMARY

Category	Network ID	Preventive Work Cost	Stopgap Work Cost	Total
PR	EYW	\$123,940	\$19,600	\$143,540
	PR Total	\$123,940	\$19,600	\$143,540
RL	OPF	\$316,140	\$694,580	\$1,010,720
	TMB	\$519,770	\$11,160	\$530,930
RL Total		\$835,910	\$705,740	\$1,541,650
GA	MTH	\$22,650	\$28,440	\$51,090
	TNT	\$19,890	\$17,830	\$37,720
	X51	\$12,390	\$0	\$12,390
GA Total		\$54,930	\$46,270	\$101,200
District 6 Total Localized Needs =		\$1,014,780	\$771,610	\$1,786,390

DISTRICT 6 MAJOR REHABILITATION NEEDS



\$80.8M + **\$191.0M**

Total 5-Year RW Major Needs

Total 5-Year TW and AP Needs

= \$271.8M

In Total 5-Year Major Rehabilitation Needs

Major Rehabilitation Needs

Due to the “unlimited” funding nature of the needs analysis, all present needs are addressed in the first planning year. The first planning year for each airport is the year following the airport’s most recent inspection year for this program. The table below summarizes the planning-level major rehabilitation needs forecasted for a 5-year period within District 6.

M&R FUNDING NEEDS BY YEAR (IN MILLIONS)

Category	Network ID	Inspection Year	Year 1*	Year 2	Year 3	Year 4	Year 5	Planning Total
PR	EYW	2022	\$11.33	\$0.17	\$0.10	-	-	\$11.60
PR Planning Total			\$11.33	\$0.17	\$0.10	\$0.00	\$0.00	\$11.60
RL	OPF	2022	\$138.15	\$4.54	\$0.05	\$1.34	\$0.38	\$144.46
	TMB	2022	\$39.20	\$0.64	\$9.51	\$3.44	\$1.43	\$54.22
RL Planning Total			\$177.35	\$5.18	\$9.56	\$4.78	\$1.81	\$198.68
GA	MTH	2022	\$23.17	\$0.05	-	\$0.15	-	\$23.37
	TNT	2020	\$29.51	\$0.05	-	\$2.12	-	\$31.68
	X51	2020	\$6.34	\$0.08	-	-	\$0.04	\$6.46
GA Planning Total			\$59.02	\$0.18	\$0.00	\$2.27	\$0.04	\$61.51
District 6 Major Planning Needs =			\$247.70	\$5.53	\$9.66	\$7.05	\$1.85	\$271.79

*Year 1 equates to 2021 for airports inspected in 2020 and 2023 for airports inspected in 2022

DISTRICT 7 INVENTORY SUMMARY

7 District

10 PARTICIPATING AIRPORTS

1
Primary

4
Reliever

5
GA

20.5
Million SF of
Airfield Pavement

16
Paved
Runways

18
Years (*Average
Pavement Age*)

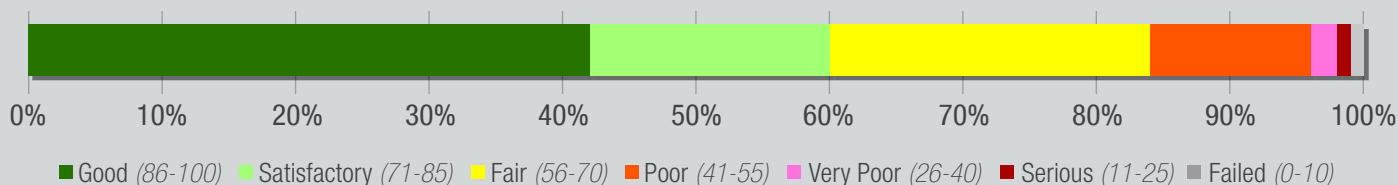
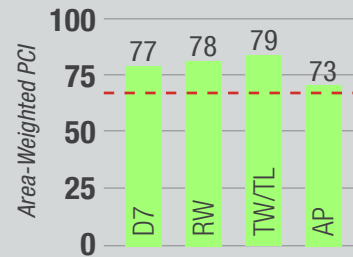
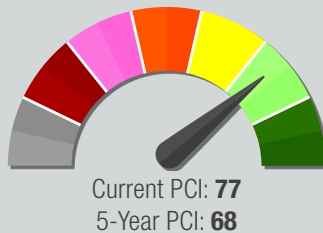
89%
Asphalt Surfaced
Pavements

11%
PCC Surfaced
Pavements

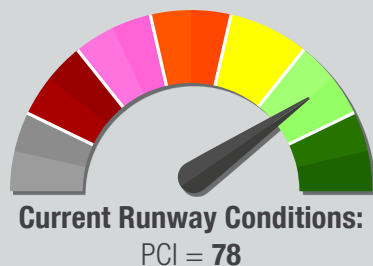
DISTRICT 7 AIRPORTS

Airport Identifier	Airport Name	SAPMP Phase	Airport Pavement Area (millions of SF)	Number of Runways
Primary/Commercial				
PIE	St. Pete-Clearwater International Airport	2	5.7	2
Reliever				
CLW	Clearwater Air Park	2	0.7	1
SPG	Albert Whitted Airport	2	1.6	2
TPF	Peter O. Knight Airport	2	1.4	2
VDF	Tampa Executive Airport	2	2.6	2
General Aviation				
BKV	Brooksville - Tampa Bay Regional Airport	1	3.6	2
CGC	Crystal River - Captain Tom Davis Field	1	0.9	1
INF	Inverness Airport	1	1.0	1
PCM	Plant City Airport	1	0.9	1
ZPH	Zephyrhills Municipal Airport	1	2.2	2

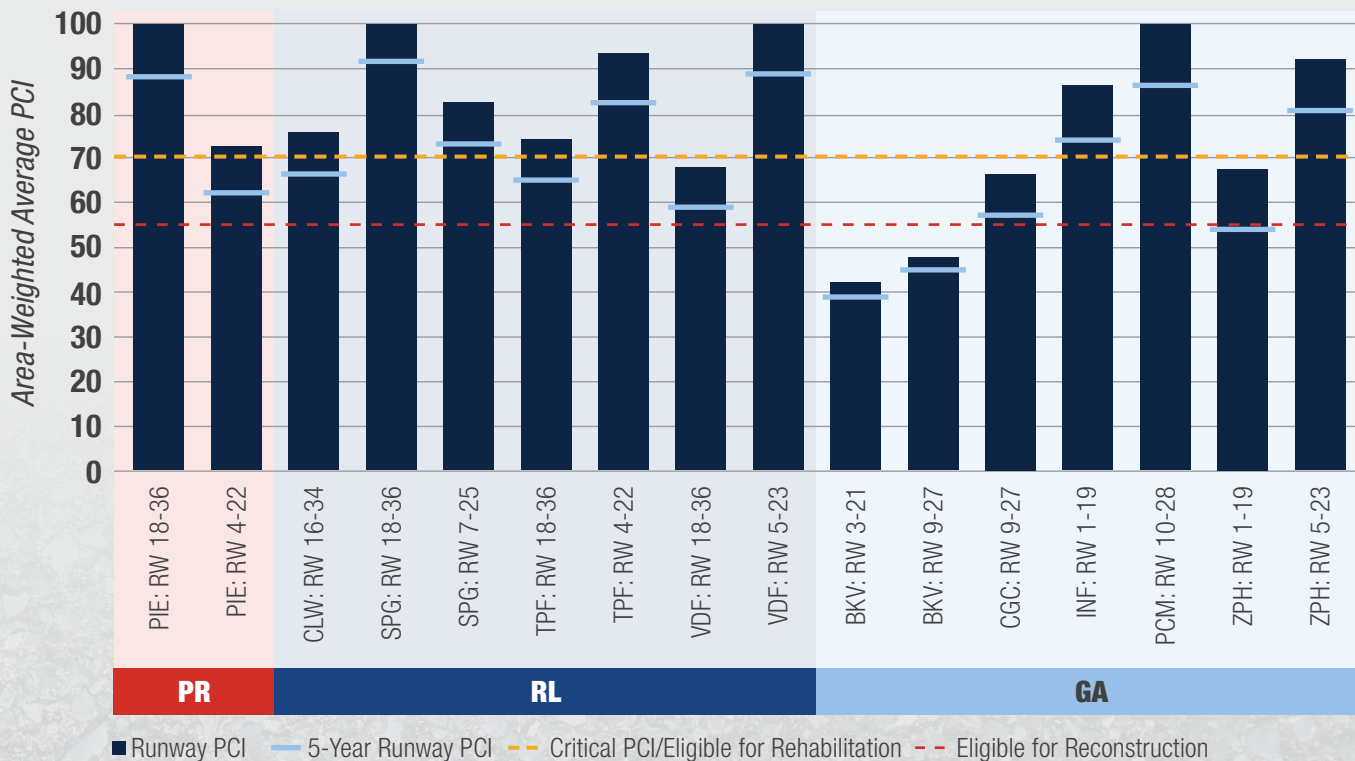
District 7 PCI Summary



District 7 Runway PCI Summary



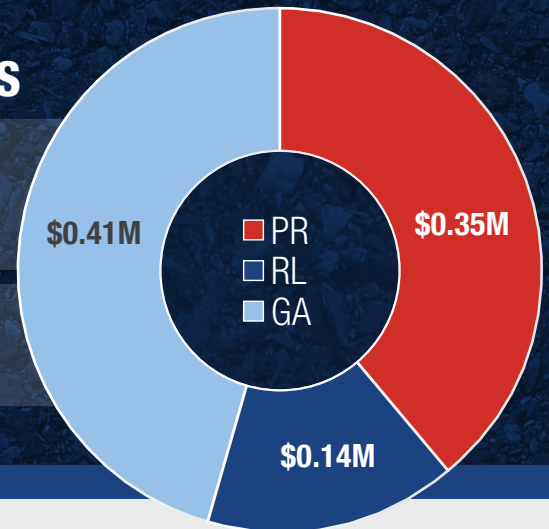
CURRENT AND FORECASTED 5-YEAR RUNWAY PCI BY FACILITY



DISTRICT 7 LOCALIZED MAINTENANCE NEEDS

\$0.23M + **\$0.66M**
 Preventive total Stopgap total

= \$0.89M In Total Localized Maintenance Needs



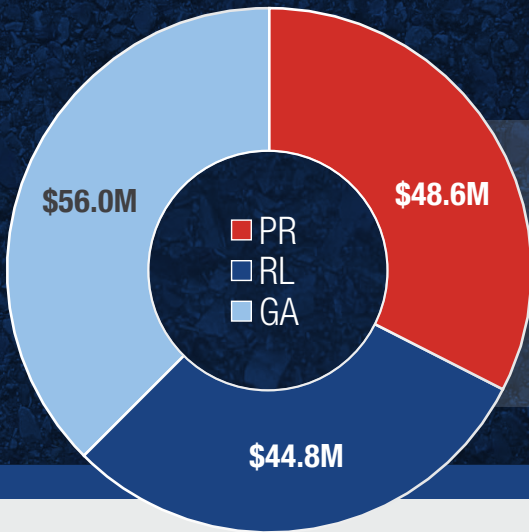
Localized Maintenance Needs

The localized maintenance for Primary, Reliever, and General Aviation airports within District 7 are shown below.

PLANNING-LEVEL LOCALIZED M&R NEEDS SUMMARY

Category	Network ID	Preventive Work Cost	Stopgap Work Cost	Total
PR	PIE	\$74,380	\$271,310	\$345,690
	PR Total	\$74,380	\$271,310	\$345,690
RL	CLW	\$13,670	\$0	\$13,670
	SPG	\$13,120	\$1,780	\$14,900
	TPF	\$33,620	\$0	\$33,620
	VDF	\$77,730	\$2,190	\$79,920
RL Total	\$138,140	\$3,970	\$142,110	
GA	BKV	\$1,480	\$350,890	\$352,370
	CGC	\$1,830	\$0	\$1,830
	INF	\$3,000	\$0	\$3,000
	PCM	\$3,220	\$0	\$3,220
	ZPH	\$9,720	\$35,040	\$44,760
GA Total	\$19,250	\$385,930	\$405,180	
District 7 Total Localized Needs =		\$231,770	\$661,210	\$892,980

DISTRICT 7 MAJOR REHABILITATION NEEDS



\$66.3M

Total 5-Year RW Major Needs

+

\$83.1M

Total 5-Year TW and AP Needs

= \$149.4M

In Total 5-Year Major Rehabilitation Needs

Major Rehabilitation Needs

Due to the “unlimited” funding nature of the needs analysis, all present needs are addressed in the first planning year. The first planning year for each airport is the year following the airport’s most recent inspection year for this program. The table below summarizes the planning-level major rehabilitation needs forecasted for a 5-year period within District 7.

M&R FUNDING NEEDS BY YEAR (IN MILLIONS)

Category	Network ID	Inspection Year	Year 1*	Year 2	Year 3	Year 4	Year 5	Planning Total
PR	PIE	2022	\$33.60	\$8.05	-	\$1.08	\$5.91	\$48.64
	PR Planning Total		\$33.60	\$8.05	\$0.00	\$1.08	\$5.91	\$48.64
RL	CLW	2022	\$4.83	-	\$0.15	\$0.77	\$0.09	\$5.84
	SPG	2022	\$9.19	\$0.05	-	-	\$2.26	\$11.50
	TPF	2022	\$2.13	\$2.15	-	\$2.36	-	\$6.64
	VDF	2022	\$19.66	\$1.08	\$0.06	-	-	\$20.80
RL Planning Total			\$35.81	\$3.28	\$0.21	\$3.13	\$2.35	\$44.78
GA	BKV	2020	\$41.62	\$0.11	-	-	-	\$41.73
	CGC	2020	\$2.74	-	-	-	\$0.37	\$3.11
	INF	2020	\$0.65	-	-	-	-	\$0.65
	PCM	2020	\$0.44	\$0.23	-	-	-	\$0.67
	ZPH	2020	\$9.23	\$0.09	-	-	\$0.48	\$9.80
GA Planning Total			\$54.68	\$0.43	\$0.00	\$0.00	\$0.85	\$55.96
District 7 Major Planning Needs =			\$124.09	\$11.76	\$0.21	\$4.21	\$9.11	\$149.38

*Year 1 equates to 2021 for airports inspected in 2020 and 2023 for airports inspected in 2022

