



Federal Aviation
Administration

2009-2013

General Aviation

Regional Airport System Plan



Southwest Region, Airports Division

Kelvin L. Solco, Manager

A fundamental mission of the Airports Division is to identify airport development required to allow airports to safely and efficiently facilitate an aviation system that promotes economic growth and development. The general aviation airport system is critical to this mission and we must ensure it is prepared for the demands of Next Generation Air Transportation System.

Our Management Team is pleased to unveil our initial General Aviation Regional Airport System Plan. The 2009-2013 Strategic Plan reinforces our system-based approach to evaluating the condition and improving general aviation airports throughout the five-state region.


The Plan's objectives include identifying improvements to allow aircraft to safely operate in lower visibility conditions, identifying system targets to improve performance, to communicate the current performance of the general aviation system and to improve the overall performance of the system. Consistent with the FAA Flight Plan, our goal is to increase safety and enhance capacity in at general aviation airports in several specific areas. As always, we strive to attain organizational excellence and have identified a specific goal.

The Plan is the culmination of several years of effort from many individuals - both internal and external to our division - but, is only the first step on our journey. In many areas the general aviation system performs well, but we have identified several goals to improve the performance or level-of-service. These goals are aggressive and will present many challenges to overcome.

To improve our future system evaluations, we will be gathering and analyzing additional information and solicit your support. Success will be achieved through our continued partnership to identify and implement development to assist in reaching the goals we've established.

We welcome your comments and suggestions to improve the plan as we move forward.

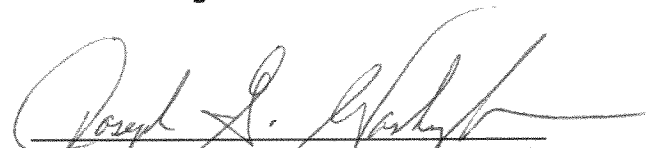
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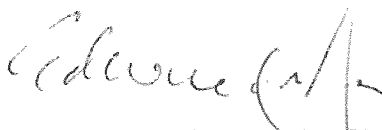
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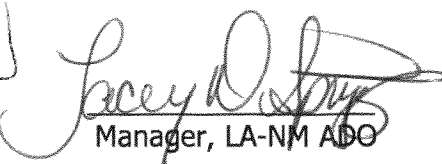
Manager, Planning and Programming Branch



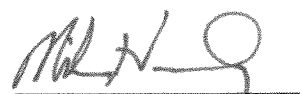
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Manager, LA-NM ADO



Manager, Texas ADO

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Data:

- 5010/NASR – July 31, 2008.
- GCR Based Aircraft Survey Data - current as of July 31, 2008. Scheduled for incorporation into the September 25, 2008, 5010 publication.
- Flight Procedure Schedule. August 18, 2008. (<http://avnweb.jccbi.gov/schedule/production>)

- LPV Survey Master List. July 9, 2008. (Z:\Master LPV combined 070908.xls)
- FY-2009 Airport Service Levels with the following changes from FY-2008
 - VCT, SAF and ROW change from CS to Primary
 - GUP and CVN change from GA to CS
 - GLS from GA to Reliever

Section 1 – Introduction

This General Aviation Regional Airport System Plan (GA RASP) is the Federal Aviation Administration's (FAA's) first 5-year strategic plan for general aviation airports in the Southwest Region. It introduces a system-based approach to airport planning and development with the intent of improving the overall performance of the system by increasing safety, enhancing capacity, and improving FAA oversight.

The plan does not supersede existing state plans for their general aviation airports. Instead, it complements them by reporting the current system level- of- service and identifying the Southwest Region's goals, initiatives and estimated funding levels for improved system performance in several key areas.

Entitled a general aviation plan, for clarity throughout the industry, it includes all public-use airports listed in the FAA's National Plan of Integrated Airports Systems (NPIAS) classified as General Aviation, Reliever and Commercial Service facilities. Within the FAA's Airports line of business (ARP), these airports are collectively referred to as nonprimary airports.

General Aviation in the United States

General aviation aircraft and airports are essential to the viability of many communities and businesses. This is as true in the Southwest Region as it is in other parts of the country. General aviation airports contribute to commerce and community growth by allowing companies and individuals ready access to customers, retail outlets and field offices, and this contribution is expected to increase. *FAA Aerospace Forecasts FY-2008-2025*, FAA forecasts project an average annual growth in general aviation hours flown by 3.0 percent over the 18 year forecast. The expected growth is primarily in higher-end turbine-powered corporate aircraft (5.3 percent annually); much less forecast growth in piston-powered aircraft. Most of this growth is expected to be in larger communities. The forecast projects very light jets (VLJ) will enter the market at a rate of 400-500 per year, with potentially 8,000 VLJs in the fleet by 2025.

Three organizations represent large and varied segments of the aviation industry: the Aircraft Owners and Pilots Association (AOPA), the General Aviation Manufacturers Association (GAMA) and the National Business Aviation Association (NBAA). Each recognizes the importance of general aviation aircraft and airports to support commerce and the economic vitality of the nation.

Research and data provided by these organizations further support the need for increased general aviation system planning:

AOPA indicates that 65 percent of general aviation flights are conducted for business and public services. General aviation can be much more cost effective and provide greater business efficiency than commercial service. AOPA estimated that in 2000, over 20 million general aviation flight hours constituted 77 percent of all US flights. Most of these flights originate from small commercial or general aviation airports as the top 10 US airports account for less than 4 percent of general aviation operations. General aviation aircraft is a \$20 billion a year industry, generating over \$100 billion annually in economic activity. Additionally, general aviation airports and aircraft are critical to medical evacuation and community safety.

GAMA indicates a 24-percent increase in aircraft billings during the first half of 2008 over 2007, a very robust increase. Piston aircraft decreased by 16 percent, while turboprops and business jets increased by 20 and 40 percent, respectively. Manufacturers report record backlogs for new aircraft. While the industry is highly cyclical, GAMA expects healthy increases, in spite of current economic conditions and energy prices, due to increased engine efficiencies, technology advances and rising demand partially driven by increased point-to-point travel times and hassle factor at commercial airports due to security requirements.

NBAA recognizes the new Very Light Jets (VLJ) currently entering the market can make high performance aircraft more accessible and cost effective to the business community. The small jets, weighing less than 12,500 pounds, are equipped with state-of-the-art avionics and can be acquired for as little as \$2 million. They can carry up to seven passengers and operate safely in low-visibility conditions. No VLJ operator is known to routinely fly, or is planning to fly, into congested airports. Expectations are that the operators will primarily operate out of general aviation airports in larger communities. VLJ operators will demand satellite-based navigation and approach procedures at general aviation airports. The existing general aviation fleet can be upgraded with avionics to utilize satellite-based navigation at very reasonable costs, thereby increasing the demand and expectations for higher-quality approach procedures.

A study more specific to the Southwest Region—the 2008 New Technology and Trends Report prepared by the North Central Council of Governments for the 19-county area surrounding Dallas-Fort Worth, Texas—identified 11 aviation industry trends. Several are directly related to the general aviation segment.

- Corporate aviation will continue to lead general aviation growth,
- Sustainability of general aviation airports will become increasingly important,
- The value of existing airport properties will continue to increase,
- Funding for development of general aviation in the region will reveal new opportunities for partnerships,
- General aviation airports will have the opportunity to assume new roles, and
- Non-aeronautical revenue will become a major source of general aviation airport revenues.

Broader system planning will help the region and individual states prepare for and take advantage of the emerging trends identified by these organization.

Southwest Region

The FAA's Southwest Region encompasses the states of Arkansas, Louisiana, New Mexico, Oklahoma and Texas. Together, these states support more than 3,300 public-use and private airports, heliports, gliderports, seaplane bases and other aviation facilities. Among these are 448 general aviation airports that are the focus of this plan.

While the five states are all contiguous to Texas, they have unique geography, culture and economic base.

Arkansas, "The Natural State", has many scenic vistas, lakes and trails for recreation, produces rice, soybeans, poultry and forest products, and is home to several top businesses including Wal-Mart, J.B. Hunt, Tyson Foods.

Louisiana, "A Hunter's Paradise", is the only state in the Nation to be governed by Napoleonic Law, is home to numerous annual Mardi Gras celebrations and has 13 percent of the Nation's gasoline refineries.

New Mexico, "The Land of Enchantment", has the third-highest percentage of Native Americans, hosts the annual International Balloon Fiesta, and is home of Eclipse Aviation.

Oklahoma, "Native America", home to Will Rogers and Gene Autry, has the second-highest percentage of Native Americans including representatives from over 60 tribes, is the third largest gas-producing state in the Nation.

Texas, "The Lone Star State", a highly-populated state with two metropolitan areas with exceeding 5 million people and is the home of the Alamo, American Airlines, Continental Airlines and Southwest Airlines.

NextGen

The Next Generation of Air Transportation System (NextGen) is a multi-agency Federal initiative to modernize and transform the National Airspace System through 2025 to meet significant expected increases in aviation demand. NextGen is not a program, but rather a portfolio of technologies, operational procedures and infrastructures applied to air traffic, aircraft and airports. The FAA's Joint Planning and Development Office, which is facilitating the initiative, works closely with private industry to develop technologies and procedures that will address demand while ensuring safety and environmental needs are met.

While much of NextGen is focused on reducing delays and congestion in major markets, benefits will be gained throughout the industry, including to general aviation. To implement NextGen, many changes will be required. These include a robust and more accurate dataset of obstacles in the airport environment. FAA's Airports line of business (ARP) is developing and deploying improved agency-wide surveying standards, an Airports Geographic Information System (GIS) and electronic Airport Layout Plans to support NextGen.

We can already foresee significant positive impacts NextGen will have on our region. Southwest Airlines recently communicated its intention to the FAA to implement Required Navigational Performance (RNP), which will allow shorter flight routes. This change will save the industry millions of dollars a year over current flight procedures. Satellite-based navigation, allowing more all-weather operations and shorter travel distances, will increase the viability of air travel and reduce fuel consumption and emissions, which will benefit all system users and surrounding communities. Further, general aviation airports in particular will benefit from the implementation of satellite-based approaches, a NextGen cornerstone.

FAA Strategic Goals

Each year, the FAA publishes its *FAA Flight Plan*, an annual strategic plan communicating the agency's commitment to and accomplishments in increased safety, greater capacity, organizational excellence and international leadership. ARP develops an annual business plan identifying initiatives to support

the Flight Plan. This General Aviation Regional Airport System Plan supports both these efforts by identifying safety and capacity improvements to general aviation airports and by providing improved program management and oversight.

Performance Measurement

To produce the maximum benefit to the flying public and ensure limited financial and human resources are used most productively, it is critically important to evaluate the performance of airports system. In developing this system plan and selecting evaluation criteria, we have kept in mind the recommendations provided in system planning documents produced by the FAA and research organizations.

The 2009-2013 National Plan of Integrated Airport Systems (NPIAS) identifies six key factors to gauge the level of system performance: capacity, safety, environment, pavement condition, surface accessibility and financial performance. Appropriately, the NPIAS focuses primarily on congestion and noise reduction in major activity centers and on airports certificated under Title 14 Code of Federal Regulations Part 139, which primarily support commercial operations. However, it also includes nearly 3,000 nonprimary airports and addresses issues, such as runway condition and access, which are significant to the level of service provided by general aviation airports.

In a 1980 paper presented to the Transportation Research Board (TRB) entitled "Performance Measures for Capital Investment in Airports", Dr. George B. Dresser asserted that the fundamental challenge in system planning is defining and evaluating the relationship between very broad system planning goals and measuring system performance. Problems arise when performance measures are not well defined. The paper identified objectives and recommended performance measures with respect to system access, scheduled service, system condition, coordination, compatibility and safety. Dresser wrote, "...application of performance measures will permit monitoring of the overall condition of the system and to evaluate whether or not we are progressing toward the system plan goals and objectives or are, in fact, getting further behind."

The 1999 TRB aviation system planning paper *Transportation in the New Millennium*, authored by Linda Howard and William Keller, asserted that system planning must be improved and must provide clear evaluation methods if the system's performance is to meet user needs.

Dr. Geoffrey D. Gosling, in a 1999 Institute of Transportation Studies paper entitled "Aviation System Performance Measures", proposed a number of performance measures related specifically to general aviation:

- Population within 30 minutes travel (free flow) of a general aviation airport with an instrument landing capability,
- Percentage of operations at airports with approach and runway lighting,
- Percentage of airfield pavement in poor condition, and
- Accident rate to general aviation operations.

For this plan, we have incorporated many of these concepts to help us measure the performance of the general aviation system within the Southwest Region. Section 2 discusses these performance evaluation measures in greater detail.

Southwest Region's System Plan

Plan Objectives

The Southwest Region believes in a system-based approach to airport development and is implementing this plan with the following objectives:

- Identify improvements at general aviation airports that will allow aircraft to safely operate in lower visibility conditions (NextGen initiative),
- Identify system performance targets to improve safety, capacity (access) and efficiency,
- Communicate the current performance of the general aviation airport system,
- Improve the overall performance (level-of-service) of the general aviation system by developing and implementing programs, supporting capital development, and identifying resources to meet the targets.

There are many competing needs and important projects not identified in this plan. We recognize the need to balance competing demands and apportionment constraints and therefore plan to invest only about 25 percent of our general aviation budget into projects directly supporting system planning goals.

Relationship to State Plans

This plan encompasses all general aviation activity in the FAA's five-state Southwest Region. It is intended to complement state system plans, which address unique state system plans with

specific programs to support commerce and economic growth aviation needs and programs intended to improve capacity and enhance safety consistent with the Federal mission. This strategic plan is a regional overlay and does not attempt to aggregate the individual state and metropolitan plans. It rather reflects a regional set of expectations generally believed to encompass their programs. As the states meet their goals, this plan will capture and reflect their contributions to improving the regional system as a whole.

Concepts Used in Plan

With this plan, we introduce several new concepts. The 448 general aviation airports addressed by this plan are divided into four groups or **Levels** according to total based aircraft, number of based jets and service level. Level I airports are generally the busiest, with the most total based aircraft and the largest number of based jet aircraft. Level IV airports are generally the least active, with less than 10 based aircraft and no based jets. The airport Level model is explained in detail in Section 2 and in Appendix I.

States within the region use their own categorization systems based on differing criteria. Often, these groupings have more descriptive titles, such as Business Jet, Corporate, Utility, Regional, District or Community. Each state classification system supports its unique needs and cannot be mapped into to a single system. We developed our Level designations, which use numbers rather than names, to avoid confusion with the state systems and existing FAA service level classifications.

In addition, these groupings are intended to improve the system evaluation process. We recognize the methodology has inherent limitations—foremost is that an airport's needs are not always related to the number of based aircraft. We may modify the classification format in the future if additional region-wide socio-economic data reveals a better mean of grouping similar airports. We will also consider including based helicopters.

Leveling also allows us to identify **focus airports** at which we can target limited human and financial resources and provide the biggest impact on the greatest number of system users. As such, airports in Levels I and II, the most active airports, serve as our focus airports in this first plan. We expect to progress to Level III and IV facilities over time as the planning process develops, we reach initial targets and all involved gain experience.

This plan also incorporates the concept of **reference points**. Reference points are necessary to identify a point for comparison where no specific FAA design standard exists. For example, we have associated a reference runway length with each airport Level. We based these values on professional judgment for typical airports within a given Level. Reference points help us answer questions about the airport's level-of-service—for example, is a longer runway justified or should the runway strength be increased? If an airport element is below the reference point and meets justification criteria, we can identify resources to improve the element and the system level-of-service. We do not, however, present reference points as minimum standards or de facto project justification, nor do we intend to use them to limit assistance at airports with justified needs above this level. Projects will continue to be justified by design standards or on a case-by-case basis, supported by need.

FAA Goals

A major purpose of this plan is to build a better general aviation system by aligning it with broad FAA goals like enhanced safety, increased capacity and organizational excellence.

The FAA has identified enhanced safety as a cornerstone value. If general aviation airports are built and maintained to current standards, they offer a higher level of safety. As part of this system planning process and in support of the FAA's safety goal, we intend to evaluate existing airport geometry against current design standards and look for ways to minimize or eliminate deficiencies.

Greater capacity is another fundamental goal of the FAA. Typically, general aviation airports do not have demands to justify additional runway capacity; however, longer runways and aeronautical access (improved approaches) are needed to meet current and future demand. This effort focuses on improved aeronautical access at nonprimary airports to meet the Agency's goal of providing greater capacity.

Structure of this Plan

Section 2 of the plan provides a statistical snapshot of the regional system and identifies the current level-of-service in several areas. While certain areas including runway approach clearance surfaces are not included as formal targets during the first phase of this process, we discuss them to provide a more robust picture of the system. For other areas, we list specific goals, but without baselines because system-wide data is currently unavailable. As

we gather and analyze this data, we will incorporate these baselines.

We have structured the goals and targets, identified in Section 3, to follow published Management by Objectives criteria. We believe they are Specific, Measurable, Aggressive, yet Achievable, Relevant, Transparent and Time-bound (SMART) and therefore meaningful to both internal and external stakeholders. The goals are primarily outcome-based rather than output/activity-based to allow us to focus on system improvements and not on specific actions or processes that may not produce desired results.

Ultimately, we expect these goals and targets to—

- Increase the safety of the general aviation airport system,
- Provide greater capacity to the system and
- Improve the Southwest Region's performance in carrying out oversight responsibilities.

Future Plans

We present this plan as the first of many. As stated above, we have already identified areas where further data collection and analysis is needed, such socio-economic factors, as well as concepts that might require refinement, such as our system of Levels. We expect future analysis will impact the process as will the outcomes of planned investments as they are converted to system improvements. As some areas are improved, we will develop new targets and goals to address others. Ultimately, this will be a flexible process that will adapt as the condition of the system changes and new needs and priorities arise.

Section 2 – General Aviation System Evaluation

Aviation Facilities

The five states in the Southwest Region—Arkansas, Louisiana, New Mexico, Oklahoma and Texas—are home to more than 3,300 aviation facilities. The vast majority of the facilities are airports and heliports; although there are numerous gliderports, seaplane bases, ultralight facilities, and short take-off and landing (stolports) facilities. Regional airports range from privately owned grass strips to two large hub airports supporting nearly 1.3 million annual operations and over 50 million passengers. Exhibit 1a shows the types of airports that exist throughout the region. A high percentage of the facilities are private-use facilities. Less than 25 percent are public use.

Exhibit 1a. Aviation Facilities within the Southwest Region

State	Private Use							Public Use				Grand Total
	Airport	Heliport	Gliderport	Sea Plane	Stolport	Ultralight	Total	Airport	Heliport	Sea Plane	Total	
AR	123	82	2	0	0	4	211	100	0	0	100	311
LA	165	221	0	13	0	18	417	71	4	0	75	492
NM	91	25	0	0	0	0	116	59	0	1	60	176
OK	173	85	0	0	1	4	263	138	2	1	141	404
TX	1043	514	6	0	8	9	1580	386	5	0	191	1971
Region	1595	927	8	13	9	35	2587	754	11	2	767	3354

Data Sources: 7/31/2008 5010 dataset, System of Airport Reporting (SOAR)

The FAA's National Plan of Integrated Airport Systems (NPIAS), which identifies airports and heliports eligible for financial aid under the Airport Improvement Program, includes 495 facilities within the Southwest Region: 492 public-use airports and 3 heliports. The FAA classifies NPIAS airports into distinct service levels: General Aviation (GA), Reliever (R), Commercial Service (CS) and Primary (P). General Aviation, Reliever and Commercial Service airports are collectively coined Nonprimary (NP) airports. Primary airports, meanwhile, are subdivided by enplanement activity into four hub types: Large Hub (L), Medium Hub (M), Small Hub (S) and Non Hub (NH). Exhibits 1b and 1c provide a breakdown of public versus private use and ownership and primary versus nonprimary airports in the NPIAS.

Exhibit 1b. Public and Private Airports and Heliports by State

State	Use				Ownership		
	Private	Public	NPIA	Military	Private	Public	Total
AR	205	100	77	3	187	115	305
LA	386	75	56	4	351	106	461
NM	116	59	51	5	102	68	175
OK	258	140	101	6	241	151	398
TX	1557	391	210	24	1566	358	1948
Region	2522	765	495	42	2447	798	3287

Data Sources: 7/31/2008 5010 dataset, System of Airport Reporting (SOAR)

Exhibit 1c. NPIAS Airports (without heliports) by Service Level

State	Non Primary Airports				Primary Airports					Total
	GA	R	CS	Total	L	M	S	NH	Total	
AR	68	2	3	73 (16%)	0	0	2	2	4 (10%)	77
LA	45	3	0	48 (11%)	0	1	1	5	7 (17%)	55
NM	43	1	3	47 (10%)	0	1	0	3	4 (5%)	51
OK	95	3	0	98 (22%)	0	0	2	1	3 (7%)	101
TX	158	24	0	182 (41%)	2	4	8	12	26 (61%)	208
Region	409	33	6	448	2	6	12	21	44	492

Data Sources: 7/31/2008 5010 dataset, System of Airport Reporting (SOAR)

Demographics

The five states in the region, while all contiguous to Texas, vary materially in size, population, population density, urbanization, retail sales, culture and aviation needs. Exhibit 2 provides a comparison of a few socio-economic statistics.

Exhibit 2. Socio-Economic Information by State

State	Area (1,000 Sq. Miles)*	Population (Millions) (2006)*	Persons / Sq. Mile (2006)	Persons / NP Airport	Persons / Primary Airport	Sq. Miles / NP Airport	Effective NP Airport Radius (Miles)	Total Retail Sales (Billions) (2002)*	Retail Sales / NP Airport (Millions)
AR	52.1 (10%)	2.8 (8%)	53.7	38,400	700,000	714	15.1	\$25.6 (7%)	\$351
LA	43.6 (8%)	4.3 (12%)	98.6	89,600	614,000	908	17.0	\$41.9 (12%)	\$873
NM	121.4 (22%)	2.0 (6%)	16.5	42,600	500,000	2,583	28.7	\$18.3 (5%)	\$389
OK	68.7 (12.5%)	3.6 (10%)	52.4	36,700	1,200,000	701	14.9	\$32.1 (9%)	\$328
TX	261.8 (47.8%)	23.5 (65%)	89.8	129,100	903,000	1,438	21.4	\$228.7 (66%)	\$1,257
Region	547.6	36.2	66.1	80,800	882,700	1,222	19.7	\$346.6	\$769

* - percent of Southwest Region

Reference: Quick Facts: 2006 Estimates. See <http://www.census.gov>.

A review of the data illustrates how sparsely populated New Mexico is with only 16.5 persons per square mile and only 42,600 persons per nonprimary airport; whereas, Oklahoma has a density of 52.4 persons per square mile but only 37,100 persons per nonprimary airport. The higher density airports show up in the effective radius calculations at 28.7 and 14.9 miles for New Mexico and Oklahoma, respectively. Louisiana, while being near the top in terms of persons per square mile, is near the regional average in terms of persons per nonprimary airports, effective airport radius and retail sales per nonprimary airport. Future analysis will evaluate relationships between socio-economic factors, aviation activity, and demand.

Airport Levels

The region's 448 general aviation airports range from multi-runway facilities with Airport Traffic Control Towers (ATCT), hundreds of based aircraft and 200,000 or more annual operations to single runway facilities with few based aircraft and limited activity. To evaluate the system and the level-of-service, we divided the airports into four groups or Levels using based aircraft, type of based aircraft and FAA's Service Level designation. Leveling allows similar airports to be evaluated and compared to identify a level-of-service for similar airports.

The Levels utilized 10, 50 and 100 total based aircraft as Level floors—consistent with existing National FAA capital planning prioritization thresholds identified in FAA Order 5100.39. The Leveling model takes into account those nonprimary airports classified as Reliever (R) or Commercial Service (CS) airports in the NPIAS as they provide additional contribution to the national system. The model also gives extra weight to airports with based jet aircraft as they tend to have a higher activity level and demand increased facility requirements.

The regional airport classification model uses the following guidelines:

Level I	General Aviation with 100 or more based aircraft Commercial Service or Reliever 50 or more based aircraft, or 5 or more based jet aircraft (any service level)
Level II	General Aviation with 50 or more based aircraft Commercial Service or Reliever with 10 or more based aircraft 1 or more based jet aircraft (any service level)
Level III	General Aviation with 10 or more based aircraft
Level IV	General Aviation with less than 10 based aircraft

Based aircraft used in the model are those reported during FAA's 2007 initiative led by GCR and Associates and currently being incorporated into the 5010 dataset. Future analysis and Leveling may incorporate socio-economic factors and based helicopters.

Exhibit 3 summarizes the number of nonprimary airports assigned to each Level by state, the distribution of nonprimary airports, where turbojet aircraft are based. Airport Traffic Control Towers (ATCT) and airports certificated under Part 139, were not used in the model and are included in Exhibit 3 for informational purposes.

As indicated in Exhibit 3a, approximately 12 percent of the nonprimary airports were either not included in the initial survey, did not respond to the initial survey or reported zero based aircraft. While they are included in the overall total, the model classified these airports as Level III or IV. We expect the number of non-reporting airports to decline over time and the percentage of Level I and Level II airports to increase as we gain more accurate data with which to assign them to levels.

Exhibit 3a. Nonprimary Airports by Level

State	Level				Total	Zero Based Aircraft*
	I	II	III	IV		
AR	10	12	28	23	73	1 (1%)
LA	5	11	20	12	48	2 (4%)
NM	3	11	8	24	47	14 (30%)
OK	6	14	33	45	98	14 (14%)
TX	25	45	66	46	182	23 (13%)
Region	49 (11%)	93 (21%)	155 (34%)	151 (34%)	448	54 (12%)

* Not Surveyed, did not respond to survey or reported zero based aircraft.

Data Source: GCR Based Aircraft Survey, July 2008

Exhibit 3b. Level I and Level II Airports

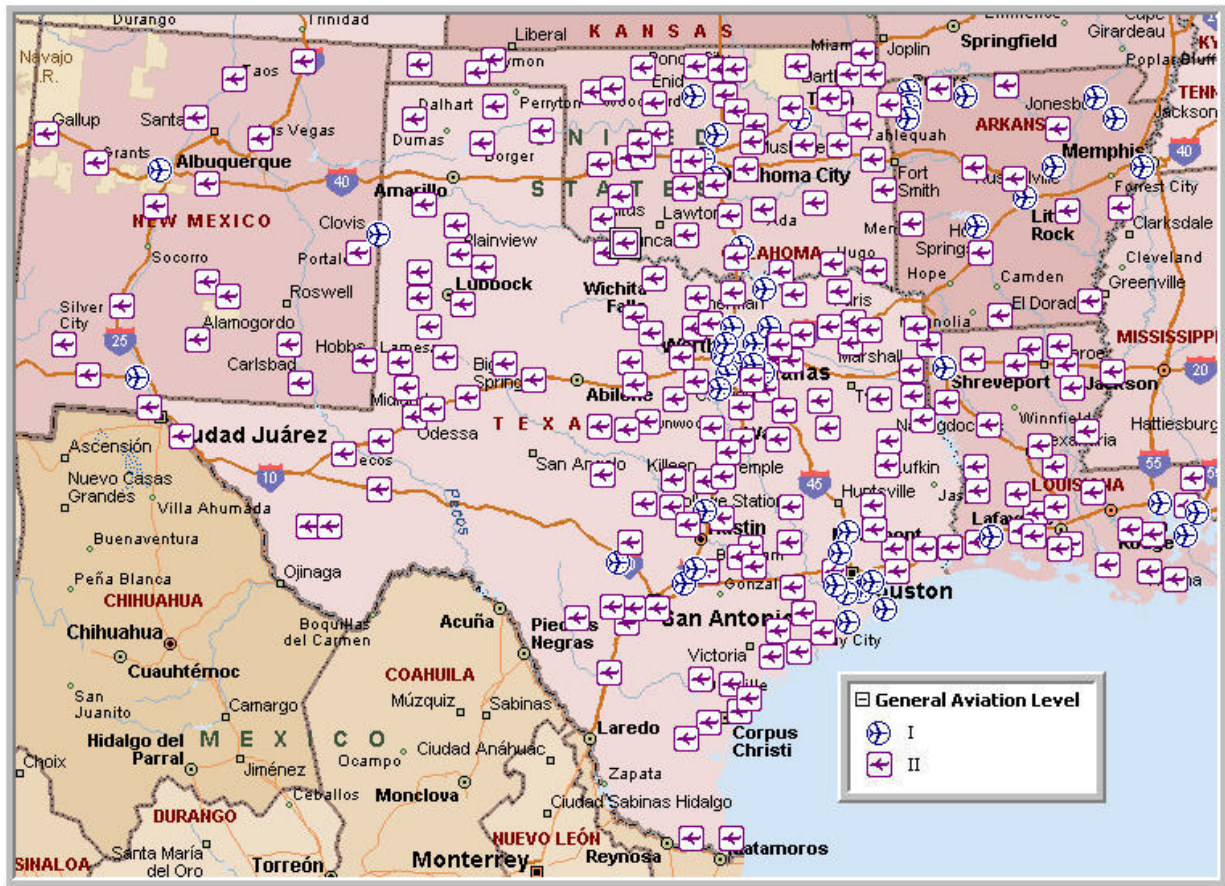


Exhibit 3c. Level III and Level IV Airports

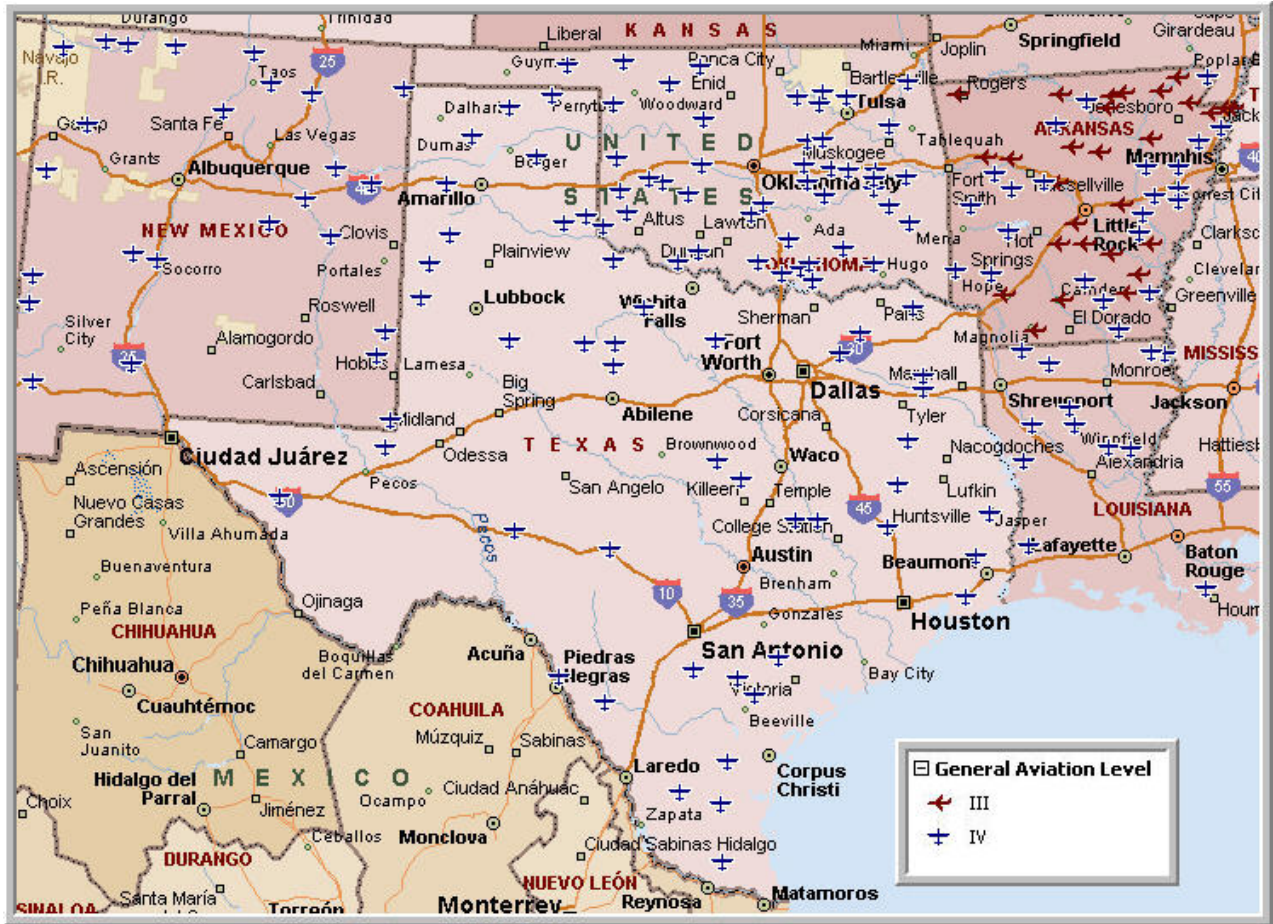
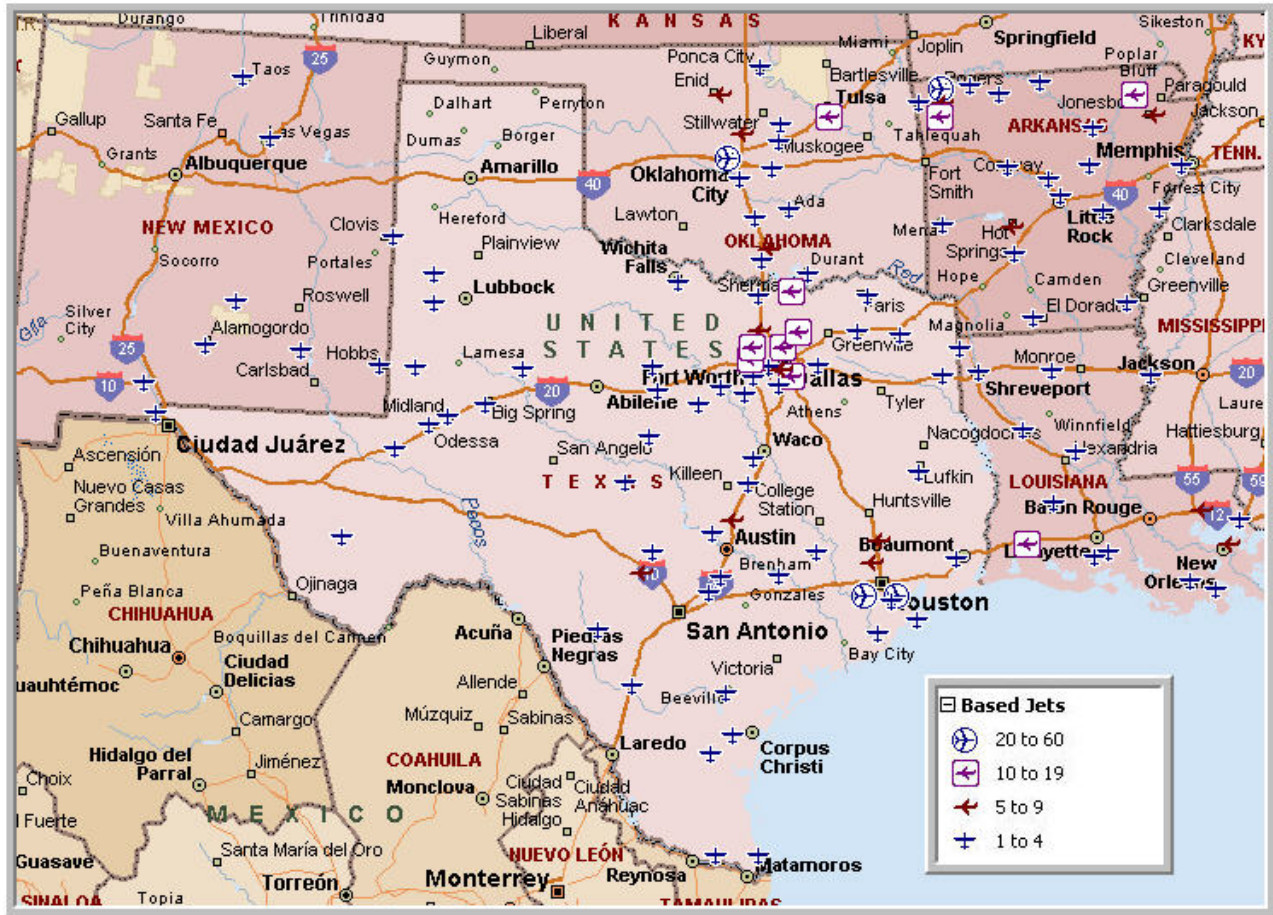


Exhibit 3d. Based Turbojet Aircraft at Level I and II Airports



ATCTs are typically justified only at high activity airports. The model assigned 33 of the 36 airports with ATCTs as Level I or II; the two Level III airports either reported zero based aircraft or failed to respond to the based aircraft survey. These airports are expected to move to higher designations as the based aircraft data quality is improved.

Exhibit 3e. ATCTs at Nonprimary Airports

State	Level				Total
	I	II	III	IV	
AR	4	0	0	0	4
LA	3	2	0	0	5
NM		1	0	0	1
OK	5	1	0	1	7
TX	16	1	2	0	19
Region	28	5	2	1	36

Data Source: July 31, 2008 5010 data set

As with the presence of ATCTs, certification status is consistent with higher activity. The model assigned 18 of 19 airports to Level I or II providing additional validation.

Exhibit 3f. Part 139 Certificated Nonprimary Airports

State	Level				Total
	I	II	III	IV	
AR	4	1			5
LA	1	1			2
NM	2	3	1		6
OK		1			1
TX	4	1			5
Region	11	7	1	0	19

Data Source: July 31, 2008 5010 data set

We anticipate that the opening of several new general aviation airports and enplanement changes at low-activity commercial airports resulting in relatively small year-to-year changes to the number of nonprimary airports. Appendix I provides detailed information about the nonprimary airports in the region.

Focus Airports

Levels I and II include Reliever and Commercial Service airports with 10 or more based aircraft and General Aviation locations with at least 50 based aircraft. As shown in Exhibits 3a and 4, these top two Levels include 32 percent of the nonprimary airports and 71 percent of the based aircraft, including all based turbojets.

Exhibit 4a. Based Aircraft by Level.

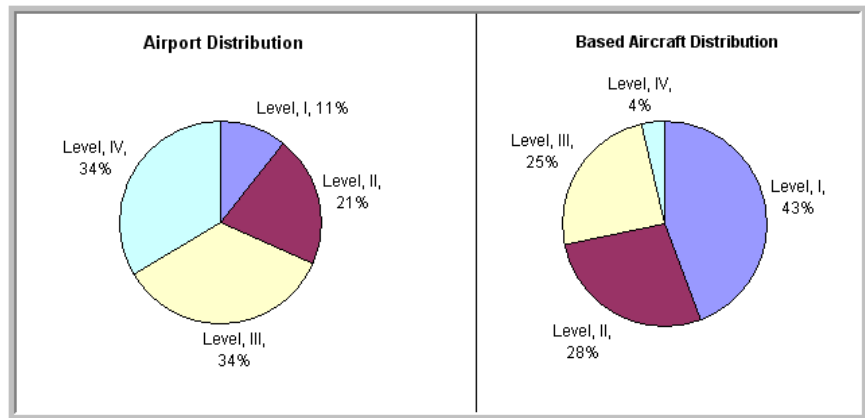
State	Level				Total
	I	II	III	IV	
AR	890	473	568	127	2,058 (15%)
LA	445	302	413	50	1,210 (9%)
NM	308	452	169	48	977 (7%)
OK	816	642	788	138	2,384 (18%)
TX	3,529	1,878	1,411	114	6,932 (51%)
Region	5,988 (43%)	3,747 (28%)	3,349 (25%)	477 (4%)	13,561

Data Source: GCR Based Aircraft Survey, July 2008

Exhibit 4b. Based Turbojet at Level I and II Airports by State

State	Level		Total
	I	II	
AR	82	19	101 (19%)
LA	23	15	38 (7%)
NM	4	11	15 (3%)
OK	74	13	87 (16%)
TX	224	64	288 (54%)
Region	407 (77%)	122 (23%)	529 (100%)

Exhibit 4c. Airport and Based Aircraft Distribution by Level.



To realize the maximum impact on system users, we have identified Level I and II as Focus Airports for this initial plan. Several of our target goals only apply to these facilities. Later versions of the plan may incorporate additional Levels as programs are implemented, experienced gained and goals attained.

Runways

The 448 nonprimary airports addressed in this plan have a total of 667 runways. As shown in Exhibit 5, 278 (62 percent) of nonprimary airports have a single runway, whereas 12 airports have four or more runways. Sixty-eight runways (10 percent) are at the 36 high-activity locations with ATCTs; the remaining 599 runways (90 percent) are at 412 non-towered airports. Exhibit 5 shows the nonprimary airports in each state by number of runways.

Exhibit 5. Airports by Number of Runways

State	Runways				
	1	2	3	4	5
AR	58	13	2	-	-
LA	33	13	2	-	-
NM	20	21	2	3	1
OK	69	22	5	2	-
TX	98	66	13	3	3
Region	278 (62%)	135 (30%)	26 (6%)	8 (2%)	4 (1%)

Data Source: July 31, 2008 5010 data set

Example: Two airports in Oklahoma have 4 runways.

Many of the additional runways are needed to provide adequate wind coverage; however, numerous multi-runway airports are former military facilities and may not require more than one runway for either capacity or wind coverage. Runways that are not needed to support expected demand or provide wind coverage do not warrant investment of limited Federal resources. At this time, however, we do not have adequate system-wide data to fully determine which secondary runways are needed for capacity or to provide wind coverage. We expect to collect this data prior to the next plan update.

For current purposes, we have *only included the longest runway at each airport in the runway analyses discussed below*. However, five airports have two runways with identical length and one airport has three equal-length runways. As a result, the number of runways we analyzed is 455 instead of 448 (one for each of the nonprimary airports). We plan to incorporate additional runways needed for capacity or wind coverage into future plans as system-wide windrose, capacity and activity data are collected.

System Condition: Performance Evaluation

This section provides baseline data against which we will evaluate changes in performance or level of service in future plans. We have listed the performance measurement criteria we will use to judge system improvements, including those we have identified as specific targets in Section 3.

We compiled this data from existing FAA sources, including 5010 Airport Master Records. We then grouped it into three broad areas: the airport environment, the runway and runway ends/approaches.

Airport Environment

Automated Weather Systems (AWS) are a critical component of all-weather operations to support future general aviation operations. If an airport does not have an on-airport AWS, then a higher decision altitude is applied to instrument approach reducing operations in low-visibility conditions. The penalty can be significant if the nearest AWS is remote or affected by differing weather patterns.

Two FAA programs support airport-based AWS installation: the Automated Weather Observing System (AWOS), eligible to be acquired and installed directly by an airport sponsor under the

Airport Improvement Program, and the Automated Surface Observing System (ASOS), currently acquired and installed by FAA under Facilities and Equipment program. Numerous AWS versions and options are available, depending on the specific airport and user needs. Costs vary upon specific options and site condition, but can be installed for less than \$100,000. Specific AWS type and model installed at regional facilities are identified in Appendix I.

Currently all primary airports and 207, or 46%, of the nonprimary airports in the region have AWS. A much higher percentage of Level I and II facilities (81 percent) currently have AWS; our goal is to increase this percentage.

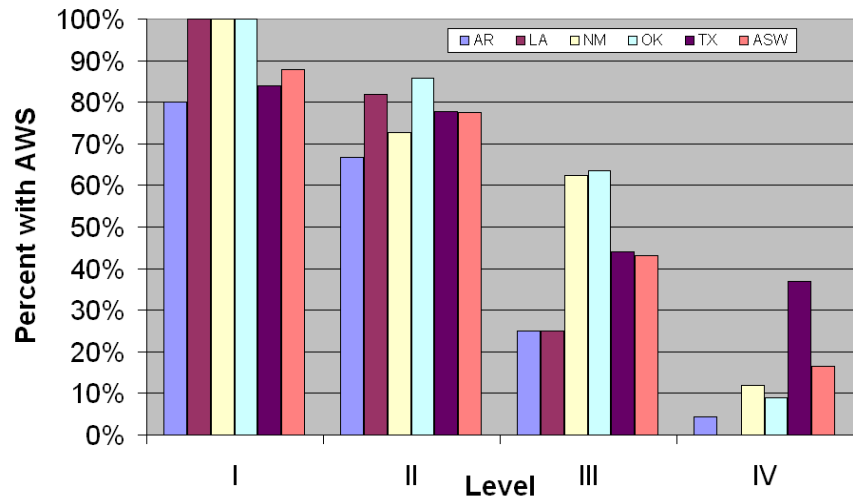
Exhibit 6 provides AWS summary information by state, Level and county. Exhibit 7 shows the distribution by county or parish: currently, 218, or 43%, of the 503 counties and parishes have at least one. A higher saturation will reduce the distance to the nearest AWS, and generally reduce the associated decision altitude penalty, if an airport does not have the equipment or it is off-line.

Exhibit 6a. Nonprimary Airports with AWS by Level and State

State	Level				Total
	I	II	III	IV	
AR	8	8	7	1	24
LA	5	9	5	0	19
NM	3	8	5	3	19
OK	6	12	21	4	43
TX	21	35	29	17	102
Region	43 (88%)	72 (77%)	67 (43%)	25 (17%)	207

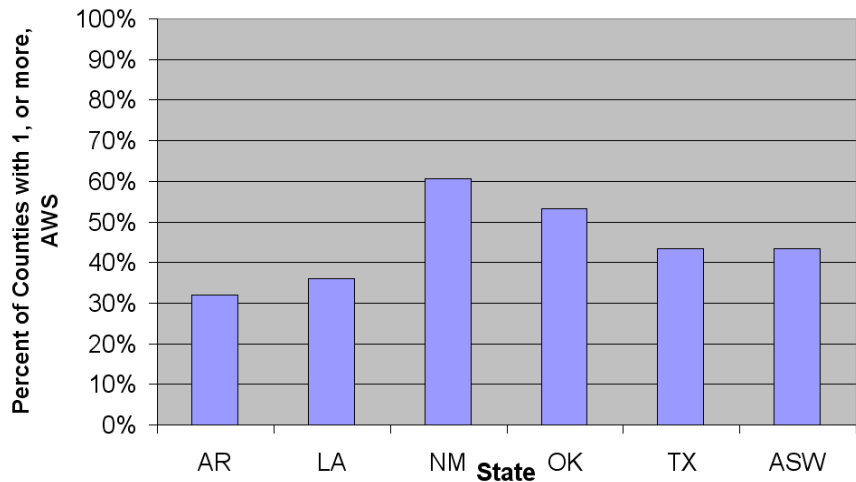
Data Source: See http://www.faa.gov/airports_airtraffic/weather/asos/; Louisiana data augmented by Louisiana Department of Transportation and Development.

Exhibit 6b. AWS Distribution by Level and State



Data Source: See http://www.faa.gov/airports_airtraffic/weather/asos/

Exhibit 7. AWS Distribution by County for All Airports



Data Source: See http://www.faa.gov/airports_airtraffic/weather/asos/

Runways

Without a runway there is no airport. The runway must provide adequate length to serve users, have sufficient capacity (design strength) to avoid being over loaded and be adequately maintained to allow safe operations. Exhibits 8 through 12 provide a summary of critical runway information, including length, single-wheel load-bearing capacity, surface condition and lighting by state and airport Level. In future reports, we will also include data on runway safety areas, runway protection zones and runway signage and marking, all of which are identified as specific targets for improvement in Section 3.

Runway length requirements include adjustments for ambient temperature and elevation. Design criteria require a 7-percent increase in length for each 1,000 foot increase in airport elevation. For comparative purposes, we adjusted all runway lengths at airports with elevations greater than 1,000 feet above mean sea level (MSL) to create an adjusted or effective length assuming an airport elevation of 500 feet MSL. For example the 5,803 foot runway at Taos (7,095 feet MSL) has an effective length of 3,907 feet—if the airport was at 500 feet MSL. Use of effective runway length improves the length analysis. No runway length adjustment was made to compensate for changes in the maximum temperature. Appendix II provides detailed runway-based data for all airports.

Runway lengths and calculated effective lengths included in the analysis are based on the total pavement length as identified in 5010 data. While approach data (Exhibit 13) from the NASR/5010 data set show that many of the runways do not have clear 34:1 or 20:1 approaches, only 7 runways are listed with arrival or departure lengths (declared distances) shorter than the pavement length that are available to pilots. As a result, useable runway pavement to support landings or takeoffs may be less than the full runway length.

Reference Points

Reference points were developed to assist in understanding of the level-of-service provided in terms of runway length and runway strength for each airport Level. Establishing a goal for percentage of runways exceeding a reference point is an improved management tool than establishing and a target average.

	Level			
Reference Point	I	II	III	IV
Runway Length (Effective)	6,000	5,500	4,500	4,000
Single Wheel Strength (1,000 pounds)	45	30	12.5	12.5

Note: Runway length and single wheel strength reference points were determined by professional judgment for each airport Level and are not minimum standards or de facto project justification.

Exhibit 8a and 8b show that Level I airports in LA have an average effective length of nearly 7,000 feet and 60 percent of the longest runways exceed the reference length of 6,000. As expected, the average lengths decrease from Level I through Level IV. As

shown in Exhibit 8b, only 30 percent of the Level II airport's longest runways exceed 5,500 feet.

Exhibit 8a. Average Runway Effective Lengths by Level and State

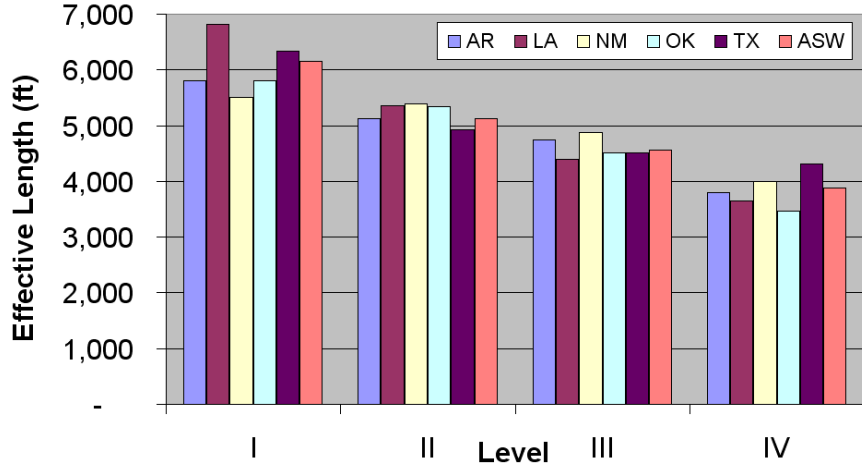


Exhibit 8b. Runways Exceeding Reference Length

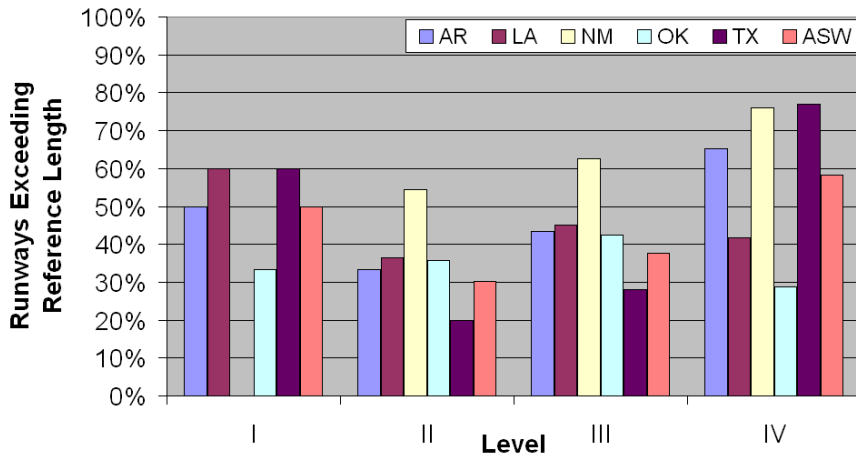
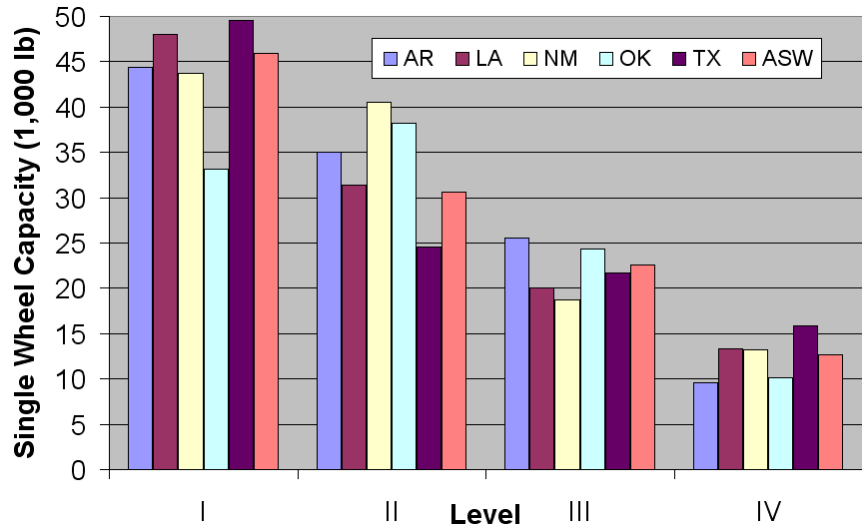


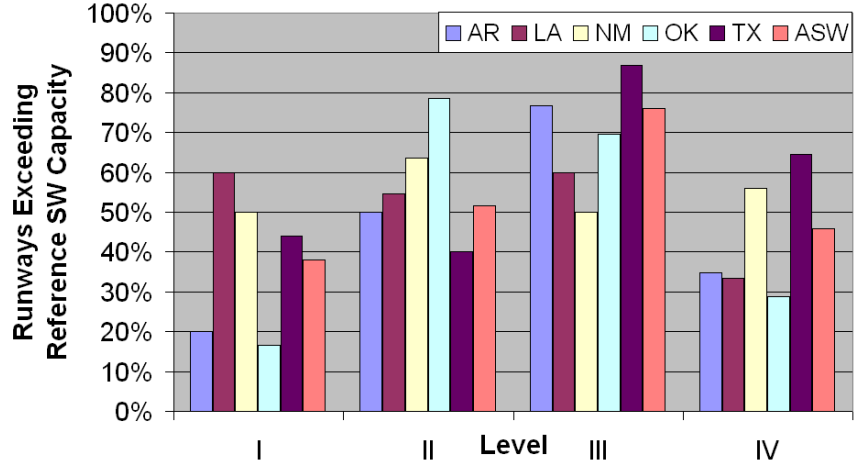
Exhibit 9a and b show that Level I airports in Texas average Single Wheel capacity is nearly 50,000 pounds and slightly more than 40 percent of the runways at these airports exceed the 45,000 pound capacity. As with runway length, the bearing capacity decreases from Level I through Level IV. Less than 20 percent of the Level I airports in Arkansas and Oklahoma have bearing capacity exceeding the reference SW capacity.

Exhibit 9a. Average Runway Capacity (Single Wheel Strength) by Level and State



Note: Data is slightly skewed as 31 runways (7%) do not have a single wheel (SW) strength listed in the 5010 dataset.

Exhibit 9b. Runways Exceeding Reference Single Wheel Capacity



Runway condition, shown in Exhibit 10, uses the Paser evaluation ratings (Excellent, Good, Fair, Poor and Failed), per FAA Advisory Circular 5320-17, captured in the 5010 system measuring the pavement serviceability, not necessarily structural condition. The Pavement Condition Index (PCI) is a widely accepted method for determining the structural condition of the runway and used to determine when it is cost effective to invest in pavement rehabilitation. Numerous pavements rated as good via the Paser evaluation require rehabilitation to extend the useful life and protect the investment. Most runways rated as Fair or Poor, via

Paser-based evaluation, require rehabilitation. While most believe PCI is superior to the Paser method, the cost to acquire the data is higher. Additionally, not all five states have an active PCI-based pavement management system. As a result, we used Paser-based data in the analysis.

Exhibit 10a at least 80 percent of the longest runways at Level I airports in all states except New Mexico are in good or better condition. As expected Level IV runway condition is the lowest; however, the data indicate that Level II average condition is better than at Level I.

Exhibit 10a. Runway Condition for Level I Airports by State

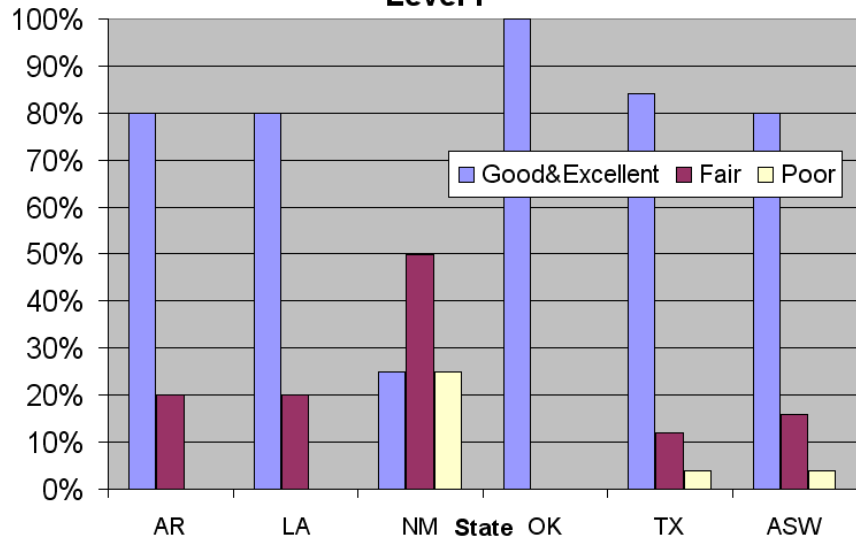


Exhibit 10b. Runway Condition for Level II Airports by State

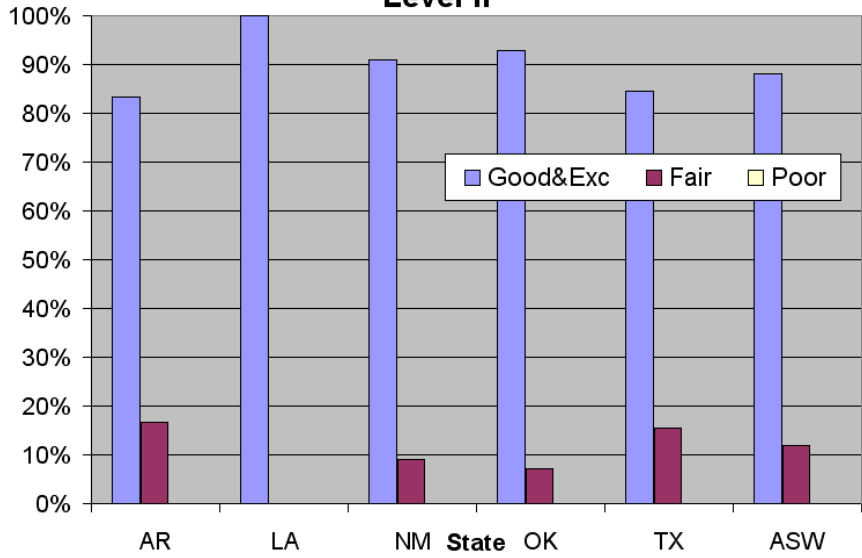


Exhibit 10c. Runway Condition for Level III Airports by State

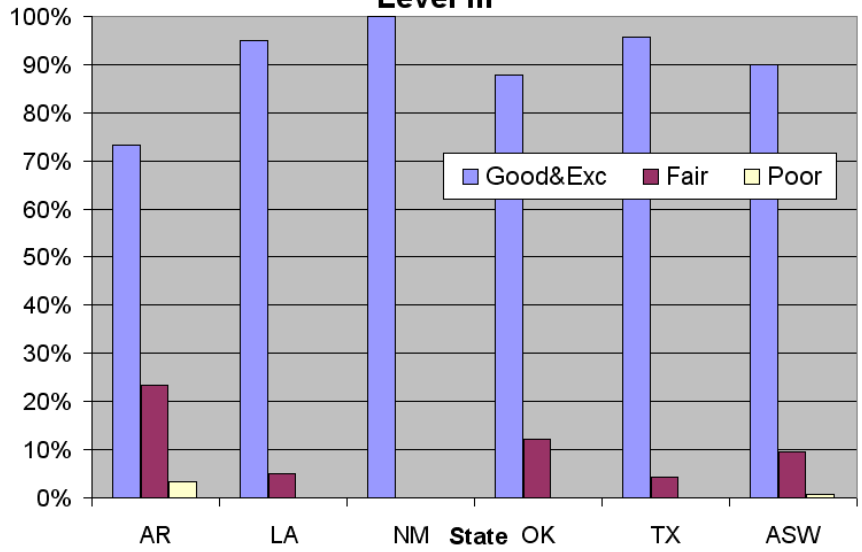


Exhibit 10d. Runway Condition for Level IV Airports by State

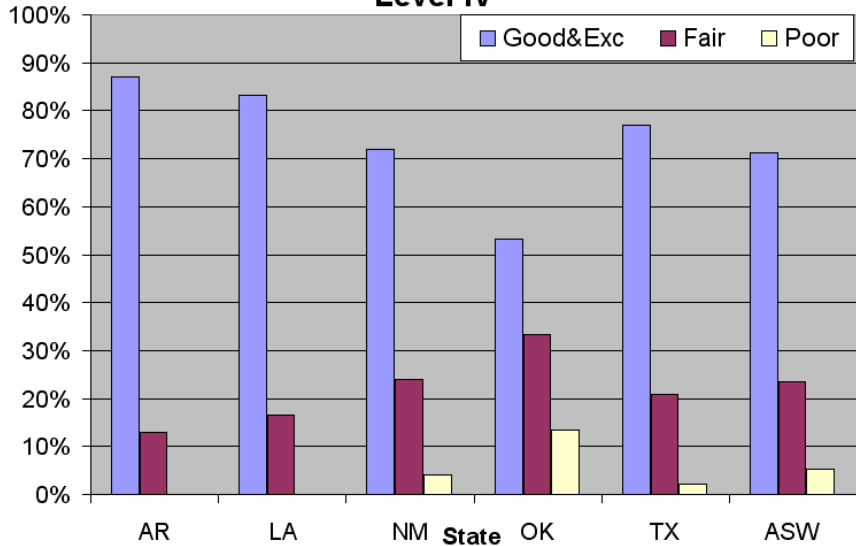


Exhibit 11 indicates a relatively low level of enhanced surface friction at airports with based jets. New Mexico rates the highest with 60 percent of the longest runways identified as having an additional level of safety. Regionally, only 21 percent (26 of 122) are enhanced.

Exhibit 11. Percent of Runways at Airports with Based Turbojet Aircraft with Improved Surface Treatment

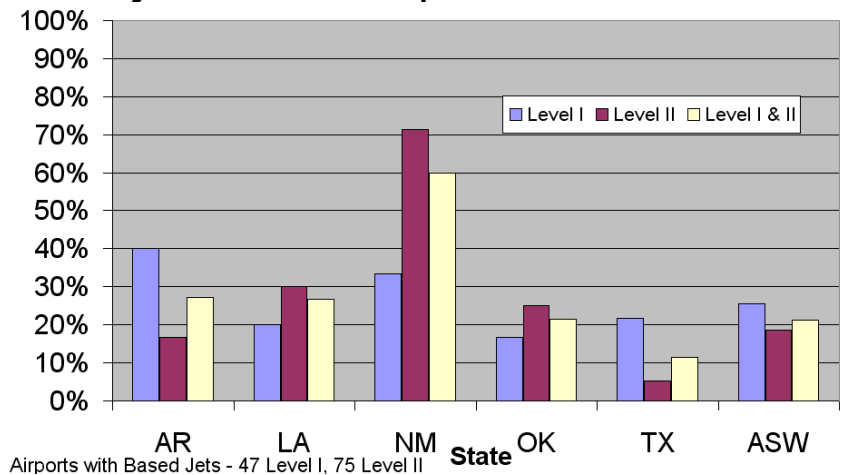
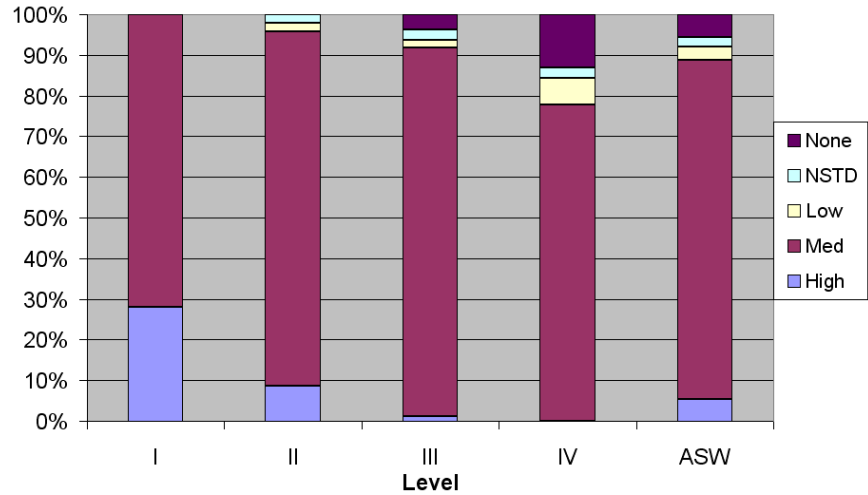


Exhibit 12 indicates that over 80 percent of the longest runways have medium intensity lighting and another 5 percent have high intensity runway lighting. All Level I and II airports have either medium or high intensity standard lighting. Non-standard lighting is limited to Level III and IV locations. About 4 and 13 percent of Level III and IV, respectively, longest runways do not have any edge lighting.

Exhibit 12. Percent of Runways with Low, Medium, High Intensity (Standard) and Nonstandard Edge Lighting



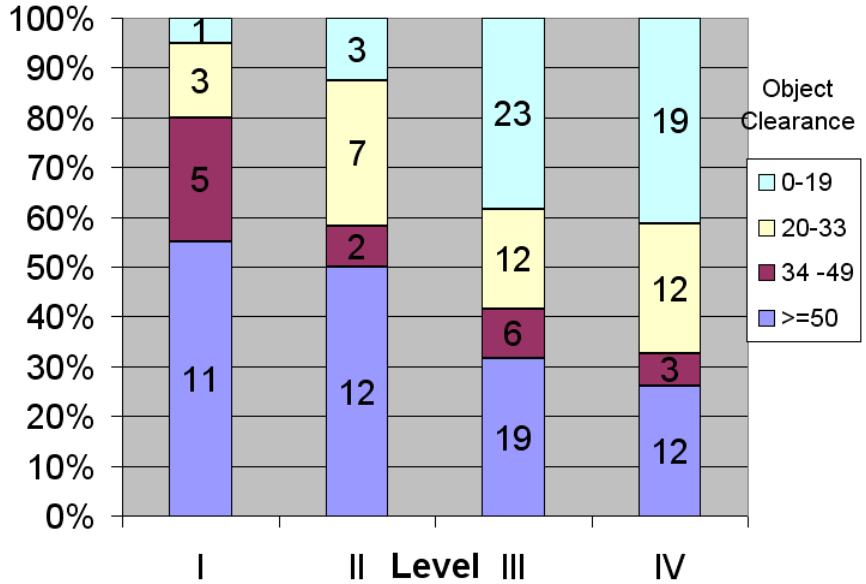
Runway Ends/Approaches

Exhibits 13 through 18 report the current status of obstruction clearance slopes, clear Part 77 surfaces and airports with at least one Lateral Precision Performance with Vertical Guidance (LPV) approach, either published or in development, as well as the distribution of REILs, VGSI and ALSs by Level for the longest runway on the airport.

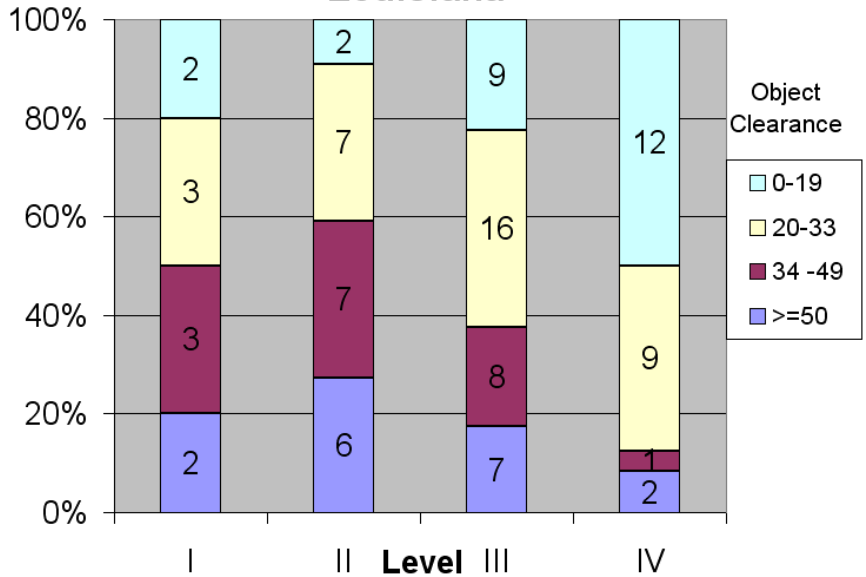
Clear approaches provide enhanced safety and allow full utilization of the runway. Obstructions result in displaced thresholds and frequently reduce the ability for the airport to have high-quality, published instrument approaches.

In Exhibit 13, the approach clearance slope is divided into four groups: 1) approaches with a clear 50:1 or better, 2) those with a clear approach surface of 50:1 to 34:1, 3) approaches with a clearance between 34:1 and 20:1 and 4) approach clearance surfaces less than 20:1. Exhibit 13a shows that in Arkansas, 16 (80 percent) of the approaches to the longest runways at Level I airports and nearly 60 percent of similar approaches at Level II airports have clear 34:1 or better, approaches suggesting high utilization of the runway increased potential for developing high-quality LPV approaches. The region, as shown in Exhibit 13f, is at 58 and 50 percent or Level I and II airport approaches, respectively.

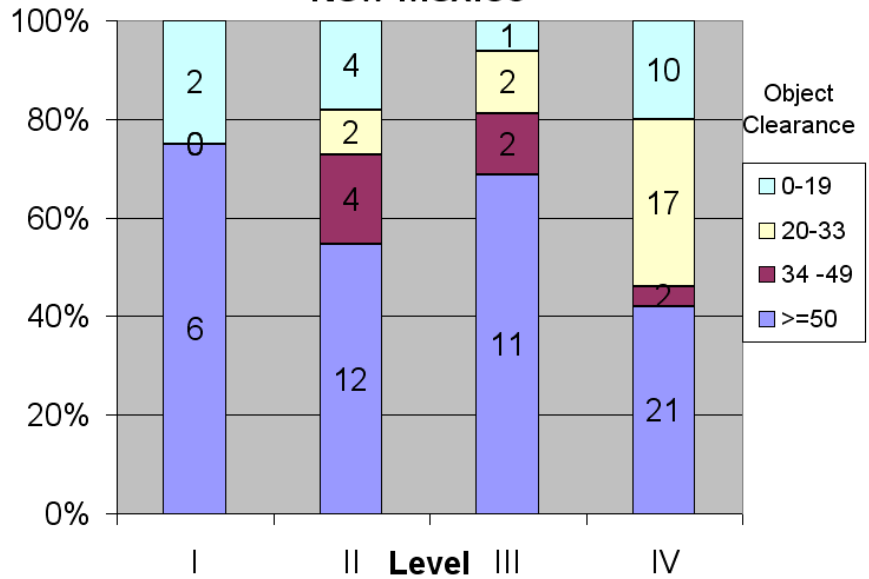
**Exhibit 13a. Arkansas Obstruction Clearance Slope
Arkansas**



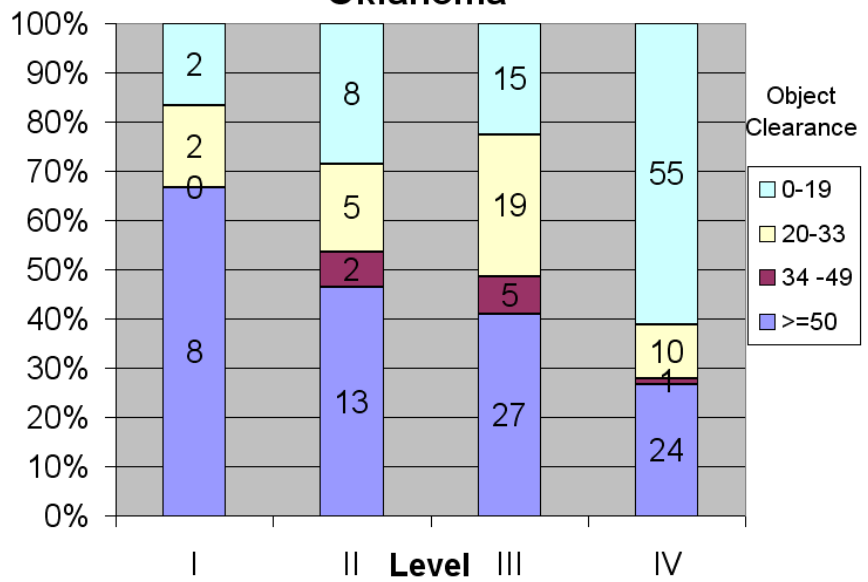
**Exhibit 13b. Louisiana Obstruction Clearance Slope
Louisiana**



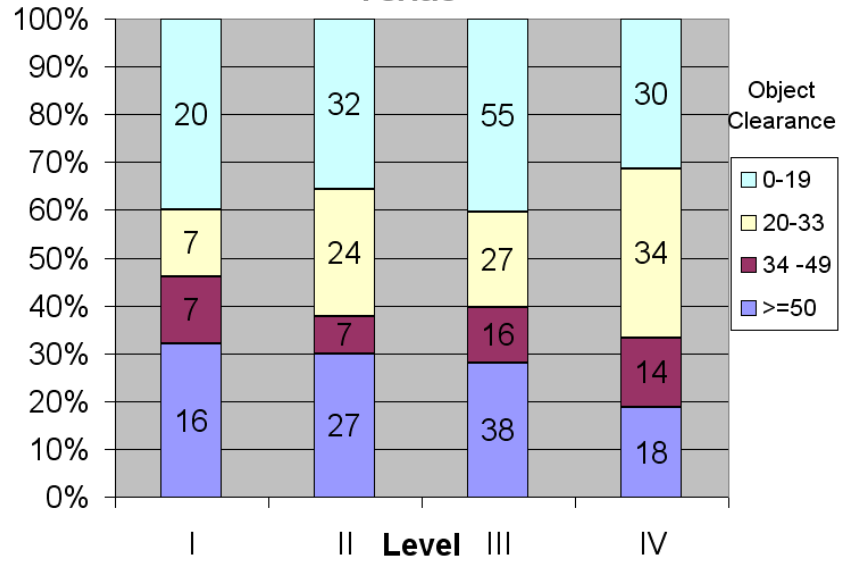
**Exhibit 13c. New Mexico Obstruction Clearance Slope
New Mexico**



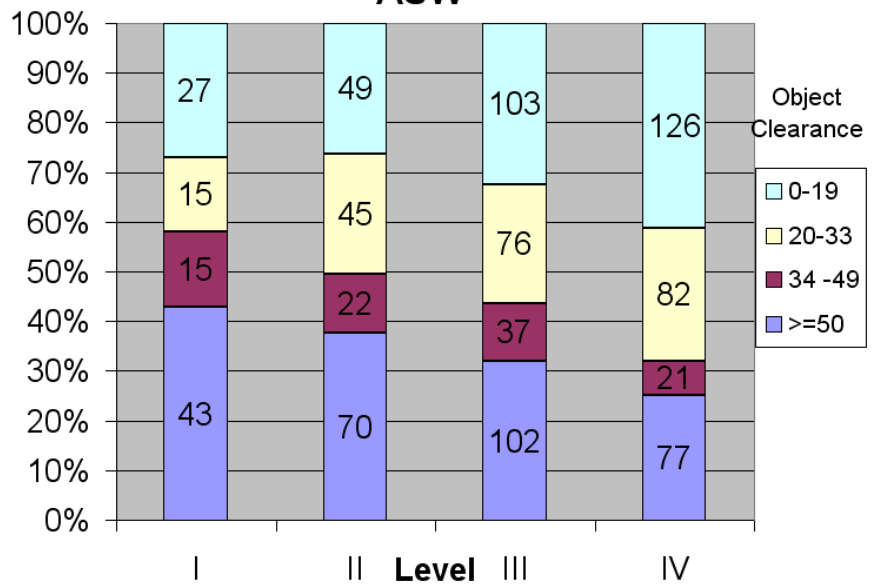
**Exhibit 13d. Oklahoma Obstruction Clearance Slope
Oklahoma**



**Exhibit 13e. Texas Obstruction Clearance Slope
Texas**

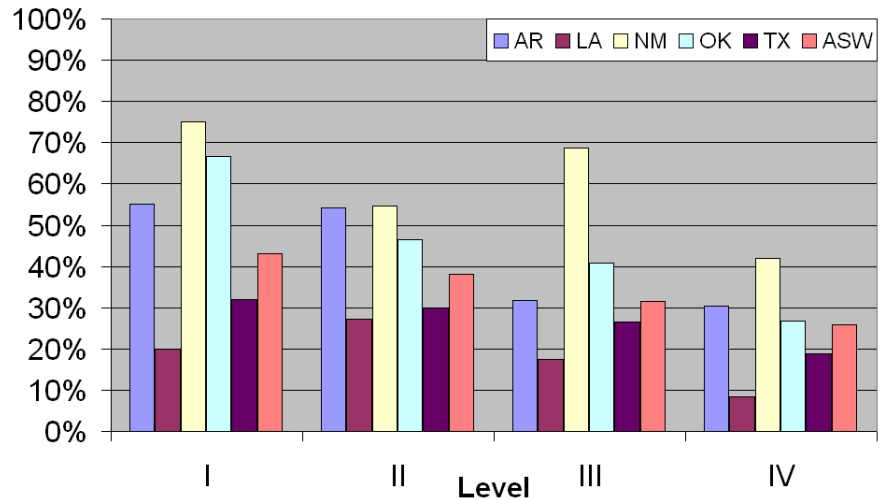


**Exhibit 13f. ASW Obstruction Clearance Slope
ASW**



An alternate perspective of obstructions and aeronautical access is through Part 77 approach surface evaluation. Exhibit 14 indicates that 68 percent of the longest runways at level I airports in Oklahoma are clear of obstacles, exceeding 43 percent regional average. Implementation of high-quality LPV approaches will require an increase in the number of clear Part 77 approach surfaces.

Exhibit 14. Percent of Part 77 Approach Surfaces Clear of Obstructions



The FAA is developing and deploying Lateral Precision Performance with Vertical Guidance (LPV) and other satellite-based approaches to support enhanced all-weather access to airports. They will allow the general aviation airport of the future to better support community aviation needs. Appendices IIIA and IIIB identify approach-based information for each airport and provide a listing of the highest priority Level I and Level II airports for LPV approach development.

Exhibit 15 indicates that only three Level I airports and 22 Level II airports do not have at least one LPV approach either published or in development. Potentially these airports may need obstructions removed before surveys and procedure development can be initiated.

Exhibit 15a. LPV Approach Procedure Status at Level I

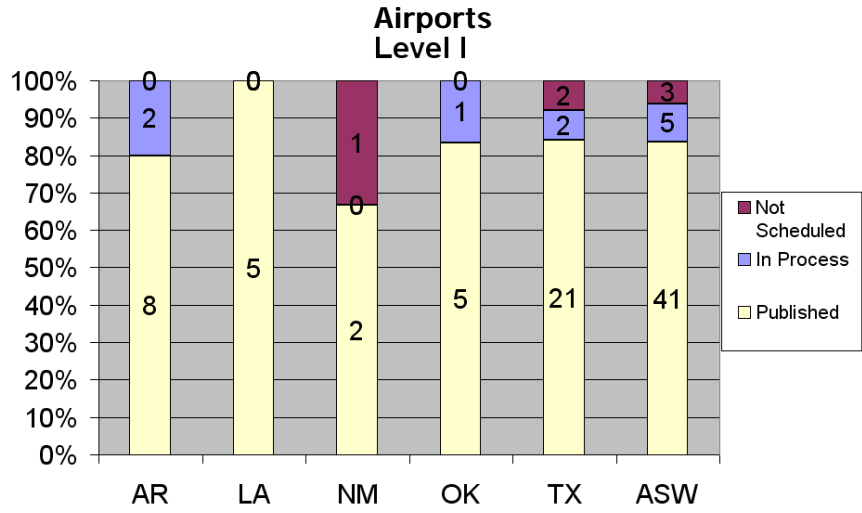


Exhibit 15b. LPV Approach Procedure Status at Level II

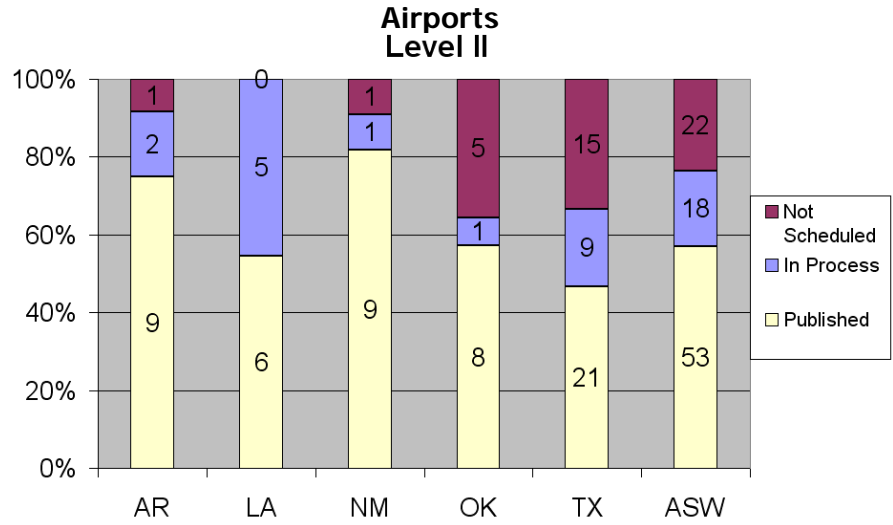
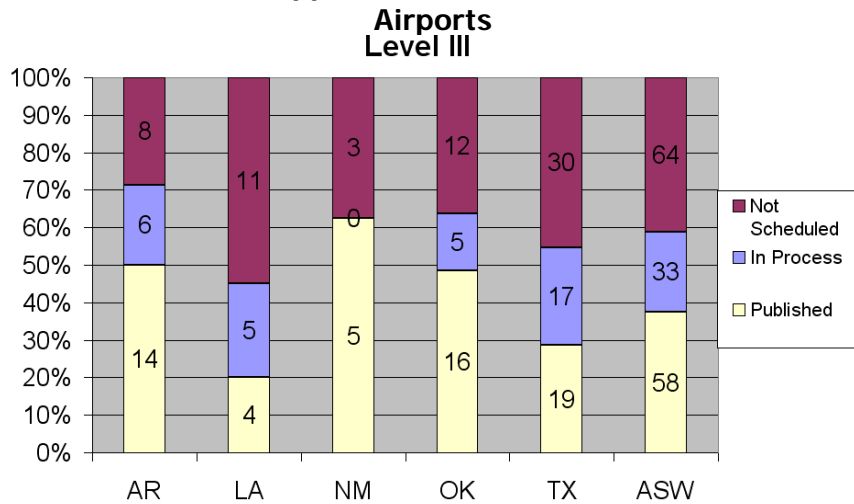


Exhibit 15c. LPV Approach Procedure Status at Level III



Runway End Identification Lights (REIL), Visual Glide Slope Indicators (VGSIs) and Approach Lighting Systems (ALS) provide increased safety and ability to access the airport during low-visibility conditions.

Exhibit 16 indicates that 80 percent of runway ends (longest runway) at Level I Louisiana airports have REIL, compared to 45 percent regional average. Again, REIL availability decreases with Level.

Exhibit 16. REIL Availability by Level

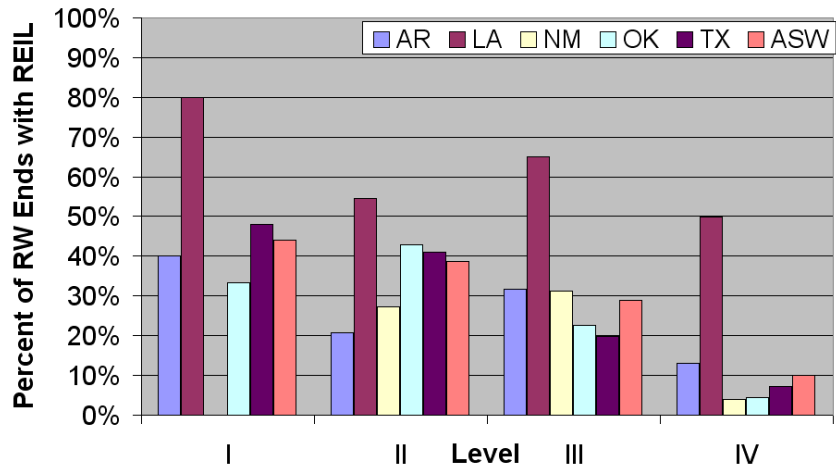


Exhibit 17 shows that Louisiana Level I airports rank the highest for VGSIs availability. Unexpectedly, a higher percentage of Level II than Level I airports have VGSIs on their longest runways.

Exhibit 17. VGSI Availability by Level

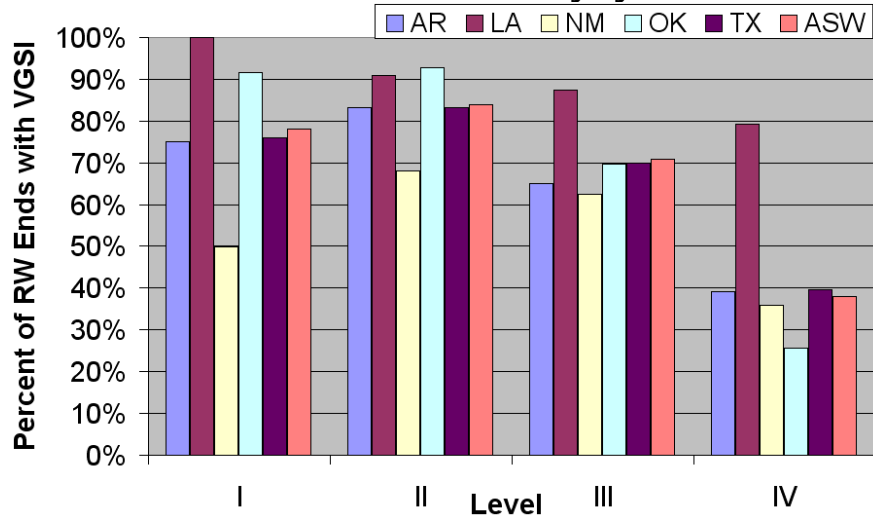
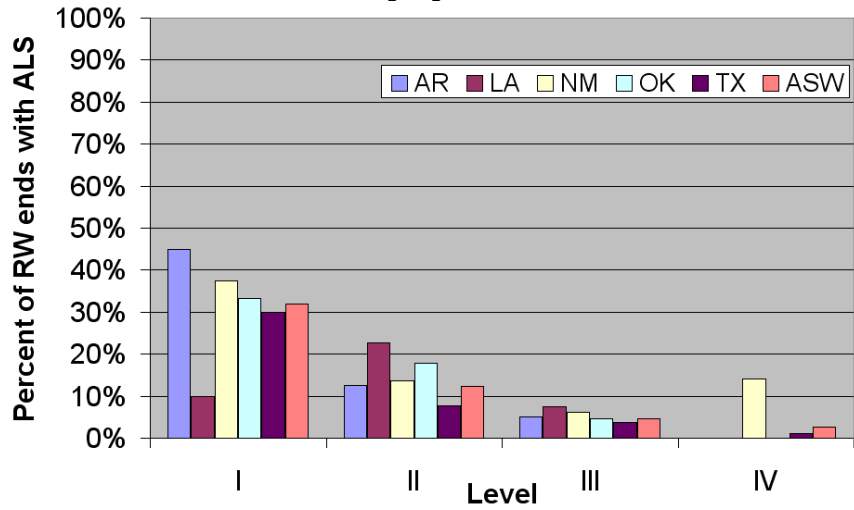


Exhibit 18 indicates that 45 percent of Arkansas Level I runway ends have an approach lighting system compared to the regional average of 30 percent. Only 10 percent of Louisiana Level I locations appear to have an ALS.

Exhibit 18. ALS Availability by Level



Section 3 – Goals, Objectives, Initiatives and Targets

FAA Goals

The FAA has identified the following goals in the *2008-2012 Flight Plan – Charting the Path for the Next Generation*.

- **Increased Safety:** Our goal is to achieve the lowest possible accident rate and constantly improve safety.
- **Greater Capacity:** Our goal is to work with local governments and airspace users to provide increased capacity in the United States airspace system that reduces congestion and meets projected demand in an environmentally sound manner.
- **Organizational Excellence:** Our goal is to ensure the success of the FAA's mission through stronger leadership, a better-trained and safer workforce, enhanced cost-control measures, and improved decision-making based on reliable data.
- **International Leadership:** Our goal is to increase the safety and capacity of the global civil aerospace system in an environmentally sound manner.

This General Aviation Regional Airport System Plan identifies objectives, initiatives and metrics supporting the FAA's safety, capacity and organizational excellence goals. We estimate the Federal investment needed to meet these goals is approximately \$40 million per year—about 25 percent of the typical investment in the Southwest Region's nonprimary system.

Initially, our formal initiatives and goals will focus primarily on Level I and II airports. As the program is implemented and experience is gained, we expect to expand our emphasis to Level III and IV airports. While Levels III and IV are not included in expanded data collection and goals at this time, we expect improvements in safety and capacity (access) will result from the overall emphasis on system improvement.



Objectives



Safety 1: Reduce the potential for aircraft to leave the runway environment due to insufficient runway coefficient of friction.

Background: FAA Advisory Circular 150/5320-12, *Measurement, Construction and Maintenance of Skid Resistant Pavement Surfaces*, Section 4 states: "Grooving of all runways, serving or expected to serve turbojet aircraft, is considered high priority safety work and should be accomplished during initial construction. Such existing runways without grooving should be programmed as soon as practicable." Data indicate 122 airports have based turbojet aircraft, and 26 of the longest runways at these airports have enhanced friction treatment.

Initiative: For runways serving turbojet aircraft, evaluate the need for improved surface friction and incorporate grooving into development scope when other construction is ongoing at the airport, when marking is updated or when the runway requires rehabilitation as appropriate.

Target:

1. 90 percent of primary runways at Level I and Level II nonprimary airports with based turbojet aircraft are grooved or have incorporated techniques to enhance surface friction.

Estimated 5-year Federal Investment: \$30 Million



Safety 2: Reduce the potential for loss of life or damage to aircraft leaving the runway.

Background: FAA Advisory Circular 150/5300-13, *Airport Design*, identifies the Runway Safety Area (RSA) as an integral component of the runway design, provides dimensional and grading requirements and four design standards: (1) cleared, (2) graded and drained, (3) capable of occasionally supporting aircraft and (4) free of objects not fixed by function.

Strategy: Improve RSAs on primary and secondary (required for capacity or wind coverage) runways to the maximum extent feasible by working with airport sponsors and state aviation officials.

Initiative: Identify primary runways at Level I and II airports (required for capacity) and those secondary runways necessary for adequate wind coverage. Determine compliance of the RSAs on these runways with FAA design standards and the feasibility of improving them or identifying potential economically viable solutions. Capture the anticipated costs in the NPIAS as short-term development needs.

Targets:

1. Improve an average of six RSAs per year at Level I and II airports to meet current design standards or improve RSA condition to the maximum extent feasible.
2. Identify all RSAs on primary and secondary runways at Level I and II airports that do not meet standards and can be improved; capture anticipated short-term development costs in the NPIAS by the end of FY-2010.

Estimated 5-year Federal Investment: \$40 Million



Safety 3: Reduce the potential for accidents on or near the runway.

Background: The 5010 system captures only runway marking type and condition. It does not report the presence of hold lines or type/condition of airport guidance signage. As a result, no baseline information is available. Runway/Taxiway markings and signage provide visual clues for entering or leaving the runway environment thereby reducing the risk of accidents on airports.

Strategy: Improve airport signage and markings on runways to the maximum extent feasible by working with airport sponsors and state aviation officials.

Initiative: During inspections (5010, Certification or other) at Level I and II airports, evaluate the existing runway markings (centerline, edge, hold-line) and airport signage type and condition.

Target:

1. Identify all Level I and II airports with inadequate hold-line markings and without standard airfield guidance signage. Capture anticipated short-term development costs in the NPIAS by the end of FY-2010.
2. Based on the analysis, develop an implementation plan to improve airfield signage and runway marking at Level I and II airports by the end of FY-2010.

Estimated 5-year Federal Investment: \$20 Million



Capacity 1: Increase the all-weather airport capabilities to serve the next generation of general aviation aircraft.

Background: The FAA is committed to developing the NextGen. Improving all-weather access to general aviation airports is an important component of this long-term initiative. Currently, the FAA is committed to deploying 300 new LPV approaches per year to improve aeronautical access. Data indicate that 93 and 75 percent of Level I and II airports, respectively, have at least one LPV approach published or in development. Additionally, 89 and 78 percent of Level I and Level II airports, respectively, have an automated weather station.

Strategy: Through state system plans and/or local airport master planning initiatives, develop strategies to implement the best feasible satellite-based approaches to primary runways.

Initiative: Deploy high-quality satellite-based approaches systematically throughout the region to benefit the greatest number of users. Capture the development needs required in the NPIAS.

Target:

1. 90 percent of Level I and II airports have at least one vertically guided approach (LPV or ILS) with a goal of 250-3/4 minima or better.
2. 90 percent of Level I and II airports have an AWS.
3. By the end of FY-2009, analyze published satellite-based procedures to evaluate system-wide decision altitudes, and visibility minima. Develop level-of-performance and system performance measures.
4. By the end of FY-2010, for primary runways at Level I and II airports, determine amount of Runway Protection Zones (RPZs) not controlled by the airport sponsor and the amount of non-compatible land use in the RPZs.

Estimated 5-year Federal Investment: \$50 Million



Capacity 2: Ensure primary runways have the capability to serve current or expected demand.

Background: Runway strength and length are essential to meet user needs and provide access to communities. Additionally, runway condition must be maintained to a high level to provide an adequate level of service. Currently, less than 50 percent of Level I and II runways have runway lengths and strengths meeting the reference length generally needed for aircraft serving these types of airports.

Strategy: Through working with airport sponsors and state aviation officials, identify primary runways with inadequate runway length or capacity to meet current or justified forecast demand based on critical aircraft.

Initiative: Evaluate primary runways at Level I and II airports with length and single wheel (SW) strength below the associated reference points for justification for upgrading as appropriate. Prioritize capital development to realize justified upgrades.

Target:

1. 90 percent of all primary runways are in good or excellent condition.
2. 60 percent of Level I and II airports have runway lengths and single wheel strength exceeding reference points.

Estimated 5-year Federal Investment: \$50 Million



Capacity 3: Ensure active airports have adequate capacity to meet current and forecast demand.

Background: Within the Southwest Region, 36 nonprimary airports have Airport Traffic Control Towers (ATCTs), primarily as a result of very high activity levels. These airports have demonstrated on-going demand and tend to be in locations where most of the general aviation growth is expected due to national trends. While operational activity is available, runway capacity is not generally available and therefore not reported in Section 2.

Strategy: Place additional focus on airports with control towers to ensure adequate long-term capabilities to meet aviation demand, especially in metropolitan areas.

Initiative: By working with local airport operators and state aviation officials, determine the capacity (as defined by the annual service volume or other acceptable metric) and the current and forecast utilization rate (Capacity/Operations) at all nonprimary airports with ATCTs. Place special focus on the Dallas-Fort Worth and Houston metropolitan areas to support enhancements to the Operational Evolution Partnership (OEP).

Target: By the end of FY-2010, determine current utilization rate along with future utilization rate using FAA's Terminal Area Forecast (TAF) of all towered nonprimary airports and identify needed capacity enhancements in the NPIAS.

Estimated 5-year Federal Investment: \$5 Million



Organizational Excellence: Ensure airport infrastructure investment is protected and managed to optimize the Federal investment.

Background: Airport sponsors, when accepting a grant, guarantee the FAA that they (1) will restrict the use of land adjacent to the airport to compatible uses (Assurance 21), (2) have implemented an effective pavement management plan (Assurance 11), (3) will maintain a fee and rental structure that will make the airport as self-sufficient as possible (Assurance 24) and (4) will not permit initiatives have resulted in thousands of wind generators being built throughout the Southwest Region. Texas is now the number 1 state in terms of electric generation and T. Boone Pickens proposes to build thousands more wind turbines, and associate high-voltage power lines, from Texas through North Dakota. Proposed wind turbines have exceeded 450 feet in height. Proposed wind turbines have the potential to negatively impact many nonprimary airports if not protected by adequate height hazard controls. Ensuring adequate height hazard controls are in place preserves airport access.

Strategy: Improve sponsor compliance with grant assurances through improved evaluation and communication.

Initiative: By working with local airport operators and state aviation officials, determine Level I and II airport compliance with Grant Assurances 11, 21, 23 and 24. Support grants and system plans as appropriate to develop and improve land use controls.

Target: By the end of FY-2010, provide a report studying Level I and II airports compliance with Grant Assurances 11, 21, 23 and 24 and recommending ongoing strategies and initiatives to improve compliance.

Estimated 5-year Federal Investment: \$5 Million

Section 4 – Acknowledgements

Over the past three years many individuals have played very important roles in developing this Plan. The following individuals deserve special recognition for taking time away from their regular responsibilities and contributing to its success. Their efforts and contributions are greatly appreciated.

Airports Division, Southwest Region Management Team

- Cameron Bryan, Planning and Programming Branch
- Joe Washington, Safety and Standard Branch
- Lacey Spriggs, Louisiana-New Mexico ADO
- Ed Agnew, Arkansas-Oklahoma ADO
- Mike Nicely, Texas ADO

Advisory Panel and Outside Contributors

- Tom Baca, NM
- Chris Basham, CHA
- Rick Compton, Retired FAA
- George Dresser, Retired
- Kurt Haukohl, CHA
- Kelly Johnson, XNA
- Roy Miller, SHV
- Alan Parra, DFW
- Mike Rice, NM (Retired)

State and Metropolitan Planning Organization Aviation System Planners

- Jerry Chism, AR
- Brad Brandt, LA
- Allen Taylor, LA
- Jane Lucero, NM
- Vivek Khanna, OK
- Dale Williams, OK
- Michelle Hanna, TX
- Linda Howard, TX

- Rachel Wiggins, NCTCOG

GA RASP Team

- Glen Boles, Texas ADO
- Don Harris, AR-OK ADO
- Susan Johnson, Safety and Standards Branch
- Andy Velayos, LA-NM ADO
- Thomas Wade, Planning and Programming Branch

FAA from outside Airports Division

- Janel Showalter, AAS-100
- Carolyn Read, ANM-610
- Don Larson, ANM-610
- Mike Crader, ANM-620
- Byron Rakoff, ANE-610
- Priscilla Scott, ANE-610
- Pat Sullivan, APP-400
- Sharon Glasgow, APP-400
- Sandy Lyman, AGL-610
- Tom Schauer, AGL-620
- Paul Lo, AGL-610
- Jim Lomen, AAL-601
- Dina Mekhail, ASW-31
- Vera Stroud, ASW-600A
- Rosura Villalobos, ASW-600B

Appendix I. GA Tiers and Based Aircraft

Based Aircraft/Service Level Tiering Model

Level I

GA with **100+** Reported Based Aircraft
Reliever (R) & Commercial Service (CS) with 50+ Based Aircraft
Based Jets => 5

Level II

GA with **50-99** Based Aircraft
Reliever (R) & Commercial Service (CS) with 10-49 Based Aircraft
Based Jets 1 - 4

Level III

GA with **10-49** Based Aircraft
Reliever (R) & Commercial Service (CS) with <10 Based Aircraft

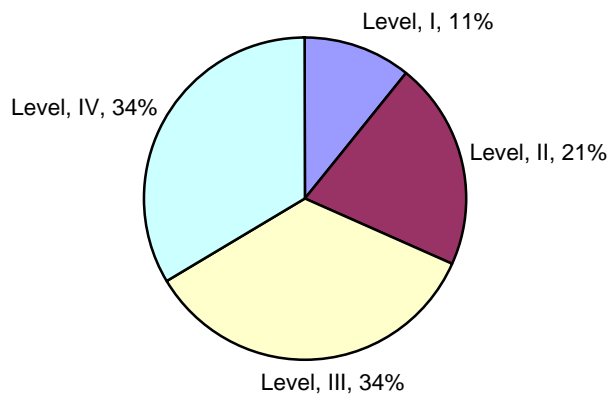
Level IV

GA with **less than 10** Based Aircraft

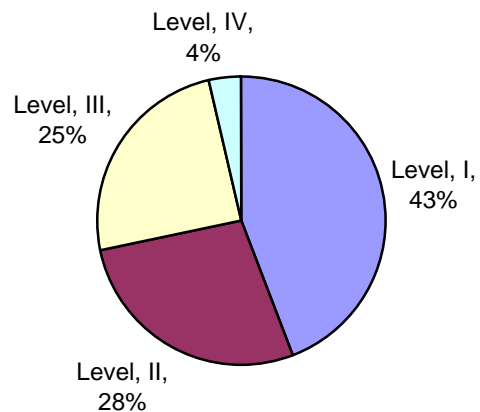
Based Aircraft = Reported Single Engine + Multi-Engine + Jet

		Level				Grand Total
State	Data	I	II	III	IV	
AR	Count of Level	10	12	28	23	73
	Sum of BasedAC-Rpt2	890	473	568	127	2,058
LA	Count of Level	5	11	20	12	48
	Sum of BasedAC-Rpt2	445	302	413	50	1,210
NM	Count of Level	3	11	8	25	47
	Sum of BasedAC-Rpt2	308	452	169	48	977
OK	Count of Level	6	14	33	45	98
	Sum of BasedAC-Rpt2	816	642	788	138	2,384
TX	Count of Level	25	45	66	46	182
	Sum of BasedAC-Rpt2	3,529	1,878	1,411	114	6,932
Total Count of Level		49	93	155	151	448
Total Sum of BasedAC-Rpt2		5,988	3,747	3,349	477	13,561

Airport Distribution



Based Aircraft Distribution



Appendix I. GA Tiers and Based Aircraft

State	City	Airport	LOCID	Level	SL	ATCT	Part 139	AWS(1)	ATIS	5010 - July 31, 2008				Reported Aircraft - August 1, 2008			
										SE	ME	JE	Based AC	SE-Reporte	ME-Reporte	JE-Reported	BasedA C-Rpt
AR	Hot Springs	Memorial Field	HOT	I	CS	N	II A	ASOS	No	66	56	6	128	69	46	6	121
AR	Rogers	Rogers Municipal-Carter Field	ROG	I	GA	Y		AWOS III	No	54	18	30	102	61	19	28	108
AR	Springdale	Springdale Municipal	ASG	I	GA	Y		AWOS III	No	107	27	13	147	75	23	7	105
AR	Fayetteville	Drake Field	FYV	I	GA	Y	IV A	ASOS	Yes	93	9	6	108	79	14	10	103
AR	Searcy	Searcy Municipal	SRC	I	GA	N				75	15	3	93	75	24	2	101
AR	North Little Rock	North Little Rock Municipal	ORK	I	R	N				96	14	4	114	81	15	3	99
AR	West Memphis	West Memphis Municipal	AWM	I	R	Y		ASOS	No	102	21	0	123	75	22	1	98
AR	Jonesboro	Jonesboro Municipal	JBR	I	CS	N	III A	ASOS	No	75	27	9	111	44	21	7	72
AR	Harrison	Boone County	HRO	I	CS	N	III A	ASOS	No	49	11	3	63	40	6	4	50
AR	Walnut Ridge	Walnut Ridge Regional	ARG	I	GA	N		AWOS III	No	26	3	1	30	15	4	14	33
AR	Russellville	Russellville Regional	RUE	II	GA	N		ASOS	No	32	10	1	43	55	4	1	60
AR	Batesville	Batesville Regional	BVX	II	GA	N		AWOS III	No	33	6	0	39	44	12	1	57
AR	Mountain Home	Ozark Regional	BPK	II	GA	N		ASOS	No	45	17	1	63	39	15	1	55
AR	Conway	Dennis F Cantrell Field	CWS	II	GA	N				54	17	3	74	36	10	2	48
AR	Mena	Mena Intermountain Municipal	MEZ	II	GA	N		AWOS IIIP/T	No	34	15	4	53	31	14	3	48
AR	Helena/West	Thompson-Robbins	HEE	II	GA	N				35	6	2	43	33	7	1	41
AR	Siloam Springs	Smith Field	SLG	II	GA	N		AWOS III	No	39	5	1	45	33	5	1	39
AR	Stuttgart	Stuttgart Municipal	SGT	II	GA	N		AWOS III	No	28	4	1	33	28	4	1	33
AR	Arkadelphia	Dexter B Florence Memorial Field	M89	II	GA	N		AWSS	No	29	3	0	32	30	2	1	33
AR	El Dorado	South Arkansas Regional at	ELD	II	GA	N	III A	ASOS	No	26	3	5	34	18	3	4	25
AR	Berryville	Carroll County	4M1	II	GA	N				30	3	0	33	21	1	2	24
AR	Lake Village	Lake Village Municipal	M32	II	GA	N				7	2	1	10	7	2	1	10
AR	Pine Bluff	Grider Field	PBF	III	GA	N		ASOS	No	47	5	1	53	39	5	0	44
AR	Bentonville	Bentonville Municipal/Louise M	VBT	III	GA	N		AWOS III	No	41	2	0	43	34	5	0	39
AR	Paragould	Kirk Field	PGR	III	GA	N				23	3	0	26	30	4	0	34
AR	Benton	Saline County Regional	SUZ	III	GA	N				0	0	0	0	29	3	0	32
AR	Heber Springs	Heber Springs Municipal	HBZ	III	GA	N				34	5	0	39	24	5	0	29
AR	Newport	Newport Municipal	M19	III	GA	N		AWSS	No	15	5	3	23	26	3	0	29
AR	Morrilton	Morrilton Municipal	BDQ	III	GA	N				23	2	0	25	26	1	0	27
AR	Hope	Hope Municipal	M18	III	GA	N				15	2	0	17	23	3	0	26
AR	Malvern	Malvern Municipal	M78	III	GA	N				25	2	0	27	24	2	0	26
AR	Camden	Harrell Field	CDH	III	GA	N		AWOS IIIP	No	18	3	0	21	19	4	0	23
AR	Flippin	Marion County Regional	FLP	III	GA	N		AWOS III	No	21	5	0	26	16	6	0	22
AR	Monticello	Monticello Municipal/Ellis Field	LLQ	III	GA	N		ASOS	No	22	3	0	25	17	3	0	20
AR	De Witt	De Witt Municipal	5M1	III	GA	N				16	0	0	16	16	0	0	16
AR	Corning	Corning Municipal	4M9	III	GA	N				21	4	0	25	14	2	0	16
AR	Dumas	Billy Free Municipal	0M0	III	GA	N				17	1	0	18	15	1	0	16
AR	Blytheville	Blytheville Municipal	HKA	III	GA	N		ASOS	No	20	2	0	22	13	2	0	15
AR	Ozark	Ozark-Franklin County	7M5	III	GA	N				12	1	0	13	13	2	0	15
AR	Blytheville	Arkansas International	BYH	III	GA	N				12	1	0	13	13	2	0	15
AR	Carlisle	Carlisle Municipal	4M3	III	GA	N				14	1	0	15	13	1	0	14
AR	Pocahontas	Pocahontas Municipal	M70	III	GA	N				14	1	0	15	13	1	0	14
AR	Clarksville	Clarksville Municipal	H35	III	GA	N				11	1	1	13	12	1	0	13
AR	Clinton	Clinton Municipal	CCA	III	GA	N				17	6	0	23	9	4	0	13
AR	Manila	Manila Municipal	MXA	III	GA	N				30	4	0	34	12	1	0	13
AR	Ash Flat	Sharp County Regional	CVK	III	GA	N				12	0	0	12	13	0	0	13
AR	Sheridan	Sheridan Municipal	9M8	III	GA	N				9	1	0	10	11	1	0	12
AR	Horseshoe Bend	Horseshoe Bend	6M2	III	GA	N				13	0	0	13	10	1	0	11
AR	Melbourne	Melbourne Municipal - John E Miller	42A	III	GA	N				9	1	0	10	10	1	0	11
AR	Magnolia	Magnolia Municipal	AGO	III	GA	N				8	1	0	9	9	1	0	10
AR	Mount Ida	Bearce	7M3	IV	GA	N				10	0	0	10	8	1	0	9
AR	Warren	Warren Municipal	3M9	IV	GA	N				8	1	0	9	8	1	0	9
AR	De Queen	J Lynn Helms Sevier County	DEQ	IV	GA	N		ASOS	No	11	0	0	11	9	0	0	9
AR	Brinkley	Frank Federer Memorial	M36	IV	GA	N				5	0	0	5	9	0	0	9
AR	Danville	Danville Municipal	32A	IV	GA	N				4	1	0	5	5	3	0	8
AR	Osceola	Osceola Municipal	7M4	IV	GA	N				2	0	0	2	8	0	0	8
AR	Piggott	Piggott Municipal	7M7	IV	GA	N				6	0	0	6	8	0	0	8
AR	Waldron	Waldron Municipal	M27	IV	GA	N				15	0	0	15	7	1	0	8
AR	Wynne	Wynne Municipal	M65	IV	GA	N				12	0	0	12	7	0	0	7
AR	Crossett	Z M Jack Stell Field	CRT	IV	GA	N				5	1	0	6	5	2	0	7
AR	Almyra	Almyra Municipal	M73	IV	GA	N				10	0	0	10	7	0	0	7
AR	McGehee	McGehee Municipal	7M1	IV	GA	N				6	0	0	6	6	0	0	6
AR	Marianna	Marianna/Lee County-Steve	6M7	IV	GA	N				6	0	0	6	5	0	0	5
AR	Forrest City	Forrest City Municipal	FCY	IV	GA	N				10	0	0	10	5	0	0	5
AR	Marked Tree	Marked Tree Municipal	6M8	IV	GA	N				4	0	0	4	4	0	0	4
AR	Nashville	Howard County	M77	IV	GA	N				2	3	0	5	2	2	0	4
AR	Clarendon	Clarendon Municipal	4M8	IV	GA	N				3	0	0	3	4	0	0	4
AR	Morrilton	Petit Jean Park	MPJ	IV	GA	N				0	0	0	0	0	3	0	3
AR	Paris /Subiaco/	Paris Municipal	7M6	IV	GA	N				3	0	0	3	3	0	0	3
AR	Fordyce	Fordyce Municipal	5M4	IV	GA	N				2	0	0	2	2	0	0	2
AR	Calico Rock	Calico Rock-Izard County	37T	IV	GA	N				2	0	0	2	1	0	0	1
AR	Marshall	Searcy County	4A5	IV	GA	N				1	0	0	1	0	1	0	1
AR	Augusta	Woodruff County	M60	IV	GA	N				0	0	0	0	0	0	0	0

(1) - Supplemental Data provided by LADOTD
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Appendix I. GA Tiers and Based Aircraft

State	City	Airport	LOCID	Level	SL	ATCT	Part 139	AWS(1)	ATIS	5010 - July 31, 2008				Reported Aircraft - August 1, 2008			
										SE	ME	JE	Based AC	SE-Reporte	ME-Reporte	JE-Reported	BasedA C-Rpt
LA	Shreveport	Shreveport Downtown	DTN	I	R	Y		ASOS	No	98	20	0	118	117	22	1	140
LA	New Orleans	Lakefront	NEW	I	R	Y		ASOS	No	61	29	15	105	63	28	5	96
LA	Hammond	Hammond Northshore Regional	HDC	I	GA	N		AWOS IIIP	No	88	20	11	119	76	10	6	92
LA	Slidell	Slidell	ASD	I	R	N		ASOS	No	82	5	1	88	75	8	1	84
LA	Lake Charles	Chennault International	CWF	I	GA	Y	IV A	AWOS IIIP	No	17	6	14	37	17	6	10	33
LA	Gonzales	Louisiana Regional	L38	II	GA	N				83	4	0	87	55	4	0	59
LA	Natchitoches	Natchitoches Regional	IER	II	GA	N		AWOS IIIP/T	No	39	2	0	41	37	4	1	42
LA	Abbeville	Abbeville Chris Crusta Memorial	0R3	II	GA	N		YES		67	4	2	73	37	3	2	42
LA	Ruston	Ruston Regional	RSN	II	GA	N		AWOS III	No	24	7	2	33	30	6	2	38
LA	Houma	Houma-Terrebonne	HUM	II	GA	Y		YES		46	30	5	81	13	17	3	33
LA	New Iberia	Acadiana Regional	ARA	II	GA	Y	IV A	ASOS	No	28	7	0	35	21	7	1	29
LA	Tallulah/Vicksburg,	Vicksburg Tallulah Regional	TVR	II	GA	N		ASOS	No	20	4	1	25	15	5	1	21
LA	Alexandria	Esler Regional	ESF	II	GA	N		ASOS	No	15	0	0	15	13	0	1	14
LA	Oakdale	Allen Parish	ACP	II	GA	N		AWOS IIIP/T	No	9	0	1	10	9	0	1	10
LA	Vivian	Vivian	3F4	II	GA	N				9	0	0	9	6	1	1	8
LA	Galliano	South Lafourche Leonard Miller Jr	GAO	II	GA	N		AWOS IIIP	No	2	1	0	3	2	2	2	6
LA	Jennings	Jennings	3R7	III	GA	N				36	7	0	43	34	8	0	42
LA	Reserve	St John the Baptist Parish	1L0	III	GA	N				48	3	0	51	37	3	0	40
LA	Opelousas	St Landry Parish-Ahart Field	OPL	III	GA	N				25	8	0	33	30	5	0	35
LA	Rayville	John H Hooks Jr Memorial	MT9	III	GA	N				21	2	0	23	25	3	0	28
LA	Sulphur	Southland Field	UXL	III	GA	N		YES		23	4	0	27	22	6	0	28
LA	New Roads	False River Regional	HZR	III	GA	N				20	2	0	22	21	2	0	23
LA	Minden	Minden-Webster	F24	III	GA	N				19	4	0	23	19	3	0	22
LA	DeRidder	Beauregard Regional	DR1	III	GA	N		AWOS IIIP/T	No	18	4	0	22	17	4	0	21
LA	Bogalusa	George R Carr Memorial Air Field	BXA	III	GA	N		AWOS IIIP/T	No	24	2	0	26	19	2	0	21
LA	Eunice	Eunice	4R7	III	GA	N				16	1	0	17	15	2	0	17
LA	Bastrop	Morehouse Memorial	BQP	III	GA	N		AWOS IIIP/T	No	16	2	0	18	15	1	0	16
LA	Covington	St. Tammany Regional	L31	III	GA	N				19	3	0	22	13	3	0	16
LA	Vidalia	Concordia Parish	0R4	III	GA	N				14	0	0	14	16	0	0	16
LA	Farmerville	Union Parish	F87	III	GA	N				16	0	0	16	14	0	0	14
LA	Winnsboro	Winnsboro Municipal	F89	III	GA	N				7	0	0	7	14	0	0	14
LA	Leesville	Leesville	L39	III	GA	N				15	0	0	15	13	0	0	13
LA	Marksville	Marksville Municipal	MKV	III	GA	N				13	0	0	13	13	0	0	13
LA	Patterson	Harry P Williams Memorial	PTN	III	GA	N		AWOS III	No	14	4	2	20	10	2	0	12
LA	Crowley	Le Gros Memorial	3R2	III	GA	N				25	0	0	25	12	0	0	12
LA	Mansfield	C E 'Rusty' Williams	3F3	III	GA	N				8	1	0	9	9	1	0	10
LA	DeQuincy	DeQuincy Industrial Airpark	5R8	IV	GA	N				7	0	0	7	8	0	0	8
LA	Coushatta	The Red River	0R7	IV	GA	N				5	0	0	5	6	1	0	7
LA	Jonesville	Jonesville	L32	IV	GA	N				9	1	0	10	7	0	0	7
LA	Lake Providence	Byerley	0M8	IV	GA	N				5	0	0	5	5	0	0	5
LA	Springhill	Springhill	SPH	IV	GA	N				5	1	0	6	5	0	0	5
LA	Oak Grove	Kelly	9M6	IV	GA	N				5	0	0	5	5	0	0	5
LA	Winnfield	David G Joyce	0R5	IV	GA	N				8	1	0	9	4	0	0	4
LA	Thibodaux	Thibodaux Municipal	L83	IV	GA	N				6	0	0	6	3	1	0	4
LA	Jena	Jena	1R1	IV	GA	N				5	2	0	7	1	2	0	3
LA	Many	Hart	3R4	IV	GA	N				4	1	0	5	2	0	0	2
LA	Jonesboro	Jonesboro	F88	IV	GA	N				0	0	0	0	0	0	0	0
LA	Homer	Homer Municipal	5F4	IV	GA	N				0	0	0	0	0	0	0	0

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State	City	Airport	LOCID	Level	SL	ATCT	Part 139	AWS(1)	ATIS	5010 - July 31, 2008				Reported Aircraft - August 1, 2008			
										SE	ME	JE	Based AC	SE-Reporte	ME-Reporte	JE-Reported	BasedA C-Rpt
NM	Albuquerque	Double Eagle II	AEG	I	R	N		AWOS III	No	212	20	1	233	116	9	0	125
NM	Las Cruces	Las Cruces International	LRU	I	GA	N	IV A	AWOS IIIP	No	128	24	2	154	99	12	3	114
NM	Clovis	Clovis Municipal	CVN	I	CS	N	III A	AWOS III	No	61	17	1	79	52	16	1	69
NM	Santa Teresa	Dona Ana County at Santa Teresa	5T6	II	GA	N				88	13	7	108	76	13	4	93
NM	Los Alamos	Los Alamos	LAM	II	GA	N		AWOS IIIP	No	76	1	0	77	64	1	0	65
NM	Belen	Alexander Municipal	E80	II	GA	N				50	2	0	52	51	2	0	53
NM	Ruidoso	Sierra Blanca Regional	SRR	II	GA	N	II A	AWOS IIIP/T	No	56	6	2	64	43	5	1	49
NM	Taos	Taos Regional	SKX	II	GA	N		AWOS III	No	35	0	2	37	40	4	1	45
NM	Hobbs	Lea County Regional	HOB	II	GA	Y	II A			62	6	1	69	30	2	2	34
NM	Artesia	Artesia Municipal	ATS	II	GA	N		AWOS III	No	20	5	1	26	22	6	1	29
NM	Alamogordo	Alamogordo-White Sands Regional	ALM	II	GA	N		AWOS III	No	60	3	0	63	23	3	1	27
NM	Carlsbad	Cavern City Air Terminal	CNM	II	CS	N	II A	ASOS	No	20	4	0	24	22	3	0	25
NM	Gallup	Gallup Municipal	GUP	II	CS	N		ASOS	No	14	8	0	22	15	7	0	22
NM	Las Vegas	Las Vegas Municipal	LVS	II	GA	N		ASOS	No	12	1	1	14	8	1	1	10
NM	Moriarty	Moriarty	0E0	III	GA	N				65	2	0	67	39	1	0	40
NM	Truth or	Truth Or Consequences Municipal	TCS	III	GA	N		ASOS	No	44	0	0	44	30	0	0	30
NM	Silver City	Grant County	SVC	III	GA	N	III A	AWOS III	No	21	6	0	27	17	3	0	20
NM	Raton	Raton Municipal/Crews Field	RTN	III	GA	N		ASOS	No	18	0	0	18	18	1	0	19
NM	Portales	Portales Municipal	PRZ	III	GA	N		AWOS IIIP/T	No	17	0	0	17	18	1	0	19
NM	Deming	Deming Municipal	DMN	III	GA	N		ASOS	No	29	0	0	29	16	1	0	17
NM	Grants	Grants-Milan Municipal	GNT	III	GA	N				13	2	0	15	12	2	0	14
NM	Carrizozo	Carrizozo Municipal	F37	III	GA	N				6	0	0	6	10	0	0	10
NM	Tucumcari	Tucumcari Municipal	TCC	IV	GA	N		ASOS	No	14	0	0	14	9	0	0	9
NM	Clayton	Clayton Municipal Airpark	CAO	IV	GA	N		ASOS	No	6	0	0	6	8	0	0	8
NM	Lovington	Lea County-Zip Franklin Memorial	E06	IV	GA	N				8	2	0	10	5	2	0	7
NM	Lordsburg	Lordsburg Municipal	LSB	IV	GA	N				6	0	0	6	7	0	0	7
NM	Fort Sumner	Fort Sumner Municipal	FSU	IV	GA	N				2	0	0	2	3	2	0	5
NM	Angel Fire	Angel Fire	AXX	IV	GA	N		AWOS IIIP	No	1	1	0	2	3	1	0	4
NM	Magdalena	Magdalena	N29	IV	GA	N				4	0	0	4	2	0	0	2
NM	Jal	Lea County/Jal/	E26	IV	GA	N				5	0	0	5	2	0	0	2
NM	Socorro	Socorro Municipal	ONM	IV	GA	N				16	0	0	16	2	0	0	2
NM	Questa	Questa Municipal Nr 2	N24	IV	GA	N				1	0	0	1	1	0	0	1
NM	Aztec	Aztec Municipal	N19	IV	GA	N				15	0	0	15	1	0	0	1
NM	Vaughn	Vaughn Municipal	N17	IV	GA	N				0	0	0	0	0	0	0	0
NM	Springer	Springer Municipal	S42	IV	GA	N				0	0	0	0	0	0	0	0
NM	Zuni Pueblo	Black Rock	ZUN	IV	GA	N				0	0	0	0	0	0	0	0
NM	Conchas Dam	Conchas Lake	E89	IV	GA	N				0	0	0	0	0	0	0	0
NM	Tatum	Tatum	E07	IV	GA	N				1	0	0	1	0	0	0	0
NM	Santa Rosa	Santa Rosa Route 66	I58	IV	GA	N				1	1	0	2	0	0	0	0
NM	Navajo Dam	Navajo Lake	1V0	IV	GA	N				0	0	0	0	0	0	0	0
NM	Hatch	Hatch Municipal	E05	IV	GA	N				2	0	0	2	0	0	0	0
NM	Espanola	San Juan Pueblo	E14	IV	GA	N				6	0	0	6	0	0	0	0
NM	Crownpoint	Crownpoint	0E8	IV	GA	N				0	0	0	0	0	0	0	0
NM	Shiprock	Shiprock Airstrip	5V5	IV	GA	N				0	0	0	0	0	0	0	0
NM	Glenwood	Glenwood-Catron County	E94	IV	GA	N				0	0	0	0	0	0	0	0
NM	Dulce	Jicarilla Apache Nation	24N	IV	GA	N				0	0	0	0	0	0	0	0
NM	Reserve	Reserve	T16	IV	GA	N				1	0	0	1	0	0	0	0

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Appendix I. GA Tiers and Based Aircraft

State	City	Airport	LOCID	Level	SL	ATCT	Part 139	AWS(1)	ATIS	5010 - July 31, 2008				Reported Aircraft - August 1, 2008			
										SE	ME	JE	Based AC	SE-Reporte	ME-Reporte	JE-Reported	BasedA C-Rpt
OK	Tulsa	Richard Lloyd Jones Jr	RVS	I	R	Y		ASOS	Yes	445	74	21	540	237	33	19	289
OK	Oklahoma City	Wiley Post	PWA	I	R	Y		ASOS	Yes	345	56	44	445	167	57	34	258
OK	Norman	University of Oklahoma Westheimer	OUN	I	R	Y		AWOS IIIP/T	No	67	24	4	95	71	20	4	95
OK	Guthrie	Guthrie-Edmond Regional	GOK	I	GA	N		ASOS	No	94	7	3	104	67	11	5	83
OK	Enid	Enid Woodring Regional	WDG	I	GA	Y		AWOS IIIP/T	No	70	1	2	73	62	6	5	73
OK	Ardmore	Ardmore Municipal	ADM	I	GA	Y		AWOS IIIP/T	No	5	1	2	8	8	3	7	18
OK	Muskogee	Davis Field	MKO	II	GA	N		ASOS	No	43	16	0	59	41	58	0	99
OK	Stillwater	Stillwater Regional	SWO	II	GA	Y	IV A	ASOS	No	66	10	0	76	66	10	0	76
OK	Grove	Grove Municipal	GMJ	II	GA	N		AWOS IIIP/T	No	50	10	0	60	51	8	0	59
OK	Ponca City	Ponca City Regional	PNC	II	GA	N		ASOS	No	62	7	1	70	48	6	2	56
OK	Goldsby	David Jay Perry	1K4	II	GA	N				56	1	0	57	55	0	0	55
OK	Sand Springs	William R. Pogue Municipal	OWP	II	GA	N				52	8	0	60	42	11	0	53
OK	Alva	Alva Regional	AVK	II	GA	N		AWOS IIIP/T	No	39	2	0	41	48	2	0	50
OK	Ardmore	Ardmore Downtown Executive	1F0	II	GA	N		AWOS IIIP/T	No	39	5	2	46	35	5	1	41
OK	Shawnee	Shawnee Regional	SNL	II	GA	N		AWOS IIIP/T	No	42	3	2	47	34	2	2	38
OK	Ada	Ada Municipal	ADH	II	GA	N		AWOS IIIP/T	No	24	8	3	35	24	8	3	35
OK	Pauls Valley	Pauls Valley Municipal	PVJ	II	GA	N		AWOS IIIP/T	No	30	0	0	30	34	0	1	35
OK	Durant	Eaker Field	DUA	II	GA	N		AWOS IIIP/T	No	50	4	1	55	17	3	1	21
OK	Cushing	Cushing Municipal	CUH	II	GA	N		AWOS IIIP/T	No	30	0	0	30	17	0	1	18
OK	Chandler	Chandler Regional	CQB	II	GA	N		AWOS IIIP/T	No	3	1	2	6	3	1	2	6
OK	Tahlequah	Tahlequah Municipal	TQH	III	GA	N		AWOS IIIP/T	No	45	5	0	50	42	6	0	48
OK	Altus	Altus/Quartz Mountain Regional	AXS	III	GA	N		AWOS IIIP/T	No	54	6	0	60	39	5	0	44
OK	Chickasha	Chickasha Municipal	CHK	III	GA	N		AWOS IIIP/T	No	41	5	1	47	36	6	0	42
OK	Claremore	Claremore Regional	GCM	III	GA	N		AWOS IIIP/T	No	48	3	0	51	35	4	0	39
OK	Oklahoma City	Clarence E Page Municipal	F29	III	GA	N				75	10	0	85	38	1	0	39
OK	Bartlesville	Bartlesville Municipal	BVO	III	GA	N		ASOS	No	34	6	0	40	34	3	0	37
OK	Guymon	Guymon Municipal	GUY	III	GA	N		ASOS	No	29	7	0	36	23	10	0	33
OK	Woodward	West Woodward	WWR	III	GA	N		AWOS IIIP/T	No	35	4	0	39	30	2	0	32
OK	Poteau	Robert S Kerr	RKR	III	GA	N		AWOS IIIP/T	No	25	1	0	26	29	2	0	31
OK	Miami	Miami Municipal	MIO	III	GA	N				22	7	0	29	23	8	0	31
OK	McAlester	McAlester Regional	MLC	III	GA	N		ASOS	No	40	4	0	44	24	5	0	29
OK	Duncan	Halliburton Field	DUC	III	GA	N		AWOS IIIP/T	No	47	8	2	57	26	2	0	28
OK	Clinton	Clinton Regional	CLK	III	GA	N		AWOS IIIP/T	No	31	2	0	33	24	4	0	28
OK	Weatherford	Thomas P Stafford	OJA	III	GA	N		AWOS IIIP/T	No	39	8	0	47	22	3	0	25
OK	El Reno	El Reno Regional	RQO	III	GA	N		AWOS IIIP/T	No	26	6	0	32	19	5	0	24
OK	Sallisaw	Sallisaw Municipal	JSV	III	GA	N		AWOS IIIP/T	No	22	4	0	26	17	4	0	21
OK	Elk City	Elk City Regional Business	ELK	III	GA	N		AWOS IIIP/T	No	25	0	0	25	20	1	0	21
OK	Pryor	Mid-America Industrial	H71	III	GA	N				20	1	0	21	19	1	0	20
OK	Perry	Perry Municipal	F22	III	GA	N				23	0	1	24	18	2	0	20
OK	Watonga	Watonga Regional	JWG	III	GA	N		AWOS IIIP/T	No	19	0	0	19	18	0	0	18
OK	Okmulgee	Okmulgee Regional	OKM	III	GA	N		AWOS IIIP/T	No	18	0	1	19	17	1	0	18
OK	Fairview	Fairview Municipal	6K4	III	GA	N				15	1	0	16	17	1	0	18
OK	Vinita	Vinita Municipal	H04	III	GA	N				26	0	0	26	17	0	0	17
OK	Frederick	Frederick Municipal	FDR	III	GA	N		ASOS	No	10	2	0	12	13	3	0	16
OK	Blackwell	Blackwell-Tonkawa Municipal	403	III	GA	N				17	0	0	17	15	0	0	15
OK	Idabel	McCurtain County Regional	404	III	GA	N		AWOS IIIP/T	No	10	8	0	18	8	6	0	14
OK	Hobart	Hobart Regional	HBR	III	GA	N		ASOS	No	10	0	0	10	13	0	0	13
OK	Hugo	Stan Stamper Municipal	HHW	III	GA	N		AWOS III	No	6	1	0	7	12	0	0	12
OK	Thomas	Thomas Municipal	104	III	GA	N				9	0	0	9	12	0	0	12
OK	Medford	Medford Municipal	O53	III	GA	N				15	0	0	15	11	0	0	11
OK	Mooreland	Mooreland Municipal	MDF	III	GA	N				10	0	0	10	11	0	0	11
OK	Boise City	Boise City	17K	III	GA	N				11	0	0	11	10	1	0	11
OK	Hooker	Hooker Municipal	O45	III	GA	N				8	0	0	8	10	0	0	10
OK	Skiatook	Skiatook Municipal	2F6	IV	GA	N				30	1	0	31	8	1	0	9
OK	Seminole	Seminole Municipal	SRE	IV	GA	N		AWOS IIIP/T	No	45	1	1	47	8	1	0	9
OK	Hinton	Hinton Municipal	208	IV	GA	N				4	2	0	6	6	2	0	8
OK	Stigler	Stigler Regional	F84	IV	GA	N				11	1	0	12	7	1	0	8
OK	Hollis	Hollis Municipal	O35	IV	GA	N				13	1	0	14	8	0	0	8
OK	Cordell	Cordell Municipal	F36	IV	GA	N				8	0	0	8	7	0	0	7
OK	Antlers	Antlers Municipal	80F	IV	GA	N				7	0	0	7	6	0	0	6
OK	Cleveland	Cleveland Municipal	95F	IV	GA	N				8	1	0	9	6	0	0	6
OK	Bristow	Jones Memorial	3F7	IV	GA	N				4	2	0	6	6	0	0	6
OK	Prague	Prague Municipal	O47	IV	GA	N				9	0	0	9	6	0	0	6
OK	Madill	Madill Municipal	1F4	IV	GA	N				11	1	0	12	4	1	0	5
OK	Sayre	Sayre Municipal	304	IV	GA	N				6	0	0	6	4	1	0	5
OK	Purcell	Purcell Municipal - Steven E.	303	IV	GA	N				2	0	0	2	5	0	0	5
OK	Atoka	Atoka Municipal	AQR	IV	GA	N		AWOS IIIP/T	No	6	2	0	8	5	0	0	5
OK	Grandfield	Grandfield Municipal	101	IV	GA	N				14	0	0	14	5	0	0	5
OK	Wilburton	Wilburton Municipal	H05	IV	GA	N				7	0	0	7	4	1	0	5
OK	Holdenville	Holdenville Municipal	F99	IV	GA	N				2	0	0	2	4	0	0	4
OK	Henryetta	Henryetta Municipal	F10	IV	GA	N				5	1	0	6	3	0	0	3
OK	Walters	Walters Municipal	305	IV	GA	N				2	0	0	2	3	0	0	3
OK	Beaver	Beaver Municipal	K44	IV	GA	N				7	0	0	7	3	0	0	3
OK	Eufaula	Eufaula Municipal	F08	IV	GA	N				10	0	0	10	3	0	0	3
OK	Cherokee	Cherokee Municipal	405	IV	GA	N				10	0	0	10	3	0	0	3
OK	Carnegie	Carnegie Municipal	86F	IV	GA	N				4	0	0	4	3	0	0	3
OK	Lindsay	Lindsay Municipal	1K2	IV	GA	N				2	0	0	2	3	0	0	3
OK	Buffalo	Buffalo Municipal	BFK	IV	GA	N				2	0	0	2	2	0	0	2
OK	Mangum	Scott Field	2K4	IV	GA	N				5	1	0	6	2	0	0	2

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OK	Sulphur	Sulphur Municipal	F30	IV	GA	N				5	1	0	6	2	0	0	2
OK	Waynoka	Waynoka Municipal	1K5	IV	GA	N				3	0	0	3	1	0	0	1
OK	Okeene	Christman Airfield	O65	IV	GA	N				5	0	0	5	1	0	0	1
OK	Tishomingo	Tishomingo Airpark	0F9	IV	GA	N				1	0	0	1	1	0	0	1
OK	Cheyenne	Mignon Laird Municipal	93F	IV	GA	N				2	0	0	2	1	0	0	1
OK	Talihina	Talihina Municipal	6F1	IV	GA	N				0	0	0	0	0	0	0	0
OK	Okemah	Okemah Flying Field	F81	IV	GA	N				0	0	0	0	0	0	0	0
OK	Wagoner	Hefner-Easley	H68	IV	GA	N				42	2	0	44	0	0	0	0
OK	Overbrook	Lake Murray State Park	1F1	IV	GA	N				0	0	0	0	0	0	0	0
OK	Clinton	Clinton-Sherman	CSM	IV	GA	Y		ASOS	No	0	0	0	0	0	0	0	0
OK	Kingston	Lake Texoma State Park	F31	IV	GA	N				0	0	0	0	0	0	0	0
OK	Eufaula	Fountainhead Lodge Airpark	0F7	IV	GA	N				0	0	0	0	0	0	0	0
OK	Stroud	Stroud Municipal	SUD	IV	GA	N				0	0	0	0	0	0	0	0
OK	Canadian	Arrowhead	91F	IV	GA	N				0	0	0	0	0	0	0	0
OK	Pawnee	Pawnee Municipal	H97	IV	GA	N				0	0	0	0	0	0	0	0
OK	Ketchum	South Grand Lake Regional	1K8	IV	GA	N				0	0	0	0	0	0	0	0
OK	Healdton	Healdton Municipal	F32	IV	GA	N				0	0	0	0	0	0	0	0
OK	Hominy	Hominy Municipal	H92	IV	GA	N				1	0	0	1	0	0	0	0
OK	Gage	Gage	GAG	IV	GA	N		ASOS	No	0	0	0	0	0	0	0	0

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										SE	ME	JE	Based AC	SE-Reporte	ME-Reporte	JE-Reported	Based C-Rpt
TX	Arlington	Arlington Municipal	GKY	I	R	Y		ASOS	No	209	69	6	284	176	54	5	235
TX	Georgetown	Georgetown Municipal	GTU	I	R	Y		AWOS III	No	214	30	6	250	182	25	6	213
TX	Dallas	Addison	ADS	I	R	Y				379	187	186	752	152	35	10	197
TX	Grand Prairie	Grand Prairie Municipal	GPM	I	R	Y		AWOS III	No	236	17	0	253	177	19	1	197
TX	Houston	Ellington Field	EFD	I	R	Y	IV A			126	29	64	219	101	25	56	182
TX	Houston	Pearland Regional	LVJ	I	R	N		ASOS	No	164	4	0	168	160	20	1	181
TX	McKinney	Collin County Regional at McKinney	TKI	I	R	Y		ASOS	No	105	25	10	140	143	21	11	175
TX	Denton	Denton Municipal	DTO	I	R	Y		ASOS	No	157	54	19	230	135	30	8	173
TX	Houston	Lone Star Executive	CXO	I	R	N		ASOS	No	190	38	6	234	134	20	9	163
TX	Fort Worth	Fort Worth Spinks	FWS	I	R	Y		AWOS IIIP/T	No	174	30	5	209	133	26	2	161
TX	Houston	David Wayne Hooks Memorial	DWH	I	R	Y		ASOS	Yes	300	40	15	355	133	22	6	161
TX	Sherman/Denison	Grayson County	GYI	I	GA	Y		AWOS IIIP/T	No	105	26	19	150	124	18	19	161
TX	Kerrville	Kerrville Municipal/Louis Schreiner	ERV	I	GA	N		AWOS IIIP/T	No	99	15	10	124	146	8	6	160
TX	New Braunfels	New Braunfels Municipal	BAZ	I	GA	Y		ASOS	No	115	18	6	139	106	24	4	134
TX	Houston	Houston-Southwest	AXH	I	R	N				112	39	0	151	101	27	0	128
TX	Houston	Sugar Land Regional	SGR	I	R	Y		ASOS	No	67	30	23	120	75	27	24	126
TX	Lancaster	Lancaster	LNC	I	R	N		AWOS IIIP/T	No	120	54	40	214	89	21	10	120
TX	Galveston	Scholes International at Galveston	GLS	I	R	Y		ASOS	No	141	25	6	172	91	21	2	114
TX	Fort Worth	Fort Worth Meacham International	FTW	I	R	Y	IV A	ASOS	Yes	68	46	64	178	73	23	17	113
TX	San Marcos	San Marcos Municipal	HYI	I	R	N		AWOS III	No	242	73	4	319	82	22	4	108
TX	Cleburne	Cleburne Municipal	CPT	I	GA	N		AWOS IIIP/T	No	119	8	2	129	92	10	2	104
TX	La Porte	La Porte Municipal	T41	I	R	N				83	9	1	93	91	8	0	99
TX	Angleton/Lake	Brazoria County	LBX	I	R	N	IV A	ASOS	No	71	10	4	85	66	10	2	78
TX	Dallas	Dallas Executive	RBD	I	R	Y		ASOS	Yes	110	15	4	129	11	6	8	25
TX	Fort Worth	Fort Worth Alliance	AFW	I	R	Y	IV A	ASOS	Yes	50	22	14	86	5	5	11	21
TX	Odessa	Odessa-Schlemeyer Field	ODO	II	GA	N		ASOS	No	130	14	2	146	67	11	2	80
TX	Rockwall	Rockwall Municipal	F46	II	GA	N				82	4	0	86	72	5	0	77
TX	Waco	McGregor Executive	PWG	II	GA	N		AWOS III	No	62	16	4	82	58	11	3	72
TX	Lufkin	Angelina County	LFK	II	GA	N		ASOS	No	50	5	2	57	54	12	4	70
TX	Midlothian/Waxaha	Mid-Way Regional	JWY	II	GA	N		AWOS IIIP	No	61	13	2	76	54	11	3	68
TX	Wichita Falls	Kickapoo Downtown	CWC	II	GA	N				45	19	4	68	43	20	4	67
TX	Fredericksburg	Gillespie County	T82	II	GA	N		AWOS III	No	49	8	0	57	56	8	1	65
TX	Midland	Midland Airpark	MDD	II	GA	N		AWOS IIIP/T	No	72	16	1	89	57	7	1	65
TX	Bryan	Coulter Field	CFD	II	GA	N				46	9	0	55	54	10	0	64
TX	Terrell	Terrell Municipal	TRL	II	GA	N		ASOS	No	75	10	1	86	51	9	1	61
TX	Temple	Draughon-Miller Central Texas	TPL	II	GA	N	IV A	AWOS III	No	72	2	5	79	52	2	3	57
TX	Weslaco	Mid Valley	T65	II	GA	N		AWOS IIIP/T	No	96	12	1	109	43	10	1	54
TX	Sulphur Springs	Sulphur Springs Municipal	SLR	II	GA	N		AWOS IIIP/T	No	50	7	1	58	46	7	1	54
TX	Granbury	Granbury Regional	GDJ	II	GA	N		AWOS IIIP/T	No	82	6	0	88	47	6	1	54
TX	Mineral Wells	Mineral Wells	MWL	II	GA	N		ASOS	No	52	16	0	68	47	7	0	54
TX	Rockport	Aransas County	RKP	II	GA	N		ASOS	No	52	9	0	61	43	11	0	54
TX	Brownwood	Brownwood Regional	BWD	II	GA	N		AWOS III	No	43	8	1	52	43	9	1	53
TX	Killeen	Skyland Field	ILE	II	GA	N		AWOS III	No	56	2	0	58	50	2	0	52
TX	Gainesville	Gainesville Municipal	GLE	II	GA	N		AWOS IIIP	No	46	15	6	67	36	14	1	51
TX	Plainview	Hale County	PVW	II	GA	N		AWOS IIIP/T	No	80	5	0	85	44	7	0	51
TX	Paris	Cox Field	PRX	II	GA	N		AWOS III	No	45	0	3	48	43	4	2	49
TX	Mount Pleasant	Mount Pleasant Regional	OSA	II	GA	N		AWOS III	No	39	9	5	53	32	10	4	46
TX	San Antonio	Stinson Municipal	SSF	II	R	Y		ASOS	Yes	118	14	0	132	36	6	0	42
TX	Big Spring	Big Spring McMahon-Wrinkle	BPG	II	GA	N		AWOS III	No	34	5	3	42	32	7	3	42
TX	Brady	Curtis Field	BBD	II	GA	N		AWOS III	No	28	8	3	39	26	12	2	40
TX	Levelland	Levelland Municipal	LLN	II	GA	N				38	5	0	43	34	3	1	38
TX	Brenham	Brenham Municipal	11R	II	GA	N		AWOS IIIP/T	No	21	2	2	25	28	5	2	35
TX	Beaumont	Beaumont Municipal	BMT	II	GA	N				47	3	0	50	28	2	1	31
TX	Alpine	Alpine-Casparis Municipal	E38	II	GA	N		AWOS IIIT	No	29	2	0	31	29	1	1	31
TX	Uvalde	Garner Field	UVA	II	GA	N		AWOS IIIP/T	No	30	4	6	40	25	2	2	29
TX	Monahans	Roy Hurd Memorial	E01	II	GA	N				27	1	1	29	25	1	1	27
TX	Snyder	Winston Field	SNK	II	GA	N		AWOS IIIP/T	No	23	0	1	24	24	0	1	25
TX	Stephenville	Clark Field Municipal	SEP	II	GA	N		AWOS III	No	28	3	1	32	23	1	1	25
TX	Marshall	Harrison County	ASL	II	GA	N		AWOS III	No	40	5	5	50	19	3	2	24
TX	Breckenridge	Stephens County	BKD	II	GA	N		AWOS IIIP/T	No	45	8	0	53	16	6	2	24
TX	Seminole	Gaines County	GNC	II	GA	N		AWOS IIIP/T	No	19	4	1	24	12	6	1	19
TX	Robstown	Nueces County	RBO	II	GA	N		AWOS IIIP/T	No	18	2	0	20	16	2	1	19
TX	Eastland	Eastland Municipal	ETN	II	GA	N				13	2	1	16	15	1	2	18
TX	La Grange	Fayette Regional Air Center	3T5	II	GA	N		AWOS IIIP/T	No	25	4	1	30	15	2	1	18
TX	Port Isabel	Port Isabel-Cameron County	PIL	II	GA	N		ASOS	No	15	10	0	25	6	9	1	16
TX	Lago Vista	Lago Vista Tx - Rusty Allen	RYW	II	GA	N				57	5	10	72	10	4	1	15
TX	Littlefield	Littlefield Municipal	LIU	II	GA	N				14	1	0	15	12	0	1	13
TX	Beeville	Beeville Municipal	BEA	II	GA	N				12	2	1	15	11	1	1	13
TX	Kingsville	Kleberg County	IKG	II	GA	N		AWOS IIIP	No	18	0	2	20	11	0	1	12
TX	Cotulla	Cotulla-La Salle County	COT	II	GA	N		ASOS	No	2	1	1	4	1	1	2	4
TX	Atlanta	Hall-Miller Municipal	ATA	III	GA	N				39	3	0	42	45	3	0	48
TX	Corsicana	C David Campbell Field-Corsicana	CRS	III	GA	N		ASOS	No	30	4	0	34	44	3	0	47
TX	Cleveland	Cleveland Municipal	6R3	III	GA	N				42	4	0	46	41	5	0	46
TX	Burnet	Burnet Municipal Kate Craddock	BMQ	III	GA	N		ASOS	No	73	3	0	76	40	3	0	43
TX	Castroville	Castroville Municipal	CVB	III	GA	N				68	2	0	70	38	4	0	42
TX	Lockhart	Lockhart Municipal	50R	III	GA	N				57	2	0	59	38	3	0	41
TX	Greenville	Majors	GVT	III	GA	Y		AWOS IIIP/T	No	37	1	1	39	35	4	0	39
TX	Wharton	Wharton Regional	ARM	III	GA	N		AWOS IIIP/T	No	35	4	0	39	31	6	0	37
TX	Hereford	Hereford Municipal	HRX	III	GA	N				27	3	0	30	33	3	0	36

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Appendix I. GA Tiers and Based Aircraft

State	City	Airport	LOCID	Level	SL	ATCT	Part 139	AWS(1)	ATIS	5010 - July 31, 2008				Reported Aircraft - August 1, 2008			
										SE	ME	JE	Based AC	SE-Reporte	ME-Reporte	JE-Reported	BasedA C-Rpt
TX	Nacogdoches	A L Mangham Jr. Regional	OCH	III	GA	N		AWOS III	No	45	10	0	55	28	7	0	35
TX	Graham	Graham Municipal	RPH	III	GA	N		AWOS IIIP	No	32	3	0	35	29	4	0	33
TX	Dalhart	Dalhart Municipal	DHT	III	GA	N		ASOS	No	32	3	0	35	25	5	0	30
TX	Coleman	Coleman Municipal	COM	III	GA	N				21	1	3	25	27	2	0	29
TX	Decatur	Decatur Municipal	LUD	III	GA	N		AWOS IIIP	No	42	12	0	54	23	6	0	29
TX	Palestine	Palestine Municipal	PSN	III	GA	N		AWOS IIIP	No	33	2	1	36	25	2	0	27
TX	Llano	Llano Municipal	AQO	III	GA	N		AWOS IIIP/T	No	37	0	0	37	27	0	0	27
TX	Bonham	Jones Field	F00	III	GA	N				28	0	0	28	25	1	0	26
TX	Lamesa	Lamesa Municipal	2F5	III	GA	N				24	4	0	28	22	4	0	26
TX	Livingston	Livingston Municipal	00R	III	GA	N				26	0	0	26	24	2	0	26
TX	Ingleside	T P McCampbell	TFP	III	GA	N				32	5	0	37	22	3	0	25
TX	Orange	Orange County	ORG	III	GA	N		AWOS IIIP/T	No	35	0	0	35	23	2	0	25
TX	Bay City	Bay City Municipal	BYR	III	GA	N		AWOS IIIP	No	27	2	0	29	23	1	0	24
TX	Smithville	Smithville Crawford Municipal	84R	III	GA	N				30	1	0	31	23	1	0	24
TX	Eagle Lake	Eagle Lake	ELA	III	GA	N				15	1	0	16	23	0	0	23
TX	Andrews	Andrews County	E11	III	GA	N				10	2	0	12	20	3	0	23
TX	Center	Center Municipal	F17	III	GA	N				21	3	0	24	18	5	0	23
TX	Athens	Athens Municipal	F44	III	GA	N				18	2	0	20	20	2	0	22
TX	Edna	Jackson County	26R	III	GA	N				25	0	0	25	21	1	0	22
TX	Bridgeport	Bridgeport Municipal	XBP	III	GA	N		AWOS IIIP/T	No	34	7	0	41	20	1	0	21
TX	Borger	Hutchinson County	BGD	III	GA	N		ASOS	No	18	1	2	21	20	1	0	21
TX	Hondo	Hondo Municipal	HDO	III	GA	N		ASOS	No	28	0	0	28	18	3	0	21
TX	Brownfield	Terry County	BFE	III	GA	N				23	6	0	29	16	3	0	19
TX	Henderson	Rusk County	RFI	III	GA	N				25	0	0	25	19	0	0	19
TX	Vernon	Wilbarger County	F05	III	GA	N		AWOS IIIT	No	19	2	0	21	15	4	0	19
TX	Fort Stockton	Fort Stockton-Pecos County	FST	III	GA	N		ASOS	No	18	0	0	18	18	0	0	18
TX	Refugio	Rooke Field	RFG	III	GA	N				10	5	0	15	12	6	0	18
TX	Bowie	Bowie Municipal	0F2	III	GA	N				16	2	0	18	17	1	0	18
TX	Sweetwater	Avenger Field	SWWV	III	GA	N		AWOS IIIT	No	15	0	0	15	18	0	0	18
TX	Comanche	Comanche County-City	MKN	III	GA	N		AWOS IIIP/T	No	20	1	0	21	17	1	0	18
TX	Hillsboro	Hillsboro Municipal	INJ	III	GA	N		AWOS IIIP/T	No	13	2	0	15	17	0	0	17
TX	Floydada	Floydada Municipal	41F	III	GA	N				20	1	0	21	15	1	0	16
TX	Giddings	Giddings-Lee County	GYB	III	GA	N		AWOS IIIP	No	14	1	0	15	14	2	0	16
TX	Clifton	Clifton Municipal/Isenhower Field	7F7	III	GA	N				18	1	0	19	16	0	0	16
TX	Mount Vernon	Franklin County	F53	III	GA	N				14	0	1	15	15	1	0	16
TX	Lampasas	Lampasas	LZZ	III	GA	N		AWOS IIIT	No	16	1	1	18	13	2	0	15
TX	Pecos	Pecos Municipal	PEQ	III	GA	N		AWOS IIIP/T	No	13	2	0	15	12	2	0	14
TX	Spearman	Spearman Municipal	E42	III	GA	N				8	0	0	8	13	1	0	14
TX	Slaton	Slaton Municipal	F49	III	GA	N				30	3	0	33	12	2	0	14
TX	Mexia	Mexia-Limestone County	LXY	III	GA	N				17	6	0	23	9	5	0	14
TX	Devine	Devine Municipal	23R	III	GA	N				15	3	0	18	13	1	0	14
TX	Olney	Olney Municipal	ONY	III	GA	N				15	0	0	15	11	2	0	13
TX	Fabens	Fabens	E35	III	GA	N				14	2	0	16	11	2	0	13
TX	Carthage	Panola County-Sharpe Field	4F2	III	GA	N				12	0	0	12	12	0	0	12
TX	Tulia	City of Tulia/Swisher County	106	III	GA	N				19	0	0	19	12	0	0	12
TX	Liberty	Liberty Municipal	T78	III	GA	N				18	1	0	19	12	0	0	12
TX	Marfa	Marfa Municipal	MRF	III	GA	N		AWOS III	No	36	3	0	39	11	1	0	12
TX	Taylor	Taylor Municipal	T74	III	GA	N				50	1	0	51	10	1	0	11
TX	Anahuac	Chambers County	T00	III	GA	N				10	0	0	10	11	0	0	11
TX	Waco	TSTC Waco	CNW	III	GA	Y		AWOS III	No	18	3	0	21	10	1	0	11
TX	Palacios	Palacios Municipal	PSX	III	GA	N		ASOS	No	5	0	0	5	10	0	0	10
TX	Port Lavaca	Calhoun County	PKV	III	GA	N		AWOS IIIP/T	No	15	0	0	15	10	0	0	10
TX	Ennis	Ennis Municipal	F41	III	GA	N				14	0	0	14	9	1	0	10
TX	Canadian	Hemphill County	HHF	III	GA	N		AWOS III	No	10	2	0	12	9	1	0	10
TX	Winnsboro	Winnsboro Municipal	F51	III	GA	N				10	1	0	11	9	1	0	10
TX	Houston	West Houston	IWS	III	R	N				255	25	6	286	0	0	0	0
TX	Mesquite	Mesquite Metro	HQZ	III	R	N		AWOS III	No	182	38	1	221	0	0	0	0
TX	Clarksville	Clarksville/Red River County-J D	LBR	IV	GA	N		AWOS III	No	7	0	0	7	8	0	0	8
TX	Jacksonville	Cherokee County	JSO	IV	GA	N				30	11	0	41	7	1	0	8
TX	Alice	Alice International	ALI	IV	GA	N		ASOS	No	18	4	0	22	7	0	0	7
TX	Muleshoe	Muleshoe Municipal	2T1	IV	GA	N				8	0	0	8	6	1	0	7
TX	Wellington	Marian Airpark	F06	IV	GA	N				8	0	0	8	7	0	0	7
TX	Kenedy	Karnes County	2R9	IV	GA	N				6	1	0	7	5	2	0	7
TX	Haskell	Haskell Municipal	15F	IV	GA	N				12	0	0	12	7	0	0	7
TX	Edinburg	South Texas International at	EBG	IV	GA	N		AWOS IIIP/T	No	4	5	0	9	6	1	0	7
TX	Commerce	Commerce Municipal	2F7	IV	GA	N				6	3	0	9	4	2	0	6
TX	Junction	Kimble County	JCT	IV	GA	N		ASOS	No	14	2	0	16	5	1	0	6
TX	Stamford	Arledge Field	F56	IV	GA	N				7	0	0	7	5	0	0	5
TX	Morton	Cochran County	F85	IV	GA	N				11	1	0	12	5	0	0	5
TX	Gruver	Gruver Municipal	E19	IV	GA	N				6	0	0	6	5	0	0	5
TX	Dimmitt	Dimmitt Municipal	T55	IV	GA	N				3	0	0	3	3	0	0	3
TX	Carrizo Springs	Dimmit County	CZT	IV	GA	N				3	3	0	6	1	2	0	3
TX	Gatesville	Gatesville Municipal	GOP	IV	GA	N		AWOS IIIP/T	No	15	1	0	16	3	0	0	3
TX	Dumas	Moore County	DUX	IV	GA	N		AWOS IIIP	No	9	2	0	11	2	1	0	3
TX	Caddo Mills	Caddo Mills Municipal	7F3	IV	GA	N				8	0	0	8	3	0	0	3
TX	Hebbronville	Jim Hogg County	HBV	IV	GA	N		AWOS IIIP/T	No	2	0	0	2	3	0	0	3
TX	Jacksboro	Jacksboro Municipal	21F	IV	GA	N				2	0	0	2	3	0	0	3
TX	Van Horn	Culberson County	VHN	IV	GA	N				0	0	0	0	2	0	0	2
TX	Seymour	Seymour Municipal	60F	IV	GA	N				6	0	0	6	2	0	0	2

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Appendix I. GA Tiers and Based Aircraft

State	City	Airport	LOCID	Level	SL	ATCT	Part 139	AWS(1)	ATIS	5010 - July 31, 2008				Reported Aircraft - August 1, 2008			
										SE	ME	JE	Based AC	SE-Reporte	ME-Reporte	JE-Reported	BasedA C-Rpt
TX	Memphis	Memphis Municipal	F21	IV	GA	N				3	0	0	3	2	0	0	2
TX	Falfurrias	Brooks County	BKS	IV	GA	N		AWOS III	No	1	0	1	2	1	0	0	1
TX	Post	Post-Garza County Municipal	5F1	IV	GA	N				12	0	0	12	1	0	0	1
TX	Vega	Oldham County	E52	IV	GA	N				7	0	0	7	0	0	0	0
TX	Wink	Winkler County	INK	IV	GA	N		ASOS	No	0	0	0	0	0	0	0	0
TX	Hamilton	Hamilton Municipal	MNZ	IV	GA	N		AWOS III	No	19	1	0	20	0	0	0	0
TX	Eagle Pass	Maverick County Memorial	5T9	IV	GA	N				2	0	0	2	0	0	0	0
TX	Huntsville	Huntsville Municipal	UTS	IV	GA	N		ASOS	No	30	3	1	34	0	0	0	0
TX	Jasper	Jasper County-Bell Field	JAS	IV	GA	N		AWOS III/T	No	12	9	0	21	0	0	0	0
TX	Gladewater	Gladewater Municipal	07F	IV	GA	N				67	3	0	70	0	0	0	0
TX	Quanah	Quanah Municipal	F01	IV	GA	N				17	1	0	18	0	0	0	0
TX	Pleasanton	Pleasanton Municipal	PEZ	IV	GA	N				20	4	0	24	0	0	0	0
TX	Gilmer	Fox Stephens Field - Gilmer	JXI	IV	GA	N		AWOS III/T	No	42	5	0	47	0	0	0	0
TX	Pampa	Perry Lefors Field	PPA	IV	GA	N		AWOS III/T	No	28	6	4	38	0	0	0	0
TX	Crockett	Houston County	DKR	IV	GA	N		AWOS III/T	No	20	2	0	22	0	0	0	0
TX	Ozona	Ozona Municipal	OZA	IV	GA	N				18	1	1	20	0	0	0	0
TX	Hearne	Hearne Municipal	LHB	IV	GA	N		AWOS III/T	No	17	2	0	19	0	0	0	0
TX	Aspermont	Stonewall County	T60	IV	GA	N				0	0	0	0	0	0	0	0
TX	Kountze/Silsbee	Hawthorne Field	45R	IV	GA	N				11	0	0	11	0	0	0	0
TX	Berclair	Goliad County Industrial Airpark	7T3	IV	GA	N				1	1	0	2	0	0	0	0
TX	Cameron	Cameron Municipal Airpark	T35	IV	GA	N				2	0	0	2	0	0	0	0
TX	Perryton	Perryton Ochiltree County	PYX	IV	GA	N		AWOS III	No	24	3	0	27	0	0	0	0
TX	Cuero	Cuero Municipal	T71	IV	GA	N				4	2	0	6	0	0	0	0
TX	Winnie/Stowell	Chambers County-Winnie Stowell	T90	IV	GA	N				8	2	0	10	0	0	0	0

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Appendix IIA. Runway Data

ST	Level	City	Airport	LocD	RW	Width	Length	Length-Effective	Length Status	Runway Condition	SW Capacity	SW Capacity Status	Runway Type	Runway Surface Treatment	Edge Lights Intensity
AR	I	Fayetteville	Drake Field	FVY	16/34	100	6,006	5,706	Less	G	90	Greater	ASPH	GRVD	MED
AR	I	Harrison	Boone County	HRO	18/36	150	6,161	5,809	Less	G	38	Less	ASPH	GRVD	HIGH
AR	I	Hot Springs	Memorial Field	HOT	05/23	150	6,595	6,595	Greater	G	75	Greater	ASPH	GRVD	HIGH
AR	I	Jonesboro	Jonesboro Municipal	JBR	05/23	150	6,200	6,200	Greater	G	40	Less	ASPH	PFC	MED
AR	I	North Little Rock	North Little Rock	ORK	05/23	75	5,002	5,002	Less	G	30	Less	CONC		MED
AR	I	Rogers	Rogers Municipal-Carter	ROG	02/20	100	6,011	5,670	Less	G	42	Less	ASPH		HIGH
AR	I	Searcy	Searcy Municipal	SRC	01/19	100	6,008	6,008	Greater	G	24	Less	ASPH		MED
AR	I	Springdale	Springdale Municipal	ASG	18/36	75	5,302	5,003	Less	F	35	Less	ASPH		HIGH
AR	I	Walnut Ridge	Walnut Ridge Regional	ARG	04/22	150	6,001	6,001	Greater	G	40	Less	CONC		MED
AR	I	West Memphis	West Memphis Municipal	AWM	17/35	100	6,003	6,003	Greater	F	30	Less	CONC		MED
AR	II	Arkadelphia	Dexter B Florence	M89	04/22	75	5,000	5,000	Less	G	30	Greater	ASPH		MED
AR	II	Batesville	Batesville Regional	BVX	07/25	150	6,002	6,002	Greater	G	35	Greater	ASPH		MED
AR	II	Berryville	Carroll County	4M1	07/25	75	3,554	3,387	Less	G	12	Less	ASPH		MED
AR	II	Conway	Dennis F Cantrell Field	CWS	08/26	100	4,875	4,875	Less	F	12	Less	ASPH		MED
AR	II	El Dorado	South Arkansas	ELD	04/22	150	6,601	6,601	Greater	G	75	Greater	ASPH	GRVD	HIGH
AR	II	Helena/West Helena	Thompson-Robbins	HEE	17/35	96	5,000	5,000	Less	F	15	Less	ASPH		MED
AR	II	Lake Village	Lake Village Municipal	M32	01/19	75	4,000	4,000	Less	G	18	Less	ASPH		MED
AR	II	Mena	Mena Intermountain	MEZ	09/27	100	6,001	5,767	Greater	G	75	Greater	ASPH		HIGH
AR	II	Mountain Home	Ozark Regional	BPK	05/23	75	5,001	5,001	Less	G	17	Less	ASPH		MED
AR	II	Russellville	Russellville Regional	RUE	07/25	75	5,094	5,094	Less	G	32	Greater	ASPH		MED
AR	II	Siloam Springs	Smith Field	SLG	18/36	75	4,997	4,766	Less	G	24	Less	ASPH		HIGH
AR	II	Stuttgart	Stuttgart Municipal	SGT	18/36	100	6,015	6,015	Greater	G	75	Greater	ASPH	GRVD	MED
AR	III	Ash Flat	Sharp County Regional	CVK	04/22	75	5,156	5,156	Greater	G	12.5	Greater	ASPH		MED
AR	III	Benton	Saline County Regional	SUZ	02/20	100	5,001	5,001	Greater	E	54	Greater	ASPH		MED
AR	III	Bentonville	Bentonville	VBT	18/36	65	4,082	3,867	Less	G	12.5	Greater	ASPH		MED
AR	III	Blytheville	Arkansas International	BYH	18/36	150	11,602	11,602	Greater	G	155	Greater	CONC		NSTD
AR	III	Blytheville	Blytheville Municipal	HKA	18/36	75	5,001	5,001	Greater	G	15	Greater	ASPH		MED
AR	III	Camden	Harrell Field	CDH	18/36	100	6,501	6,501	Greater	F	86	Greater	ASPH		MED
AR	III	Carlisle	Carlisle Municipal	4M3	18/36	150	4,500	4,500	Greater	G	17	Greater	ASPH		MED
AR	III	Carlisle	Carlisle Municipal	4M3	09/27	75	4,500	4,500	Greater	G	17	Greater	ASPH		MED
AR	III	Clarksville	Clarksville Municipal	H35	09/27	75	4,508	4,508	Greater	G	19	Greater	ASPH		MED
AR	III	Clinton	Clinton Municipal	CCA	13/31	50	4,012	4,012	Less	G	0	Less	ASPH		MED
AR	III	Corning	Corning Municipal	4M9	18/36	60	4,299	4,299	Less	G	12.5	Greater	ASPH		MED
AR	III	De Witt	De Witt Municipal	5M1	18/36	60	3,204	3,204	Less	F	12	Less	ASPH		MED
AR	III	Dumas	Billy Free Municipal	0M0	18/36	75	5,000	5,000	Greater	G	15	Greater	ASPH		MED
AR	III	Flippin	Marion County Regional	FLP	04/22	75	5,000	5,000	Greater	F	30	Greater	ASPH		MED
AR	III	Heber Springs	Heber Springs Municipal	HBZ	05/23	75	4,002	4,002	Less	G	12.5	Greater	ASPH		MED
AR	III	Hope	Hope Municipal	M18	04/22	150	5,559	5,559	Greater	P	40	Greater	CONC		MED
AR	III	Horseshoe Bend	Horseshoe Bend	6M2	13/31	50	4,524	4,524	Greater	G	4	Less	ASPH		MED
AR	III	Magnolia	Magnolia Municipal	AGO	18/36	100	5,008	5,008	Greater	G	50	Greater	ASPH		MED
AR	III	Malvern	Malvern Municipal	M78	04/22	60	3,188	3,188	Less	G	10	Less	ASPH		MED
AR	III	Manila	Manila Municipal	MXA	18/36	60	4,200	4,200	Less	G	15	Greater	ASPH		MED
AR	III	Melbourne	Melbourne Municipal -	42A	03/21	75	4,002	4,002	Less	G	0	Less	ASPH		MED
AR	III	Monticello	Monticello Municipal/Ellis	LLQ	03/21	75	5,018	5,018	Greater	G	17	Greater	ASPH		MED
AR	III	Morrilton	Morrilton Municipal	BDQ	09/27	75	4,000	4,000	Less	F	4	Less	ASPH		MED
AR	III	Newport	Newport Municipal	M19	18/36	150	5,002	5,002	Greater	F	30	Greater	CONC		MED
AR	III	Newport	Newport Municipal	M19	04/22	150	5,002	5,002	Greater	F	30	Greater	CONC		MED
AR	III	Ozark	Ozark-Franklin County	7M5	04/22	60	3,302	3,302	Less	G	12	Less	ASPH		MED
AR	III	Paragould	Kirk Field	PGR	04/22	75	4,500	4,500	Greater	G	12.5	Greater	ASPH		MED
AR	III	Pine Bluff	Grider Field	PBF	18/36	150	5,998	5,998	Greater	G	40	Greater	ASPH		MED
AR	III	Pocahontas	Pocahontas Municipal	M70	18/36	75	3,999	3,999	Less	G	19	Greater	ASPH		MED
AR	III	Sheridan	Sheridan Municipal	9M8	01/19	50	3,000	3,000	Less	F	12.5	Greater	ASPH		MED
AR	IV	Almyra	Almyra Municipal	M73	18/36	50	3,496	3,496	Less	F	4	Less	ASPH		MED
AR	IV	Augusta	Woodruff County	M60	09/27	75	3,797	3,797	Less	G	0	Less	ASPH		MED
AR	IV	Brinkley	Frank Federer Memorial	M36	02/20	75	4,005	4,005	Greater	G	12	Less	ASPH		MED
AR	IV	Calico Rock	Calico Rock-Izard	37T	15/33	60	3,000	3,000	Less	G	12.5	Greater	ASPH		MED
AR	IV	Clarendon	Clarendon Municipal	4M8	18/36	30	2,420	2,420	Less	G	4	Less	ASPH		MED
AR	IV	Crossett	Z M Jack Stell Field	CRT	05/23	75	5,009	5,009	Greater	F	19	Greater	ASPH		MED
AR	IV	Danville	Danville Municipal	32A	11/29	75	5,325	5,325	Greater	G	12.5	Greater	ASPH		MED
AR	IV	De Queen	J Lynn Helms Sevier	DEQ	08/26	75	5,000	5,000	Greater	G	27	Greater	ASPH		MED
AR	IV	Fordyce	Fordyce Municipal	5M4	05/23	60	3,183	3,183	Less	E	4	Less	ASPH		MED
AR	IV	Forrest City	Forrest City Municipal	FCY	18/36	50	3,014	3,014	Less	G	20	Greater	ASPH		MED
AR	IV	Marianna	Marianna/Lee County-	6M7	18/36	75	4,020	4,020	Greater	E	0	Less	ASPH		MED
AR	IV	Marked Tree	Marked Tree Municipal	6M8	18/36	60	2,700	2,700	Less	G	8	Less	ASPH		LOW
AR	IV	Marshall	Searcy County	4A5	05/23	75	4,003	4,003	Greater	G	12.5	Greater	ASPH		MED
AR	IV	McGehee	McGehee Municipal	7M1	18/36	75	4,007	4,007	Greater	F	12.5	Greater	ASPH		MED
AR	IV	Morrilton	Petit Jean Park	MPJ	03/21	75	5,853	5,853	Greater	G	17	Greater	ASPH		MED
AR	IV	Mount Ida	Bearce	7M3	08/26	50	4,000	4,000	Greater	G	6.5	Less	ASPH		MED
AR	IV	Nashville	Howard County	M77	01/19	75	3,660	3,660	Less	G	8	Less	ASPH		MED
AR	IV	Osceola	Osceola Municipal	7M4	01/19	50	3,800	3,800	Less	G	8.5	Less	ASPH		MED
AR	IV	Paris /Subiaco/	Paris Municipal	7M6	03/21	60	2,700	2,700	Less	G	10	Less	ASPH		LOW
AR	IV	Piggott	Piggott Municipal	7M7	18/36	50	2,550	2,550	Less	G	10	Less	ASPH		LOW
AR	IV	Waldron	Waldron Municipal	M27	09/27	40	4,000	4,000	Greater	G	4	Less	ASPH		MED
AR	IV	Warren	Warren Municipal	3M9	03/21	75	3,829	3,829	Less	G	4	Less	ASPH		LOW
AR	IV	Wynne	Wynne Municipal	M65	16/34	75	4,024	4,024	Greater	G	4	Less	ASPH		MED

Appendix IIA. Runway Data

ST	Level	City	Airport	LocD	RW	Width	Length	Length-Effective	Length Status	Runway Condition	SW Capacity	SW Capacity Status	Runway Type	Runway Surface Treatment	Edge Lights Intensity
LA	I	Hammond	Hammond Northshore	HDC	13/31	100	6,502	6,502	Greater	G	22	Less	ASPH		MED
LA	I	Lake Charles	Chennault International	CWF	15/33	200	10,701	10,701	Greater	F	75	Greater	CONC		HIGH
LA	I	New Orleans	Lakefront	NEW	18R/36	150	6,867	6,867	Greater	G	60	Greater	ASPH	GRVD	MED
LA	I	Shreveport	Shreveport Downtown	DTN	14/32	150	5,018	5,018	Less	G	35	Less	ASPH		HIGH
LA	I	Slidell	Slidell	ASD	18/36	100	5,001	5,001	Less	G	48	Greater	ASPH		MED
LA	II	Abbeville	Abbeville Chris Crusta	0R3	15/33	75	5,000	5,000	Less	G	17	Less	ASPH	AFSC	MED
LA	II	Alexandria	Esler Regional	ESF	08/26	150	5,999	5,999	Greater	G	75	Greater	ASPH	GRVD	HIGH
LA	II	Galliano	South Lafourche	GAO	18/36	100	6,502	6,502	Greater	G	60	Greater	ASPH		MED
LA	II	Gonzales	Louisiana Regional	L38	17/35	100	4,000	4,000	Less	G	30	Greater	ASPH		MED
LA	II	Houma	Houma-Terrebonne	HUM	18/36	150	6,508	6,508	Greater	E	50	Greater	CONC	GRVD	HIGH
LA	II	Natchitoches	Natchitoches Regional	IER	17/35	150	5,003	5,003	Less	G	30	Greater	ASPH		MED
LA	II	New Iberia	Acadiana Regional	ARA	16/34	200	8,002	8,002	Greater	G	0	Less	CONC		HIGH
LA	II	Oakdale	Allen Parish	ACP	18/36	75	4,994	4,994	Less	G	11	Less	ASPH		MED
LA	II	Ruston	Ruston Regional	RSN	18/36	100	5,000	5,000	Less	G	0	Less	ASPH		MED
LA	II	Tallulah/Vicksburg,	Vicksburg Tallulah	TVR	18/36	100	5,002	5,002	Less	G	60	Greater	ASPH		MED
LA	II	Vivian	Vivian	3F4	09/27	75	2,998	2,998	Less	G	12	Less	ASPH		MED
LA	III	Bastrop	Morehouse Memorial	BQP	16/34	100	4,002	4,002	Less	G	15.5	Greater	ASPH		MED
LA	III	Bogalusa	George R Carr Memorial	BXA	18/36	100	5,000	5,000	Greater	G	22	Greater	ASPH		MED
LA	III	Covington	St. Tammany Regional	L31	18/36	75	2,999	2,999	Less	G	17.5	Greater	ASPH		MED
LA	III	Crowley	Le Gros Memorial	3R2	04/22	150	4,307	4,307	Less	G	30	Greater	CONC		MED
LA	III	DeRidder	Beauregard Regional	DRI	18/36	100	5,495	5,495	Greater	G	60	Greater	ASPH	AFSC	MED
LA	III	Eunice	Eunice	4R7	16/34	75	5,001	5,001	Greater	G	21	Greater	ASPH		MED
LA	III	Farmerville	Union Parish	F87	16/34	70	2,997	2,997	Less	G	8	Less	ASPH		MED
LA	III	Jennings	Jennings	3R7	08/26	75	5,002	5,002	Greater	G	12	Less	ASPH		MED
LA	III	Leesville	Leesville	L39	18/36	75	3,807	3,807	Less	G	12	Less	ASPH		MED
LA	III	Mansfield	C E 'Rusty' Williams	3F3	18/36	100	4,500	4,500	Greater	G	12	Less	ASPH		MED
LA	III	Marksville	Marksville Municipal	MKV	04/22	75	3,799	3,799	Less	G	19	Greater	ASPH		MED
LA	III	Minden	Minden-Webster	F24	01/19	75	5,004	5,004	Greater	G	30	Greater	ASPH		MED
LA	III	New Roads	False River Regional	HZR	18/36	75	5,003	5,003	Greater	G	14	Greater	ASPH		MED
LA	III	Opelousas	St Landry Parish-Ahart	OPL	18/36	100	5,999	5,999	Greater	F	30	Greater	CONC		MED
LA	III	Patterson	Harry P Williams	PTN	06/24	150	5,399	5,399	Greater	G	32	Greater	ASPH		MED
LA	III	Rayville	John H Hooks Jr	M79	18/36	75	3,998	3,998	Less	G	12	Less	ASPH		MED
LA	III	Reserve	St John the Baptist	1L0	17/35	75	3,999	3,999	Less	G	0	Less	ASPH		MED
LA	III	Sulphur	Southland Field	UXL	15/33	75	5,001	5,001	Greater	G	30	Greater	ASPH		MED
LA	III	Vidalia	Concordia Parish	0R4	14/32	75	3,700	3,700	Less	G	12	Less	ASPH		MED
LA	III	Winnsboro	Winnsboro Municipal	F89	18/36	75	3,000	3,000	Less	G	11	Less	ASPH		MED
LA	IV	Coushatta	The Red River	0R7	17/35	75	5,000	5,000	Greater	G	44	Greater	ASPH		MED
LA	IV	DeQuincy	DeQuincy Industrial	5R8	15/33	75	5,000	5,000	Greater	G	18	Greater	ASPH		MED
LA	IV	Homer	Homer Municipal	5F4	12/30	60	3,199	3,199	Less	F	12	Less	ASPH		MED
LA	IV	Jena	Jena	1R1	17/35	75	3,805	3,805	Less	E	12	Less	ASPH		MED
LA	IV	Jonesboro	Jonesboro	F88	17/35	75	3,203	3,203	Less	G	28	Greater	ASPH		MED
LA	IV	Jonesville	Jonesville	L32	06/24	75	3,000	3,000	Less	E	16	Greater	ASPH		MED
LA	IV	Lake Providence	Byerley	0M8	17/35	75	3,196	3,196	Less	G	4	Less	ASPH		MED
LA	IV	Many	Hart	3R4	12/30	75	4,402	4,402	Greater	G	6	Less	ASPH		MED
LA	IV	Oak Grove	Kelly	9M6	18/36	60	3,000	3,000	Less	G	10	Less	ASPH		MED
LA	IV	Springhill	Springhill	SPH	18/36	75	4,002	4,002	Greater	G	0	Less	ASPH		MED
LA	IV	Thibodaux	Thibodaux Municipal	L83	08/26	75	2,999	2,999	Less	G	6	Less	ASPH		MED
LA	IV	Winnfield	David G Joyce	0R5	08/26	100	3,002	3,002	Less	F	4	Less	ASPH		MED

Appendix IIA. Runway Data

ST	Level	City	Airport	LocD	RW	Width	Length	Length-Effective	Length Status	Runway Condition	SW Capacity	SW Capacity Status	Runway Type	Runway Surface Treatment	Edge Lights Intensity
NM	I	Albuquerque	Double Eagle II	AEG	04/22	100	7,400	5,387	Less	G	30	Less	ASPH		MED
NM	I	Clovis	Clovis Municipal	CVN	04/22	150	6,200	4,920	Less	P	45	Greater	ASPH	PFC	MED
NM	I	Las Cruces	Las Cruces International	LRU	04/22	100	7,499	5,873	Less	F	30	Less	ASPH		MED
NM	I	Las Cruces	Las Cruces International	LRU	12/30	100	7,499	5,873	Less	F	70	Greater	ASPH		MED
NM	II	Alamogordo	Alamogordo-White	ALM	03/21	150	7,006	5,565	Greater	G	54	Greater	ASPH	PFC	MED
NM	II	Artesia	Artesia Municipal	ATS	03/21	150	6,301	5,195	Less	E	40	Greater	ASPH	PFC	MED
NM	II	Belen	Alexander Municipal	E80	03/21	60	6,601	4,968	Less	G	12.5	Less	ASPH		MED
NM	II	Carlsbad	Cavern City Air Terminal	CNM	03/21	150	7,854	6,569	Greater	G	62	Greater	ASPH	PFC	MED
NM	II	Gallup	Gallup Municipal	GUP	06/24	100	7,316	5,159	Less	G	45	Greater	ASPH		MED
NM	II	Hobbs	Lea County Regional	HOB	03/21	150	7,398	6,058	Greater	G	65	Greater	ASPH	PFC	HIGH
NM	II	Las Vegas	Las Vegas Municipal	LVS	14/32	75	8,198	5,668	Greater	G	20	Less	ASPH		MED
NM	II	Los Alamos	Los Alamos	LAM	09/27	113	5,550	3,783	Less	G	43	Greater	ASPH	PFC	MED
NM	II	Ruidoso	Sierra Blanca Regional	SRR	06/24	100	8,099	5,617	Greater	F	60	Greater	ASPH	PFC	MED
NM	II	Santa Teresa	Dona Ana County at	5T6	10/28	100	8,500	6,785	Greater	G	20	Less	ASPH		MED
NM	II	Taos	Taos Regional	SKX	04/22	75	5,803	3,970	Less	E	24	Less	ASPH	PFC	MED
NM	III	Carrizozo	Carrizozo Municipal	F37	06/24	75	4,900	3,654	Less	E	12	Less	ASPH		MED
NM	III	Deming	Deming Municipal	DMN	08/26	75	6,627	5,231	Greater	G	20	Greater	ASPH		MED
NM	III	Grants	Grants-Milan Municipal	GNT	13/31	75	7,172	5,042	Greater	G	12	Less	ASPH		MED
NM	III	Moriarty	Moriarty	OEO	08/26	75	7,700	5,504	Greater	G	0	Less	ASPH		MED
NM	III	Portales	Portales Municipal	PRZ	01/19	60	5,700	4,558	Greater	E	0	Less	ASPH		MED
NM	III	Raton	Raton Municipal/Crews	RTN	02/20	75	6,328	4,489	Less	G	18	Greater	ASPH	PFC	MED
NM	III	Silver City	Grant County	SVC	08/26	100	6,802	5,053	Greater	G	75	Greater	ASPH		MED
NM	III	Truth or	Truth Or Consequences	TCS	13/31	75	7,200	5,518	Greater	G	12.5	Greater	ASPH		MED
NM	IV	Angel Fire	Angel Fire	AXX	17/35	100	8,900	5,736	Greater	G	30	Greater	ASPH		MED
NM	IV	Aztec	Aztec Municipal	N19	08/26	50	4,300	3,124	Less	G	10	Less	ASPH		
NM	IV	Clayton	Clayton Municipal	CAO	02/20	75	6,300	4,800	Greater	G	16.5	Greater	ASPH		MED
NM	IV	Conchas Dam	Conchas Lake	E89	09/27	60	4,790	3,798	Less	G	13	Greater	ASPH		
NM	IV	Crownpoint	Crownpoint	OE8	18/36	60	5,820	4,059	Greater	G	0	Less	ASPH		MED
NM	IV	Dulce	Jicarilla Apache Nation	24N	17/35	75	7,500	5,006	Greater	G	12.5	Greater	ASPH		MED
NM	IV	Espanola	San Juan Pueblo	E14	16/34	75	5,000	3,649	Less	E	18	Greater	ASPH		MED
NM	IV	Fort Sumner	Fort Sumner Municipal	FSU	03/21	75	5,800	4,616	Greater	F	25	Greater	ASPH		MED
NM	IV	Glenwood	Glenwood-Catron	E94	01/19	84	3,700	2,751	Less	F	0	Less	DIRT		
NM	IV	Hatch	Hatch Municipal	E05	11/29	60	4,110	3,286	Less	G	9	Less	ASPH		
NM	IV	Jal	Lea County/Jal/	E26	01/19	60	4,704	3,975	Less	F	23	Greater	ASPH		MED
NM	IV	Lordsburg	Lordsburg Municipal	LSB	12/30	75	5,011	3,961	Less	G	0	Less	ASPH		MED
NM	IV	Lovington	Lea County-Zip Franklin	E06	03/21	75	6,000	4,825	Greater	G	12	Less	ASPH		MED
NM	IV	Magdalena	Magdalena	N29	02/20	50	5,650	3,935	Less	F	0	Less	DIRT		
NM	IV	Navajo Dam	Navajo Lake	1V0	06/24	60	4,995	3,522	Less	E	12	Less	ASPH		
NM	IV	Questa	Questa Municipal Nr 2	N24	17/35	75	6,861	4,562	Greater	G	12.5	Greater	ASPH		MED
NM	IV	Reserve	Reserve	T16	06/24	50	4,800	3,404	Less	G	12.5	Greater	ASPH		MED
NM	IV	Santa Rosa	Santa Rosa Route 66	I58	01/19	75	5,013	3,855	Less	G	12.5	Greater	ASPH		MED
NM	IV	Shiprock	Shiprock Airstrip	5V5	02/20	75	4,840	3,628	Less	P	11	Less	ASPH		
NM	IV	Socorro	Socorro Municipal	ONM	15/33	100	5,841	4,472	Greater	E	50	Greater	ASPH		MED
NM	IV	Springer	Springer Municipal	S42	01/19	60	5,000	3,630	Less	G	14.5	Greater	ASPH		MED
NM	IV	Tatum	Tatum	E07	05/23	75	2,990	2,403	Less	F	0	Less	ASPH		
NM	IV	Tucumcari	Tucumcari Municipal	TCC	03/21	100	7,102	5,684	Greater	G	25	Greater	ASPH		MED
NM	IV	Vaughn	Vaughn Municipal	N17	09/27	60	5,150	3,732	Less	G	12.5	Greater	ASPH		MED
NM	IV	Zuni Pueblo	Black Rock	ZUN	06/24	50	4,807	3,393	Less	F	0	Less	ASPH		LOW

Appendix IIA. Runway Data

ST	Level	City	Airport	LocD	RW	Width	Length	Length-Effective	Length Status	Runway Condition	SW Capacity	SW Capacity Status	Runway Type	Runway Surface Treatment	Edge Lights Intensity
OK	I	Ardmore	Ardmore Municipal	ADM	13/31	150	7,220	7,220	Greater	G	24	Less	ASPH		HIGH
OK	I	Enid	Enid Woodring Regional	WDG	17/35	100	6,249	5,970	Less	E	50	Greater	CONC	GRVD	MED
OK	I	Guthrie	Guthrie-Edmond	GOK	16/34	75	5,001	4,809	Less	G	30	Less	CONC		MED
OK	I	Norman	University of Oklahoma	OUN	17/35	100	5,200	4,963	Less	G	30	Less	ASPH		MED
OK	I	Oklahoma City	Wiley Post	PWA	17L/35	150	7,198	6,817	Greater	G	35	Less	CONC		HIGH
OK	I	Tulsa	Richard Lloyd Jones Jr	RVS	01L/19	100	5,102	5,102	Less	G	30	Less	ASPH		HIGH
OK	II	Ada	Ada Municipal	ADH	17/35	100	6,203	5,987	Greater	G	50	Greater	ASPH		MED
OK	II	Alva	Alva Regional	AVK	17/35	75	4,386	4,106	Less	G	15	Less	ASPH		MED
OK	II	Ardmore	Ardmore Downtown	1F0	17/35	75	5,000	5,000	Less	G	20	Less	ASPH		MED
OK	II	Chandler	Chandler Regional	CQB	17/35	60	4,000	4,000	Less	F	12.5	Less	ASPH		MED
OK	II	Cushing	Cushing Municipal	CUH	18/36	100	5,201	5,201	Less	G	30	Greater	CONC	GRVD	MED
OK	II	Durant	Eaker Field	DUA	17/35	100	5,001	5,001	Less	G	35	Greater	ASPH		NSTD
OK	II	Goldsby	David Jay Perry	1K4	13/31	60	3,006	2,872	Less	G	30	Greater	CONC	GRVD	MED
OK	II	Grove	Grove Municipal	GMJ	18/36	75	5,200	5,200	Less	G	30	Greater	ASPH		MED
OK	II	Muskogee	Davis Field	MKO	13/31	150	7,201	7,201	Greater	G	59	Greater	ASPH		MED
OK	II	Pauls Valley	Pauls Valley Municipal	PVJ	17/35	100	5,000	5,000	Less	G	42	Greater	CONC		MED
OK	II	Ponca City	Ponca City Regional	PNC	17/35	150	7,201	6,954	Greater	G	51	Greater	CONC	GRVD	HIGH
OK	II	Sand Springs	William R. Pogue	OWP	17/35	100	5,800	5,800	Greater	G	30	Greater	ASPH	PFC	MED
OK	II	Shawnee	Shawnee Regional	SNL	17/35	100	5,600	5,384	Less	G	30	Greater	ASPH		MED
OK	II	Stillwater	Stillwater Regional	SWO	17/35	100	7,401	7,151	Greater	G	100	Greater	ASPH	GRVD	MED
OK	III	Altus	Altus/Quartz Mountain	AXS	17/35	75	5,501	5,164	Greater	G	30	Greater	CONC		MED
OK	III	Bartlesville	Bartlesville Municipal	BVO	17/35	100	6,200	6,200	Greater	G	50	Greater	ASPH	GRVD	MED
OK	III	Blackwell	Blackwell-Tonkawa	4O3	17/35	60	3,500	3,375	Less	G	30	Greater	ASPH		MED
OK	III	Boise City	Boise City	17K	04/22	60	4,210	3,348	Less	G	4	Less	ASPH		MED
OK	III	Chickasha	Chickasha Municipal	CHK	17/35	100	5,100	4,878	Greater	G	40	Greater	CONC		MED
OK	III	Claremore	Claremore Regional	GCM	17/35	75	5,200	5,200	Greater	F	30	Greater	ASPH	PFC	MED
OK	III	Clinton	Clinton Regional	CLK	17/35	75	4,300	3,989	Less	F	7	Less	ASPH		MED
OK	III	Duncan	Halliburton Field	DUC	17/35	100	6,650	6,376	Greater	F	44	Greater	CONC		MED
OK	III	El Reno	El Reno Regional	RQO	17/35	75	5,600	5,262	Greater	G	12	Less	CONC	GRVD	MED
OK	III	Elk City	Elk City Regional	ELK	17/35	75	5,399	4,882	Greater	G	30	Greater	CONC		MED
OK	III	Fairview	Fairview Municipal	6K4	17/35	60	3,620	3,434	Less	G	4	Less	ASPH		MED
OK	III	Frederick	Frederick Municipal	FDR	17R/35	150	6,000	5,699	Greater	G	35	Greater	ASPH		MED
OK	III	Guymon	Guymon Municipal	GUY	18/36	100	5,900	4,985	Greater	G	10	Less	ASPH		MED
OK	III	Hobart	Hobart Regional	HBR	17/35	100	5,507	5,126	Greater	G	20	Greater	ASPH		MED
OK	III	Hooker	Hooker Municipal	O45	17/35	60	3,312	2,819	Less	G	0	Less	ASPH		MED
OK	III	Hugo	Stan Stamper Municipal	HHW	17/35	75	4,007	4,007	Less	G	12.5	Greater	ASPH		MED
OK	III	Idabel	McCurain County	4O4	02/20	75	5,000	5,000	Greater	G	30	Greater	ASPH		MED
OK	III	McAlester	McAlester Regional	MLC	01/19	100	5,602	5,602	Greater	G	52	Greater	CONC		MED
OK	III	Medford	Medford Municipal	O53	17/35	60	3,007	2,887	Less	G	13	Greater	ASPH		MED
OK	III	Miami	Miami Municipal	MIO	17/35	100	5,020	5,020	Greater	G	23	Greater	ASPH		MED
OK	III	Mooreland	Mooreland Municipal	MDF	17/35	60	3,500	3,173	Less	G	4	Less	ASPH		LOW
OK	III	Oklahoma City	Clarence E Page	F29	17R/35	100	6,014	5,675	Greater	G	40	Greater	CONC		HIGH
OK	III	Okmulgee	Okmulgee Regional	OKM	18/36	100	5,150	5,150	Greater	G	30	Greater	CONC		MED
OK	III	Perry	Perry Municipal	F22	17/35	75	5,098	4,925	Greater	G	75	Greater	ASPH		MED
OK	III	Poteau	Robert S Kerr	RKR	18/36	75	4,006	4,006	Less	G	27	Greater	ASPH		MED
OK	III	Pryor	Mid-America Industrial	H71	18/36	75	5,000	5,000	Greater	G	30	Greater	ASPH		MED
OK	III	Sallisaw	Sallisaw Municipal	JSV	17/35	75	4,000	4,000	Less	G	0	Less	ASPH		MED
OK	III	Tahlequah	Tahlequah Municipal	TQH	17/35	75	5,001	5,001	Greater	G	26	Greater	ASPH		MED
OK	III	Thomas	Thomas Municipal	1O4	17/35	50	3,100	2,854	Less	G	4	Less	ASPH		LOW
OK	III	Vinita	Vinita Municipal	H04	17/35	60	3,265	3,265	Less	G	0	Less	ASPH		MED
OK	III	Watonga	Watonga Regional	JWG	17/35	60	4,000	3,726	Less	F	30	Greater	ASPH		MED
OK	III	Weatherford	Thomas P Stafford	OJA	17/35	75	4,399	4,083	Less	G	30	Greater	CONC		MED
OK	III	Woodward	West Woodward	WWR	17/35	100	5,502	4,920	Greater	G	30	Greater	CONC		MED
OK	IV	Antlers	Antlers Municipal	80F	17/35	60	3,299	3,299	Less	P	12	Less	ASPH		MED
OK	IV	Atoka	Atoka Municipal	AQR	18/36	40	3,015	3,015	Less	G	4	Less	ASPH		MED
OK	IV	Beaver	Beaver Municipal	K44	17/35	43	3,030	2,659	Less	P	4	Less	ASPH		MED
OK	IV	Bristow	Jones Memorial	3F7	17/35	45	3,400	3,400	Less	F	4	Less	ASPH		MED
OK	IV	Buffalo	Buffalo Municipal	BFK	17/35	60	4,000	3,661	Less	F	4	Less	ASPH		MED
OK	IV	Canadian	Arrowhead	91F	15/33	60	3,500	3,500	Less	G	19	Greater	ASPH		MED
OK	IV	Carnegie	Carnegie Municipal	86F	17/35	50	3,000	2,831	Less	F	11	Less	ASPH		LOW
OK	IV	Cherokee	Cherokee Municipal	4O5	17/35	50	3,570	3,408	Less	F	4	Less	ASPH		MED
OK	IV	Cheyenne	Mignon Laird Municipal	93F	18/36	60	4,036	3,633	Less	G	4	Less	ASPH		LOW
OK	IV	Cleveland	Cleveland Municipal	95F	18/36	60	4,000	4,000	Greater	F	4	Less	ASPH		MED
OK	IV	Clinton	Clinton-Sherman	CSM	17R/35	150	13,503	12,281	Greater	G	50	Greater	CONC		NSTD
OK	IV	Cordell	Cordell Municipal	F36	17/35	60	3,650	3,391	Less	F	12.6	Greater	ASPH		MED
OK	IV	Eufaula	Fountainhead Lodge	0F7	18/36	50	3,000	3,000	Less	G	8	Less	ASPH		MED
OK	IV	Eufaula	Eufaula Municipal	F08	17/35	60	3,000	3,000	Less	G	4	Less	ASPH		MED
OK	IV	Gage	Gage	GAG	17/35	100	5,415	4,832	Greater	F	4	Less	ASPH	PFC	NSTD
OK	IV	Grandfield	Grandfield Municipal	1O1	17/35	75	3,100	2,969	Less	F	11	Less	ASPH		MED
OK	IV	Healdton	Healdton Municipal	F32	17/35	50	3,000	3,000	Less	F	12.5	Greater	ASPH		MED
OK	IV	Henryetta	Henryetta Municipal	F10	18/36	50	3,501	3,501	Less	G	12	Less	ASPH		MED
OK	IV	Hinton	Hinton Municipal	2O8	17/35	60	4,000	3,717	Less	F	0	Less	ASPH		MED
OK	IV	Holdenville	Holdenville Municipal	F99	17/35	100	3,250	3,250	Less	P	30	Greater	CONC		MED
OK	IV	Hollis	Hollis Municipal	O35	17/35	60	3,000	2,775	Less	G	4	Less	ASPH		MED
OK	IV	Hominy	Hominy Municipal	H92	17/35	60	3,210	3,210	Less	G	8	Less	ASPH		MED
OK	IV	Ketchum	South Grand Lake	1K8	18/36	60	4,744	4,744	Greater	E	30	Greater	ASPH		MED
OK	IV	Kingston	Lake Texoma State Park	F31	18/36	50	3,000	3,000	Less	P	4	Less	ASPH		MED
OK	IV	Lindsay	Lindsay Municipal	1K2	01/19	60	3,010	3,010	Less	G	4	Less	ASPH		MED

Data Sort: State, Tier, City
 Date: 7/31/2008 5010
 Printed: 10/1/2008

SW = Single Wheel

_Appendix IIA-RunwayDataByAirport.2008.September.xls\Runway Data

Appendix IIA. Runway Data

ST	Level	City	Airport	LocD	RW	Width	Length	Length-Effective	Length-Status	Runway-Condition	SW-Capacity	SW-Capacity-Status	Runway-Type	Runway-Surface-Treatment	Edge-Lights-Intensity
OK	IV	Madill	Madill Municipal	1F4	18/36	50	3,005	3,005	Less	P	8	Less	ASPH		MED
OK	IV	Mangum	Scott Field	2K4	17/35	75	4,200	3,889	Less	G	12.5	Greater	ASPH		MED
OK	IV	Okeene	Christman Airfield	O65	17/35	60	3,000	2,859	Less	F	12	Less	ASPH		
OK	IV	Okemah	Okemah Flying Field	F81	17/35	100	2,585	2,585	Less	F	0	Less	TURF		
OK	IV	Overbrook	Lake Murray State Park	1F1	14/32	48	2,500	2,500	Less	F	4	Less	ASPH		NSTD
OK	IV	Pawnee	Pawnee Municipal	H97	18/36	100	2,130	2,130	Less	G	0	Less	TURF		
OK	IV	Prague	Prague Municipal	O47	17/35	60	2,757	2,656	Less	G	4	Less	ASPH		MED
OK	IV	Purcell	Purcell Municipal -	3O3	17/35	60	3,003	2,874	Less	G	9.5	Less	ASPH		MED
OK	IV	Sayre	Sayre Municipal	3O4	17/35	130	5,017	4,558	Greater	G	30	Greater	CONC		MED
OK	IV	Seminole	Seminole Municipal	SRE	16/34	75	5,000	4,823	Greater	F	16	Greater	ASPH		MED
OK	IV	Skiatook	Skiatook Municipal	2F6	17/35	60	2,900	2,900	Less	G	4	Less	ASPH		MED
OK	IV	Stigler	Stigler Regional	F84	17/35	60	3,606	3,606	Less	G	12.5	Greater	ASPH		LOW
OK	IV	Stroud	Stroud Municipal	SUD	18/36	60	3,000	3,000	Less	G	12.5	Greater	ASPH		MED
OK	IV	Sulphur	Sulphur Municipal	F30	17/35	60	3,500	3,370	Less	G	12.5	Greater	ASPH		MED
OK	IV	Talihina	Talihina Municipal	6F1	01/19	60	3,300	3,300	Less	G	12	Less	ASPH		MED
OK	IV	Tishomingo	Tishomingo Airpark	0F9	17/35	50	3,100	3,100	Less	P	12	Less	ASPH		MED
OK	IV	Wagoner	Hefner-Easley	H68	18/36	60	3,405	3,405	Less	G	12.5	Greater	ASPH		MED
OK	IV	Walters	Walters Municipal	3O5	16/34	50	2,900	2,791	Less	F	7	Less	ASPH		MED
OK	IV	Waynoka	Waynoka Municipal	1K5	17/35	50	2,507	2,336	Less	G	8	Less	ASPH		LOW
OK	IV	Wilburton	Wilburton Municipal	H05	17/35	60	3,000	3,000	Less	G	2	Less	ASPH		

Appendix IIA. Runway Data

ST	Level	City	Airport	LocD	RW	Width	Length	Length-Effective	Length Status	Runway Condition	SW Capacity	SW Capacity Status	Runway Type	Runway Surface Treatment	Edge Lights Intensity
TX	I	Angleton/Lake	Brazoria County	LBX	17/35	100	7,000	7,000	Greater	P	60	Greater	ASPH	GRVD	MED
TX	I	Arlington	Arlington Municipal	GKY	16/34	100	6,080	6,080	Greater	G	60	Greater	CONC		MED
TX	I	Cleburne	Cleburne Municipal	CPT	15/33	100	5,700	5,700	Less	G	30	Less	ASPH		MED
TX	I	Dallas	Addison	ADS	15/33	100	7,202	7,202	Greater	G	80	Greater	ASPH	GRVD	MED
TX	I	Dallas	Dallas Executive	RBD	13/31	150	6,451	6,451	Greater	G	35	Less	ASPH		MED
TX	I	Denton	Denton Municipal	DTO	17/35	150	5,999	5,999	Less	G	70	Greater	ASPH		MED
TX	I	Fort Worth	Fort Worth Alliance	AFW	16L/34	150	9,600	9,600	Greater	G	0	Less	CONC	GRVD	HIGH
TX	I	Fort Worth	Fort Worth Meacham	FTW	16/34	150	7,501	7,501	Greater	G	80	Greater	CONC	GRVD	HIGH
TX	I	Fort Worth	Fort Worth Spinks	FWS	17R/35	100	6,002	6,002	Greater	G	40	Less	ASPH		MED
TX	I	Galveston	Scholes International at	GLS	17/35	150	6,001	6,001	Greater	F	30	Less	CONC		MED
TX	I	Georgetown	Georgetown Municipal	GTU	18/36	100	5,000	5,000	Less	G	30	Less	ASPH		MED
TX	I	Grand Prairie	Grand Prairie Municipal	GPM	17/35	75	4,001	4,001	Less	G	30	Less	CONC		MED
TX	I	Houston	Houston-Southwest	AXH	09/27	100	5,003	5,003	Less	F	13	Less	ASPH		MED
TX	I	Houston	Lone Star Executive	CXO	14/32	150	6,000	6,000	Greater	G	140	Greater	ASPH		MED
TX	I	Houston	David Wayne Hooks	DWH	17R/35	100	7,009	7,009	Greater	F	30	Less	ASPH		HIGH
TX	I	Houston	Ellington Field	EDF	17R/35	150	9,001	9,001	Greater	G	100	Greater	CONC	GRVD	HIGH
TX	I	Houston	Pearland Regional	LVJ	14/32	75	4,313	4,313	Less	G	8	Less	ASPH		MED
TX	I	Houston	Sugar Land Regional	SGR	17/35	100	8,000	8,000	Greater	G	80	Greater	CONC		HIGH
TX	I	Kerrville	Kerrville Municipal/Louis	ERV	12/30	100	6,000	5,565	Less	G	25	Less	ASPH		MED
TX	I	La Porte	La Porte Municipal	T41	12/30	75	4,165	4,165	Less	G	23	Less	ASPH		MED
TX	I	Lancaster	Lancaster	LNC	13/31	100	5,000	5,000	Less	G	20	Less	ASPH		MED
TX	I	McKinney	Collin County Regional	TKI	17/35	100	7,001	7,001	Greater	G	75	Greater	CONC		MED
TX	I	New Braunfels	New Braunfels Municipal	BAZ	17/35	100	5,364	5,364	Less	G	25	Less	ASPH		MED
TX	I	San Marcos	San Marcos Municipal	HYI	08/26	100	6,330	6,330	Greater	G	80	Greater	ASPH		MED
TX	I	Sherman/Denison	Grayson County	GYI	17L/35	150	9,000	9,000	Greater	G	75	Greater	ASPH		MED
TX	II	Alpine	Alpine-Casparis	E38	01/19	75	6,003	4,686	Less	G	12.5	Less	ASPH		MED
TX	II	Beaumont	Beaumont Municipal	BMT	13/31	75	4,001	4,001	Less	G	17	Less	ASPH		MED
TX	II	Beeville	Beeville Municipal	BEA	12/30	75	4,551	4,551	Less	G	25	Less	ASPH		MED
TX	II	Big Spring	Big Spring McMahan-	BPG	17/35	100	8,802	7,687	Greater	F	44	Greater	ASPH		MED
TX	II	Brady	Curtis Field	BBD	17/35	75	4,605	4,214	Less	G	21	Less	ASPH		MED
TX	II	Breckenridge	Stephens County	BKD	17/35	100	4,998	4,738	Less	G	19	Less	ASPH		MED
TX	II	Brenham	Brenham Municipal	11R	16/34	75	5,496	5,496	Less	G	30	Greater	ASPH		MED
TX	II	Brownwood	Brownwood Regional	BWD	17/35	150	5,599	5,272	Less	G	30	Greater	ASPH		MED
TX	II	Bryan	Coulter Field	CFD	15/33	75	4,000	4,000	Less	G	0	Less	ASPH		MED
TX	II	Cotulla	Cotulla-La Salle County	COT	13/31	75	5,005	5,005	Less	G	25	Less	ASPH		MED
TX	II	Eastland	Eastland Municipal	ETN	17/35	60	4,020	3,766	Less	G	20	Less	ASPH		MED
TX	II	Fredericksburg	Gillespie County	T82	14/32	75	5,001	4,615	Less	G	30	Greater	ASPH		MED
TX	II	Gainesville	Gainesville Municipal	GLE	17/35	100	6,001	6,001	Greater	G	15	Less	ASPH		MED
TX	II	Granbury	Granbury Regional	GDJ	14/32	60	3,603	3,603	Less	G	12	Less	ASPH		MED
TX	II	Killeen	Skylark Field	ILE	01/19	100	5,495	5,495	Less	G	17	Less	ASPH	AFSC	MED
TX	II	Kingsville	Kleberg County	IKG	13/31	75	6,000	6,000	Greater	F	35	Greater	ASPH		MED
TX	II	La Grange	Fayette Regional Air	3T5	16/34	75	5,001	5,001	Less	G	30	Greater	ASPH		MED
TX	II	Lago Vista	Lago Vista Tx - Rusty	RYW	15/33	50	3,808	3,623	Less	G	12.5	Less	ASPH		MED
TX	II	Levelland	Levelland Municipal	LLN	17/35	75	6,110	5,046	Less	G	30	Greater	ASPH		MED
TX	II	Littlefield	Littlefield Municipal	LIU	01/19	60	4,021	3,301	Less	G	12	Less	ASPH		MED
TX	II	Lufkin	Angelina County	LFK	07/25	100	5,398	5,398	Less	G	30	Greater	ASPH		MED
TX	II	Marshall	Harrison County	ASL	15/33	100	5,000	5,000	Less	G	20	Less	ASPH		MED
TX	II	Midland	Midland Airpark	MDD	07/25	75	5,022	4,325	Less	G	18.5	Less	ASPH	RFSC	MED
TX	II	Midlothian/Waxahachi	Mid-Way Regional	WJY	18/36	75	4,999	4,999	Less	G	30	Greater	ASPH		MED
TX	II	Mineral Wells	Mineral Wells	MWL	13/31	100	5,996	5,996	Greater	F	50	Greater	ASPH		MED
TX	II	Monahans	Roy Hurd Memorial	E01	12/30	75	4,268	3,718	Less	F	15	Less	ASPH		MED
TX	II	Mount Pleasant	Mount Pleasant Regional	OSA	17/35	75	5,000	5,000	Less	G	30	Greater	ASPH		MED
TX	II	Odessa	Odessa-Schlemeyer	ODO	02/20	75	5,703	4,852	Less	G	14	Less	ASPH		MED
TX	II	Paris	Cox Field	PRX	17/35	150	6,002	6,002	Greater	F	30	Greater	ASPH		MED
TX	II	Plainview	Hale County	PVV	04/22	100	5,997	4,993	Less	G	27	Less	ASPH		LOW
TX	II	Port Isabel	Port Isabel-Cameron	PIL	13/31	200	8,001	8,001	Greater	F	105	Greater	ASPH		MED
TX	II	Robstown	Nueces County	RBO	13/31	75	3,700	3,700	Less	G	11	Less	ASPH		MED
TX	II	Rockport	Aransas County	RKP	14/32	100	5,608	5,608	Greater	G	45	Greater	ASPH		MED
TX	II	Rockwall	Rockwall Municipal	F46	17/35	45	3,373	3,373	Less	G	12	Less	ASPH		LOW
TX	II	San Antonio	Stinson Municipal	SSF	09/27	100	4,835	4,835	Less	F	12	Less	ASPH		NSTD
TX	II	Seminole	Gaines County	GNC	08/26	75	5,381	4,495	Less	G	12.5	Less	ASPH		MED
TX	II	Snyder	Winston Field	SNK	17/35	100	5,599	4,933	Less	G	24	Less	ASPH		MED
TX	II	Stephenville	Clark Field Municipal	SEP	14/32	75	4,209	3,980	Less	G	0	Less	ASPH		MED
TX	II	Sulphur Springs	Sulphur Springs	SLR	18/36	75	5,001	5,001	Less	G	12	Less	ASPH		MED
TX	II	Temple	Draughon-Miller Central	TPL	15/33	150	6,301	6,301	Greater	G	55	Greater	ASPH	GRVD	MED
TX	II	Terrell	Terrell Municipal	TRL	17/35	75	5,006	5,006	Less	G	12	Less	ASPH		MED
TX	II	Uvalde	Garner Field	UVA	15/33	100	5,255	5,255	Less	G	30	Greater	ASPH		MED
TX	II	Waco	McGregor Executive	PWG	17/35	75	5,501	5,501	Greater	G	30	Greater	ASPH		MED
TX	II	Weslaco	Mid Valley	T65	13/31	70	4,998	4,998	Less	G	12.5	Less	ASPH		MED
TX	II	Wichita Falls	Kickapoo Downtown	CWC	17/35	75	4,450	4,299	Less	G	30	Greater	CONC		MED
TX	III	Anahuac	Chambers County	T00	12/30	60	3,005	3,005	Less	G	13	Greater	ASPH		MED
TX	III	Andrews	Andrews County	E11	16/34	75	5,816	4,899	Greater	G	23	Greater	ASPH		MED
TX	III	Athens	Athens Municipal	F44	17/35	60	3,988	3,988	Less	G	25	Greater	ASPH		MED
TX	III	Atlanta	Hall-Miller Municipal	ATA	05/23	60	3,800	3,800	Less	G	23	Greater	ASPH		MED
TX	III	Bay City	Bay City Municipal	BYC	13/31	75	5,107	5,107	Greater	G	30	Greater	ASPH		MED
TX	III	Bonham	Jones Field	F00	17/35	75	4,000	4,000	Less	G	12.5	Greater	ASPH		MED
TX	III	Borger	Hutchinson County	BGD	17/35	100	6,300	5,344	Greater	G	60	Greater	ASPH		MED
TX	III	Bowie	Bowie Municipal	OF2	17/35	60	3,603	3,458	Less	G	12.5	Greater	ASPH		MED

Appendix IIA. Runway Data

ST	Level	City	Airport	LocD	RW	Width	Length	Length-Effective	Length Status	Runway Condition	SW Capacity	SW Capacity Status	Runway Type	Runway Surface Treatment	Edge Lights Intensity
TX	III	Bridgeport	Bridgeport Municipal	XBP	17/35	60	4,004	4,004	Less	G	12.5	Greater	ASPH		MED
TX	III	Brownfield	Terry County	BFE	02/20	75	5,217	4,371	Less	G	12	Less	ASPH		MED
TX	III	Burnet	Burnet Municipal Kate	BMQ	01/19	75	5,000	4,740	Greater	G	30	Greater	ASPH		MED
TX	III	Canadian	Hemphill County	HHF	04/22	75	5,000	4,415	Less	G	12.5	Greater	ASPH		MED
TX	III	Carthage	Panola County-Sharpe	4F2	17/35	75	4,000	4,000	Less	G	0	Less	ASPH		MED
TX	III	Castroville	Castroville Municipal	CVB	15/33	75	4,600	4,600	Greater	G	15	Greater	ASPH		MED
TX	III	Center	Center Municipal	F17	17/35	75	5,501	5,501	Greater	G	30	Greater	ASPH		MED
TX	III	Cleveland	Cleveland Municipal	6R3	16/34	75	4,998	4,998	Greater	G	30	Greater	ASPH		MED
TX	III	Clifton	Clifton	7F7	14/32	50	3,000	3,000	Less	G	13	Greater	ASPH		NSTD
TX	III	Coleman	Coleman Municipal	COM	15/33	75	4,503	4,155	Less	G	12.5	Greater	ASPH		MED
TX	III	Cornanche	Cornanche County-City	MKN	17/35	75	4,500	4,237	Less	G	12.5	Greater	ASPH		MED
TX	III	Corsicana	C David Campbell Field-	CRS	14/32	75	4,999	4,999	Greater	G	26	Greater	ASPH		MED
TX	III	Dalhart	Dalhart Municipal	DHT	17/35	75	6,400	5,143	Greater	G	20	Greater	ASPH		MED
TX	III	Decatur	Decatur Municipal	LUD	17/35	60	4,200	4,045	Less	G	12.5	Greater	ASPH		MED
TX	III	Devine	Devine Municipal	23R	17/35	60	3,400	3,400	Less	G	18	Greater	ASPH		MED
TX	III	Eagle Lake	Eagle Lake	ELA	17/35	60	3,801	3,801	Less	G	12.5	Greater	ASPH		MED
TX	III	Edna	Jackson County	26R	14/32	70	3,393	3,393	Less	G	12.5	Greater	ASPH		MED
TX	III	Ennis	Ennis Municipal	F41	15/33	50	3,999	3,999	Less	G	18	Greater	ASPH		MED
TX	III	Fabens	Fabens	E35	08/26	60	4,200	3,435	Less	G	25	Greater	ASPH		LOW
TX	III	Floydada	Floydada Municipal	41F	17/35	60	4,600	3,872	Less	G	15	Greater	ASPH		MED
TX	III	Fort Stockton	Fort Stockton-Pecos	FST	12/30	100	7,507	6,385	Greater	G	24	Greater	ASPH		MED
TX	III	Giddings	Giddings-Lee County	GYB	17/35	75	4,000	4,000	Less	G	12.5	Greater	ASPH		MED
TX	III	Graham	Graham Municipal	RPH	03/21	75	5,000	4,791	Greater	G	12	Less	ASPH		MED
TX	III	Greenville	Majors	GVT	17/35	150	8,030	8,030	Greater	G	26	Greater	ASPH		MED
TX	III	Henderson	Rusk County	RFI	16/34	75	4,004	4,004	Less	G	22	Greater	ASPH		NSTD
TX	III	Hereford	Hereford Municipal	HRX	03/21	75	5,387	4,380	Less	F	18	Greater	ASPH		MED
TX	III	Hillsboro	Hillsboro Municipal	INJ	16/34	60	3,998	3,998	Less	G	12.5	Greater	ASPH		MED
TX	III	Hondo	Hondo Municipal	HDO	08/26	150	6,059	6,059	Greater	G	30	Greater	CONC		
TX	III	Houston	West Houston	IWS	15/33	75	3,953	3,953	Less	G	18	Greater	ASPH		HIGH
TX	III	Ingleside	T P McCampbell	TFP	13/31	75	5,000	5,000	Greater	G	0	Less	ASPH		MED
TX	III	Lamesa	Lamesa Municipal	2F5	16/34	75	5,000	4,256	Less	G	20	Greater	ASPH		MED
TX	III	Lampasas	Lampasas	LZZ	16/34	75	4,200	4,000	Less	G	12.5	Greater	ASPH		MED
TX	III	Liberty	Liberty Municipal	T78	16/34	75	3,801	3,801	Less	G	10	Less	ASPH		MED
TX	III	Livingston	Livingston Municipal	00R	12/30	60	3,700	3,700	Less	G	11	Less	ASPH		MED
TX	III	Llano	Llano Municipal	AQO	17/35	75	4,202	4,032	Less	G	20	Greater	ASPH		MED
TX	III	Lockhart	Lockhart Municipal	50R	18/36	75	4,001	4,001	Less	G	12.5	Greater	ASPH		MED
TX	III	Marfa	Marfa Municipal	MRF	12/30	75	6,214	4,764	Greater	G	38	Greater	ASPH		MED
TX	III	Mesquite	Mesquite Metro	HQZ	17/35	100	5,999	5,999	Greater	G	70	Greater	CONC		MED
TX	III	Mexia	Mexia-Limestone County	LXY	18/36	60	4,002	4,002	Less	G	8	Less	ASPH		MED
TX	III	Mount Vernon	Franklin County	F53	13/31	60	3,900	3,900	Less	G	12.5	Greater	ASPH		MED
TX	III	Nacogdoches	A L Mangham Jr.	OCH	18/36	75	5,000	5,000	Greater	G	23.6	Greater	ASPH		MED
TX	III	Olney	Olney Municipal	ONY	17/35	75	5,101	4,839	Greater	G	43	Greater	ASPH		MED
TX	III	Orange	Orange County	ORG	04/22	75	4,396	4,396	Less	G	27	Greater	ASPH		MED
TX	III	Palacios	Palacios Municipal	PSX	17/35	150	5,001	5,001	Greater	F	46	Greater	CONC		
TX	III	Palacios	Palacios Municipal	PSX	08/26	150	5,001	5,001	Greater	F	46	Greater	CONC		
TX	III	Palacios	Palacios Municipal	PSX	13/31	150	5,001	5,001	Greater	G	46	Greater	CONC		MED
TX	III	Palestine	Palestine Municipal	PSN	18/36	100	5,005	5,005	Greater	G	45	Greater	ASPH		MED
TX	III	Pecos	Pecos Municipal	PEQ	14/32	80	6,236	5,432	Greater	G	25	Greater	ASPH		NSTD
TX	III	Port Lavaca	Calhoun County	PKV	14/32	75	5,004	5,004	Greater	G	26	Greater	ASPH		MED
TX	III	Refugio	Rooke Field	RFG	14/32	60	4,361	4,361	Less	G	9	Less	ASPH		MED
TX	III	Slaton	Slaton Municipal	F49	18/36	75	4,245	3,586	Less	E	20	Greater	ASPH		MED
TX	III	Smithville	Smithville Crawford	84R	17/35	75	4,000	4,000	Less	G	12.5	Greater	ASPH		MED
TX	III	Spearman	Spearman Municipal	E42	02/20	75	5,002	4,234	Less	E	12.5	Greater	ASPH		MED
TX	III	Sweetwater	Avenger Field	SWW	17/35	100	5,840	5,161	Greater	G	30	Greater	ASPH		MED
TX	III	Taylor	Taylor Municipal	T74	17/35	75	4,000	4,000	Less	G	12.5	Greater	ASPH		MED
TX	III	Tulia	City of Tulia/Swisher	I06	18/36	60	4,900	4,049	Less	G	12.5	Greater	ASPH		MED
TX	III	Vernon	Wilbarger County	F05	02/20	100	5,099	4,840	Greater	G	30	Greater	ASPH		MED
TX	III	Waco	TSTC Waco	CNW	17L/35	150	8,600	8,600	Greater	G	50	Greater	ASPH		MED
TX	III	Wharton	Wharton Regional	ARM	14/32	75	5,004	5,004	Greater	G	22	Greater	ASPH		MED
TX	III	Winnsboro	Winnsboro Municipal	F51	01/19	50	3,213	3,213	Less	G	12	Less	ASPH		MED
TX	IV	Alice	Alice International	ALI	13/31	100	5,997	5,997	Greater	G	30	Greater	ASPH		MED
TX	IV	Aspermont	Stonewall County	T60	17/35	60	4,000	3,680	Less	F	12.5	Greater	ASPH		MED
TX	IV	Berclair	Goliad County Industrial	7T3	10/28	150	8,000	8,000	Greater	F	0	Less	ASPH		
TX	IV	Berclair	Goliad County Industrial	7T3	16/34	150	8,000	8,000	Greater	G	0	Less	ASPH		
TX	IV	Caddo Mills	Caddo Mills Municipal	7F3	13/31	150	4,000	4,000	Greater	F	26	Greater	CONC		
TX	IV	Caddo Mills	Caddo Mills Municipal	7F3	17R/35	75	4,000	4,000	Greater	F	26	Greater	CONC		MED
TX	IV	Cameron	Cameron Municipal	T35	16/34	50	3,200	3,200	Less	F	19	Greater	ASPH		MED
TX	IV	Carrizo Springs	Dimmit County	CZT	13/31	75	4,997	4,997	Greater	G	13	Greater	ASPH		MED
TX	IV	Clarksville	Clarksville/Red River	LBR	17/35	50	3,000	3,000	Less	G	10	Less	ASPH		MED
TX	IV	Commerce	Commerce Municipal	2F7	18/36	60	3,909	3,909	Less	F	13	Greater	ASPH		MED
TX	IV	Crockett	Houston County	DKR	02/20	75	4,000	4,000	Greater	G	12	Less	ASPH		MED
TX	IV	Cuero	Cuero Municipal	T71	14/32	60	2,800	2,800	Less	G	11	Less	ASPH		LOW
TX	IV	Dimmitt	Dimmitt Municipal	T55	01/19	60	5,500	4,447	Greater	G	15	Greater	ASPH		MED
TX	IV	Dumas	Moore County	DUX	01/19	75	5,474	4,471	Greater	G	30	Greater	ASPH		MED
TX	IV	Eagle Pass	Maverick County	5T9	13/31	100	5,506	5,506	Greater	F	0	Less	ASPH		MED
TX	IV	Edinburg	South Texas	EBG	14/32	75	5,000	5,000	Greater	G	22	Greater	ASPH		MED
TX	IV	Falfurrias	Brooks County	BKS	17/35	75	5,002	5,002	Greater	G	52	Greater	ASPH		MED
TX	IV	Gatesville	Gatesville Municipal	GOP	17/35	60	3,400	3,400	Less	G	12	Less	ASPH		MED

Appendix IIA. Runway Data

ST	Level	City	Airport	LocD	RW	Width	Length	Length-Effective	Length Status	Runway Condition	SW Capacity	SW Capacity Status	Runway Type	Runway Surface Treatment	Edge Lights Intensity
TX	IV	Gilmer	Fox Stephens Field -	JXI	18/36	60	4,000	4,000	Greater	G	12	Less	ASPH		MED
TX	IV	Gladewater	Gladewater Municipal	07F	14/32	75	3,301	3,301	Less	G	12.5	Greater	ASPH		MED
TX	IV	Gruver	Gruver Municipal	E19	02/20	60	4,698	3,950	Less	G	12.5	Greater	ASPH		MED
TX	IV	Hamilton	Hamilton Municipal	MNZ	18/36	75	5,000	4,735	Greater	G	30	Greater	ASPH		MED
TX	IV	Haskell	Haskell Municipal	15F	18/36	50	3,420	3,170	Less	G	13	Greater	ASPH		NSTD
TX	IV	Hearne	Hearne Municipal	LHB	18/36	75	4,000	4,000	Greater	G	17	Greater	ASPH		MED
TX	IV	Hebbronville	Jim Hogg County	HBV	13/31	75	5,003	5,003	Greater	G	30	Greater	ASPH		MED
TX	IV	Huntsville	Huntsville Municipal	UTS	18/36	100	5,005	5,005	Greater	G	27	Greater	ASPH		MED
TX	IV	Jacksboro	Jacksboro Municipal	21F	17/35	75	3,220	3,100	Less	P	4	Less	ASPH		MED
TX	IV	Jacksonville	Cherokee County	JSO	14/32	75	5,011	5,011	Greater	G	30	Greater	ASPH		MED
TX	IV	Jasper	Jasper County-Bell Field	JAS	18/36	70	5,500	5,500	Greater	G	21	Greater	ASPH		MED
TX	IV	Junction	Kimble County	JCT	17/35	75	5,000	4,598	Greater	G	30	Greater	ASPH		MED
TX	IV	Kenedy	Karnes County	2R9	16/34	60	3,218	3,218	Less	F	11	Less	ASPH		MED
TX	IV	Kountze/Silsbee	Hawthorne Field	45R	13/31	75	4,302	4,302	Greater	G	12.5	Greater	ASPH		MED
TX	IV	Memphis	Memphis Municipal	F21	17/35	75	4,670	4,199	Greater	G	10	Less	ASPH		MED
TX	IV	Morton	Cochran County	F85	04/22	60	2,710	2,208	Less	G	12	Less	ASPH		MED
TX	IV	Muleshoe	Muleshoe Municipal	2T1	07/25	60	5,100	4,148	Greater	G	12.5	Greater	ASPH		MED
TX	IV	Ozona	Ozona Municipal	OZA	16/34	75	6,000	5,302	Greater	G	30	Greater	ASPH		MED
TX	IV	Pampa	Perry Lefors Field	PPA	17/35	100	5,866	4,921	Greater	G	16	Greater	ASPH		MED
TX	IV	Perryton	Perryton Ochiltree	PYX	17/35	75	5,700	4,875	Greater	E	12.5	Greater	ASPH		MED
TX	IV	Pleasanton	Pleasanton Municipal	PEZ	16/34	75	4,000	4,000	Greater	G	4	Less	ASPH		MED
TX	IV	Post	Post-Garza County	5F1	17/35	60	4,200	3,674	Less	G	16	Greater	ASPH		MED
TX	IV	Quanah	Quanah Municipal	F01	17/35	60	4,445	4,127	Greater	G	12.5	Greater	ASPH		MED
TX	IV	Seymour	Seymour Municipal	60F	17/35	50	4,300	4,060	Greater	F	4	Less	ASPH		MED
TX	IV	Stamford	Arledge Field	F56	17/35	60	3,705	3,449	Less	G	4	Less	ASPH		MED
TX	IV	Van Horn	Culberson County	VHN	03/21	75	6,000	4,831	Greater	E	15	Greater	ASPH		MED
TX	IV	Vega	Oldham County	E52	17/35	60	4,200	3,374	Less	G	20	Greater	ASPH		MED
TX	IV	Wellington	Marian Airpark	F06	12/30	60	4,035	3,650	Less	G	2.5	Less	ASPH		MED
TX	IV	Wink	Winkler County	INK	13/31	100	5,000	4,301	Greater	G	26	Greater	ASPH		MED
TX	IV	Winnie/Stowell	Chambers County-	T90	17/35	75	3,600	3,600	Less	F	0	Less	ASPH		MED

Appendix IIB. Runway Data - Based Jet Locations

ST	Level	City	Airport	LocID	JE- Reported	RW	Length	Type	Cond	SW Capacity	Surface Treatment
AR	I	Fayetteville	Drake Field	FYV	10	16/34	6,006	ASPH	G	90	GRVD
AR	I	Harrison	Boone County	HRO	4	18/36	6,161	ASPH	G	38	GRVD
AR	I	Hot Springs	Memorial Field	HOT	6	05/23	6,595	ASPH	G	75	GRVD
AR	I	Jonesboro	Jonesboro Municipal	JBR	7	05/23	6,200	ASPH	G	40	PFC
AR	I	North Little Rock	North Little Rock Municipal	ORK	3	05/23	5,002	CONC	G	30	
AR	I	Rogers	Rogers Municipal-Carter Field	ROG	28	02/20	6,011	ASPH	G	42	
AR	I	Searcy	Searcy Municipal	SRC	2	01/19	6,008	ASPH	G	24	
AR	I	Springdale	Springdale Municipal	ASG	7	18/36	5,302	ASPH	F	35	
AR	I	Walnut Ridge	Walnut Ridge Regional	ARG	14	04/22	6,001	CONC	G	40	
AR	I	West Memphis	West Memphis Municipal	AWM	1	17/35	6,003	CONC	F	30	
AR	II	Arkadelphia	Dexter B Florence Memorial Field	M89	1	04/22	5,000	ASPH	G	30	
AR	II	Batesville	Batesville Regional	BVX	1	07/25	6,002	ASPH	G	35	
AR	II	Berryville	Carroll County	4M1	2	07/25	3,554	ASPH	G	12	
AR	II	Conway	Dennis F Cantrell Field	CWS	2	08/26	4,875	ASPH	F	12	
AR	II	El Dorado	South Arkansas Regional at	ELD	4	04/22	6,601	ASPH	G	75	GRVD
AR	II	Helena/West Helena	Thompson-Robbins	HEE	1	17/35	5,000	ASPH	F	15	
AR	II	Lake Village	Lake Village Municipal	M32	1	01/19	4,000	ASPH	G	18	
AR	II	Mena	Mena Intermountain Municipal	MEZ	3	09/27	6,001	ASPH	G	75	
AR	II	Mountain Home	Ozark Regional	BPK	1	05/23	5,001	ASPH	G	17	
AR	II	Russellville	Russellville Regional	RUE	1	07/25	5,094	ASPH	G	32	
AR	II	Siloam Springs	Smith Field	SLG	1	18/36	4,997	ASPH	G	24	
AR	II	Stuttgart	Stuttgart Municipal	SGT	1	18/36	6,015	ASPH	G	75	GRVD

Appendix IIB. Runway Data - Based Jet Locations

ST	Level	City	Airport	LocID	JE- Reported	RW	Length	Type	Cond	SW Capacity	Surface Treatment
LA	I	Hammond	Hammond Northshore Regional	HDC	6	13/31	6,502	ASPH	G	22	
LA	I	Lake Charles	Chennault International	CWF	10	15/33	10,701	CONC	F	75	
LA	I	New Orleans	Lakefront	NEW	5	18R/36	6,867	ASPH	G	60	GRVD
LA	I	Shreveport	Shreveport Downtown	DTN	1	14/32	5,018	ASPH	G	35	
LA	I	Slidell	Slidell	ASD	1	18/36	5,001	ASPH	G	48	
LA	II	Abbeville	Abbeville Chris Crusta Memorial	0R3	2	15/33	5,000	ASPH	G	17	AFSC
LA	II	Alexandria	Esler Regional	ESF	1	08/26	5,999	ASPH	G	75	GRVD
LA	II	Galliano	South Lafourche Leonard Miller Jr	GAO	2	18/36	6,502	ASPH	G	60	
LA	II	Houma	Houma-Terrebonne	HUM	3	18/36	6,508	CONC	E	50	GRVD
LA	II	Natchitoches	Natchitoches Regional	IER	1	17/35	5,003	ASPH	G	30	
LA	II	New Iberia	Acadiana Regional	ARA	1	16/34	8,002	CONC	G	0	
LA	II	Oakdale	Allen Parish	ACP	1	18/36	4,994	ASPH	G	11	
LA	II	Ruston	Ruston Regional	RSN	2	18/36	5,000	ASPH	G	0	
LA	II	Tallulah/Vicksburg, Ms	Vicksburg Tallulah Regional	TVR	1	18/36	5,002	ASPH	G	60	
LA	II	Vivian	Vivian	3F4	1	09/27	2,998	ASPH	G	12	

Appendix IIB. Runway Data - Based Jet Locations

ST	Level	City	Airport	LocID	JE- Reported	RW	Length	Type	Cond	SW Capacity	Surface Treatment
NM	I	Clovis	Clovis Municipal	CVN	1	04/22	6,200	ASPH	P	45	PFC
NM	I	Las Cruces	Las Cruces International	LRU	3	04/22	7,499	ASPH	F	30	
NM	I	Las Cruces	Las Cruces International	LRU	3	12/30	7,499	ASPH	F	70	
NM	II	Alamogordo	Alamogordo-White Sands Regional	ALM	1	03/21	7,006	ASPH	G	54	PFC
NM	II	Artesia	Artesia Municipal	ATS	1	03/21	6,301	ASPH	E	40	PFC
NM	II	Hobbs	Lea County Regional	HOB	2	03/21	7,398	ASPH	G	65	PFC
NM	II	Las Vegas	Las Vegas Municipal	LVS	1	14/32	8,198	ASPH	G	20	
NM	II	Ruidoso	Sierra Blanca Regional	SRR	1	06/24	8,099	ASPH	F	60	PFC
NM	II	Santa Teresa	Dona Ana County at Santa Teresa	5T6	4	10/28	8,500	ASPH	G	20	
NM	II	Taos	Taos Regional	SKX	1	04/22	5,803	ASPH	E	24	PFC

Appendix IIB. Runway Data - Based Jet Locations

ST	Level	City	Airport	LocID	JE- Reported	RW	Length	Type	Cond	SW Capacity	Surface Treatment
OK	I	Ardmore	Ardmore Municipal	ADM	7	13/31	7,220	ASPH	G	24	
OK	I	Enid	Enid Woodring Regional	WDG	5	17/35	6,249	CONC	E	50	GRVD
OK	I	Guthrie	Guthrie-Edmond Regional	GOK	5	16/34	5,001	CONC	G	30	
OK	I	Norman	University of Oklahoma	OUN	4	17/35	5,200	ASPH	G	30	
OK	I	Oklahoma City	Wiley Post	PWA	34	17L/35	7,198	CONC	G	35	
OK	I	Tulsa	Richard Lloyd Jones Jr	RVS	19	01L/19	5,102	ASPH	G	30	
OK	II	Ada	Ada Municipal	ADH	3	17/35	6,203	ASPH	G	50	
OK	II	Ardmore	Ardmore Downtown Executive	1F0	1	17/35	5,000	ASPH	G	20	
OK	II	Chandler	Chandler Regional	CQB	2	17/35	4,000	ASPH	F	12.5	
OK	II	Cushing	Cushing Municipal	CUH	1	18/36	5,201	CONC	G	30	GRVD
OK	II	Durant	Eaker Field	DUA	1	17/35	5,001	ASPH	G	35	
OK	II	Pauls Valley	Pauls Valley Municipal	PVJ	1	17/35	5,000	CONC	G	42	
OK	II	Ponca City	Ponca City Regional	PNC	2	17/35	7,201	CONC	G	51	GRVD
OK	II	Shawnee	Shawnee Regional	SNL	2	17/35	5,600	ASPH	G	30	

Appendix IIB. Runway Data - Based Jet Locations

ST	Level	City	Airport	LocID	JE- Reported	RW	Length	Type	Cond	SW Capacity	Surface Treatment
TX	I	Angleton/Lake	Brazoria County	LBX	2	17/35	7,000	ASPH	P	60	GRVD
TX	I	Arlington	Arlington Municipal	GKY	5	16/34	6,080	CONC	G	60	
TX	I	Cleburne	Cleburne Municipal	CPT	2	15/33	5,700	ASPH	G	30	
TX	I	Dallas	Addison	ADS	10	15/33	7,202	ASPH	G	80	GRVD
TX	I	Dallas	Dallas Executive	RBD	8	13/31	6,451	ASPH	G	35	
TX	I	Denton	Denton Municipal	DTO	8	17/35	5,999	ASPH	G	70	
TX	I	Fort Worth	Fort Worth Spinks	FWS	2	17R/35	6,002	ASPH	G	40	
TX	I	Fort Worth	Fort Worth Alliance	AFW	11	16L/34	9,600	CONC	G	0	GRVD
TX	I	Fort Worth	Fort Worth Meacham International	FTW	17	16/34	7,501	CONC	G	80	GRVD
TX	I	Galveston	Scholes International at Galveston	GLS	2	17/35	6,001	CONC	F	30	
TX	I	Georgetown	Georgetown Municipal	GTU	6	18/36	5,000	ASPH	G	30	
TX	I	Grand Prairie	Grand Prairie Municipal	GPM	1	17/35	4,001	CONC	G	30	
TX	I	Houston	Ellington Field	EFD	56	17R/35	9,001	CONC	G	100	GRVD
TX	I	Houston	Pearland Regional	LVJ	1	14/32	4,313	ASPH	G	8	
TX	I	Houston	Sugar Land Regional	SGR	24	17/35	8,000	CONC	G	80	
TX	I	Houston	Lone Star Executive	CXO	9	14/32	6,000	ASPH	G	140	
TX	I	Houston	David Wayne Hooks Memorial	DWH	6	17R/35	7,009	ASPH	F	30	
TX	I	Kerrville	Kerrville Municipal/Louis Schreiner	ERV	6	12/30	6,000	ASPH	G	25	
TX	I	Lancaster	Lancaster	LNC	10	13/31	5,000	ASPH	G	20	
TX	I	McKinney	Collin County Regional at	TKI	11	17/35	7,001	CONC	G	75	
TX	I	New Braunfels	New Braunfels Municipal	BAZ	4	17/35	5,364	ASPH	G	25	
TX	I	San Marcos	San Marcos Municipal	HYI	4	08/26	6,330	ASPH	G	80	
TX	I	Sherman/Denison	Grayson County	GYI	19	17L/35	9,000	ASPH	G	75	
TX	II	Alpine	Alpine-Casparis Municipal	E38	1	01/19	6,003	ASPH	G	12.5	
TX	II	Beaumont	Beaumont Municipal	BMT	1	13/31	4,001	ASPH	G	17	
TX	II	Beeville	Beeville Municipal	BEA	1	12/30	4,551	ASPH	G	25	
TX	II	Big Spring	Big Spring McMahon-Wrinkle	BPG	3	17/35	8,802	ASPH	F	44	
TX	II	Brady	Curtis Field	BBD	2	17/35	4,605	ASPH	G	21	
TX	II	Breckenridge	Stephens County	BKD	2	17/35	4,998	ASPH	G	19	
TX	II	Brenham	Brenham Municipal	11R	2	16/34	5,496	ASPH	G	30	
TX	II	Brownwood	Brownwood Regional	BWD	1	17/35	5,599	ASPH	G	30	
TX	II	Cotulla	Cotulla-La Salle County	COT	2	13/31	5,005	ASPH	G	25	
TX	II	Eastland	Eastland Municipal	ETN	2	17/35	4,020	ASPH	G	20	
TX	II	Fredericksburg	Gillespie County	T82	1	14/32	5,001	ASPH	G	30	
TX	II	Gainesville	Gainesville Municipal	GLE	1	17/35	6,001	ASPH	G	15	
TX	II	Granbury	Granbury Regional	GDJ	1	14/32	3,603	ASPH	G	12	
TX	II	Kingsville	Kleberg County	IKG	1	13/31	6,000	ASPH	F	35	
TX	II	La Grange	Fayette Regional Air Center	3T5	1	16/34	5,001	ASPH	G	30	
TX	II	Lago Vista	Lago Vista Tx - Rusty Allen	RYW	1	15/33	3,808	ASPH	G	12.5	
TX	II	Levelland	Levelland Municipal	LLN	1	17/35	6,110	ASPH	G	30	
TX	II	Littlefield	Littlefield Municipal	LIU	1	01/19	4,021	ASPH	G	12	
TX	II	Lufkin	Angelina County	LFK	4	07/25	5,398	ASPH	G	30	
TX	II	Marshall	Harrison County	ASL	2	15/33	5,000	ASPH	G	20	
TX	II	Midland	Midland Airpark	MDD	1	07/25	5,022	ASPH	G	18.5	RFSC
TX	II	Midlothian/Waxahachi	Mid-Way Regional	JWY	3	18/36	4,999	ASPH	G	30	
TX	II	Monahans	Roy Hurd Memorial	E01	1	12/30	4,268	ASPH	F	15	
TX	II	Mount Pleasant	Mount Pleasant Regional	OSA	4	17/35	5,000	ASPH	G	30	
TX	II	Odessa	Odessa-Schlemeyer Field	ODO	2	02/20	5,703	ASPH	G	14	
TX	II	Paris	Cox Field	PRX	2	17/35	6,002	ASPH	F	30	
TX	II	Port Isabel	Port Isabel-Cameron County	PIL	1	13/31	8,001	ASPH	F	105	
TX	II	Robstown	Nueces County	RBO	1	13/31	3,700	ASPH	G	11	
TX	II	Seminole	Gaines County	GNC	1	08/26	5,381	ASPH	G	12.5	
TX	II	Snyder	Winston Field	SNK	1	17/35	5,599	ASPH	G	24	
TX	II	Stephenville	Clark Field Municipal	SEP	1	14/32	4,209	ASPH	G	0	
TX	II	Sulphur Springs	Sulphur Springs Municipal	SLR	1	18/36	5,001	ASPH	G	12	
TX	II	Temple	Draughton-Miller Central Texas	TPL	3	15/33	6,301	ASPH	G	55	GRVD
TX	II	Terrell	Terrell Municipal	TRL	1	17/35	5,006	ASPH	G	12	
TX	II	Uvalde	Garner Field	UVA	2	15/33	5,255	ASPH	G	30	
TX	II	Waco	McGregor Executive	PWG	3	17/35	5,501	ASPH	G	30	
TX	II	Weslaco	Mid Valley	T65	1	13/31	4,998	ASPH	G	12.5	
TX	II	Wichita Falls	Kickapoo Downtown	CWC	4	17/35	4,450	CONC	G	30	

Appendix IIIA. LPV Approaches - Production Plan

ST	Level	City	Airport	LocID	JE-Rep	Based AC-	Longest Runway	Description	Type	Status	PubDate-Actual	Pub Date-Scheduled
AR	I	Harrison	Boone County	HRO	4	50	18/36	RNAV (GPS) RWY 36, AMDT 1	Amendment, GPS, RNAV, LPV	Pending		03/12/09
AR	I	Jonesboro	Jonesboro Municipal	JBR	7	72	05/23	RNAV (GPS) RWY 23, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	02/14/08	02/14/08
AR	I	North Little Rock	North Little Rock Municipal	ORK	3	99	05/23	RNAV (GPS) RWY 5, AMDT 1	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Published	02/14/08	02/14/08
AR	I	Rogers	Rogers Municipal-Carter Field	ROG	28	108	02/20	RNAV (GPS) RWY 19, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	09/30/04	09/30/04
AR	I	Rogers	Rogers Municipal-Carter Field	ROG	28	108	02/20	RNAV (GPS) RWY 20, AMDT 1	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Published	05/10/07	05/10/07
AR	I	Searcy	Searcy Municipal	SRC	2	101	01/19	RNAV (GPS) RWY 1, AMDT 1	Amendment, GPS, RNAV, LNAV, LPV	Published	09/01/05	09/01/05
AR	I	Searcy	Searcy Municipal	SRC	2	101	01/19	RNAV (GPS) RWY 19, AMDT 1	Amendment, GPS, RNAV, LNAV, LPV	Published	09/01/05	09/01/05
AR	I	Springdale	Springdale Municipal	ASG	7	105	18/36	RNAV (GPS) RWY 18, AMDT 1	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Published	08/04/05	08/04/05
AR	I	Springdale	Springdale Municipal	ASG	7	105	18/36	RNAV (GPS) RWY 36, AMDT 1	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Published	08/04/05	08/04/05
AR	II	El Dorado	South Arkansas Regional at	ELD	4	25	04/22	RNAV (GPS) RWY 22, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	02/16/06	02/16/06
AR	II	Mountain Home	Ozark Regional	BPK	1	55	05/23	RNAV (GPS) RWY 5, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	09/28/06	09/28/06
AR	II	Russellville	Russellville Regional	RUE	1	60	07/25	RNAV (GPS) RWY 7, ORIG	Original, GPS, RNAV, LNAV, LPV	Published	08/30/07	08/30/07
AR	II	Siloam Springs	Smith Field	SLG	1	39	18/36	RNAV (GPS) RWY 36, ORIG	Original, GPS, RNAV, LPV	Published	10/25/07	10/25/07
AR	II	Siloam Springs	Smith Field	SLG	1	39	18/36	RNAV (GPS) RWY 18, AMDT 1	Amendment, GPS, RNAV, LPV	Published	07/31/08	07/31/08
AR	II	Stuttgart	Stuttgart Municipal	SGT	1	33	18/36	RNAV (GPS) RWY 27, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	09/01/05	09/01/05
AR	II	Stuttgart	Stuttgart Municipal	SGT	1	33	18/36	RNAV (GPS) RWY 36, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	09/01/05	09/01/05
AR	II	Stuttgart	Stuttgart Municipal	SGT	1	33	18/36	RNAV (GPS) RWY 18, AMDT 1	Amendment, GPS, RNAV, LPV	Published	05/10/07	05/10/07
AR	II	Stuttgart	Stuttgart Municipal	SGT	1	33	18/36	RNAV (GPS) RWY 36, AMDT 1	Amendment, GPS, RNAV, LPV	Published	10/25/07	10/25/07
AR	III	Benton	Saline County Regional	SUZ	0	32	02/20	RNAV (GPS) RWY 20, ORIG	Original, GPS, RNAV, LPV	Awaiting Publication		09/25/08
AR	III	Benton	Saline County Regional	SUZ	0	32	02/20	RNAV (GPS) RWY 2, ORIG	Original, GPS, RNAV, LPV	Awaiting Publication		09/25/08
AR	III	Blytheville	Arkansas International	BYH	0	15	18/36	RNAV (GPS) RWY 18, AMDT 1	Amendment, GPS, RNAV, LNAV, LPV	Published	04/10/08	04/10/08
AR	III	Newport	Newport Municipal	M19	0	29	04/22	RNAV (GPS) RWY 36, ORIG	Original, GPS, RNAV, LPV	Awaiting Publication		09/25/08
AR	III	Newport	Newport Municipal	M19	0	29	18/36	RNAV (GPS) RWY 18, ORIG	Original, GPS, RNAV, LPV	Awaiting Publication		09/25/08
AR	III	Newport	Newport Municipal	M19	0	29	04/22	RNAV (GPS) RWY 18, ORIG	Original, GPS, RNAV, LPV	Awaiting Publication		09/25/08
AR	III	Newport	Newport Municipal	M19	0	29	18/36	RNAV (GPS) RWY 36, ORIG	Original, GPS, RNAV, LPV	Awaiting Publication		09/25/08

Appendix IIIA. LPV Approaches - Production Plan

ST	Level	City	Airport	LocID	JE-Rep	Based AC-	Longest Runway	Description	Type	Status	PubDate-Actual	Pub Date-Scheduled
LA	I	Lake Charles	Chennault International	CWF	10	33	15/33	RNAV (GPS) RWY 15, ORIG	Original, GPS, RNAV, LPV	Published	01/20/05	01/20/05
LA	I	New Orleans	Lakefront	NEW	5	96	18R/36L	RNAV (GPS) RWY 36 L, ORIG	Original, GPS, RNAV, LPV	Under Development		07/02/09
LA	I	New Orleans	Lakefront	NEW	5	96	18R/36L	RNAV (GPS) RWY 18 R, AMDT 1	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Published	04/10/08	04/10/08
LA	I	Shreveport	Shreveport Downtown	DIN	1	140	14/32	RNAV (GPS) RWY 14, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	02/16/06	02/16/06
LA	II	Alexandria	Esler Regional	ESF	1	14	08/26	RNAV (GPS) RWY 26, ORIG	Original, GPS, RNAV, LPV	Published	05/10/07	05/10/07
LA	II	Galliano	South Lafourche Leonard Miller	GAO	2	6	18/36	RNAV (GPS) RWY 18, AMDT 1	Amendment, GPS, RNAV, LPV	Awaiting Publication		09/25/08
LA	II	Galliano	South Lafourche Leonard Miller	GAO	2	6	18/36	RNAV (GPS) RWY 36, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Awaiting Publication		09/25/08
LA	II	Houma	Houma-Terrebonne	HUM	3	33	18/36	RNAV (GPS) RWY 18, ORIG	Original, GPS, RNAV, LPV	Under Development		05/07/09
LA	II	Houma	Houma-Terrebonne	HUM	3	33	18/36	RNAV (GPS) RWY 36, ORIG	Original, GPS, RNAV, LPV	Under Development		05/07/09
LA	II	Houma	Houma-Terrebonne	HUM	3	33	18/36	RNAV (GPS) RWY 30, ORIG	Original, GPS, RNAV, LPV	Under Development		05/07/09
LA	II	Natchitoches	Natchitoches Regional	IER	1	42	17/35	RNAV (GPS) RWY 35, ORIG	Original, GPS, RNAV, LPV	Under Development		01/15/09
LA	II	Natchitoches	Natchitoches Regional	IER	1	42	17/35	RNAV (GPS) RWY 17, ORIG	Original, GPS, RNAV, LPV	Under Development		01/15/09
LA	II	New Iberia	Acadiana Regional	ARA	1	29	16/34	RNAV (GPS) RWY 34, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	09/28/06	09/28/06
LA	II	New Iberia	Acadiana Regional	ARA	1	29	16/34	RNAV (GPS) RWY 16, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	09/28/06	09/28/06
LA	II	Tallulah/Vicksburg	Vicksburg Tallulah Regional	TVR	1	21	18/36	RNAV (GPS) RWY 36, AMDT 3	Amendment, GPS, RNAV, VNAV, LPV	Published	08/03/06	08/03/06
LA	III	Bastrop	Morehouse Memorial	BQP	0	16	16/34	RNAV (GPS) RWY 16, AMDT 1	Amendment, GPS, RNAV, LPV	Awaiting Publication		09/25/08
LA	III	Bastrop	Morehouse Memorial	BQP	0	16	16/34	RNAV (GPS) RWY 34, ORIG	Original, GPS, RNAV, LPV	Awaiting Publication		09/25/08
LA	III	DeRidder	Beauregard Regional	DR1	0	21	18/36	RNAV (GPS) RWY 18, ORIG	Original, GPS, RNAV, LPV	Pending		05/07/09
LA	III	New Roads	False River Regional	HZR	0	23	18/36	RNAV (GPS) RWY 36, ORIG	Original, GPS, RNAV, LPV	Published	06/05/08	06/05/08
LA	III	Rayville	John H Hooks Jr Memorial	M79	0	28	18/36	RNAV (GPS) RWY 18, ORIG	Original, GPS, RNAV, LPV	Under Development		03/12/09
LA	III	Rayville	John H Hooks Jr Memorial	M79	0	28	18/36	RNAV (GPS) RWY 36, AMDT 1	Amendment, GPS, RNAV, LPV	Under Development		03/12/09
LA	III	Reserve	St John the Baptist Parish	1L0	0	40	17/35	RNAV (GPS) RWY 17, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Pending *		05/07/09
LA	III	Sulphur	Southland Field	UXL	0	28	15/33	RNAV (GPS) RWY 15, ORIG	Original, GPS, RNAV, LPV	Under Development		01/15/09
LA	III	Sulphur	Southland Field	UXL	0	28	15/33	RNAV (GPS) RWY 33, ORIG	Original, GPS, RNAV, LPV	Under Development		01/15/09

Appendix IIIA. LPV Approaches - Production Plan

ST	Level	City	Airport	LocID	JE-Rep	Based AC-	Longest Runway	Description	Type	Status	PubDate-Actual	Pub Date-Scheduled
NM	I	Clovis	Clovis Municipal	CVN	1	69	04/22	RNAV (GPS) RWY 4, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	09/30/04	09/30/04
NM	II	Artesia	Artesia Municipal	ATS	1	29	03/21	RNAV (GPS) RWY 21, AMDT 1	Amendment, GPS, RNAV, LPV	Pending		02/11/10
NM	II	Artesia	Artesia Municipal	ATS	1	29	03/21	RNAV (GPS) RWY 30, AMDT 1	Amendment, GPS, RNAV, LPV	Pending		02/11/10
NM	II	Artesia	Artesia Municipal	ATS	1	29	03/21	RNAV (GPS) RWY 12, AMDT 1	Amendment, GPS, RNAV, LPV	Pending		02/11/10
NM	II	Carlsbad	Cavern City Air Terminal	CNM	0	25	03/21	RNAV (GPS) RWY 3, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Under Development		07/02/09
NM	II	Gallup	Gallup Municipal	GUP	0	22	06/24	RNAV (GPS) RWY 24, AMDT 1	Amendment, GPS, RNAV, LPV	Under Development		07/02/09
NM	II	Gallup	Gallup Municipal	GUP	0	22	06/24	RNAV (GPS) RWY 6, AMDT 1	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Published	04/13/06	04/13/06
NM	II	Hobbs	Lea County Regional	HOB	2	34	03/21	RNAV (GPS) RWY 3, AMDT 1	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Under Development		08/27/09
NM	III	Silver City	Grant County	SVC	0	20	08/26	RNAV (GPS) RWY 26, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	08/03/06	08/03/06
NM	IV	Socorro	Socorro Municipal	ONM	0	2	15/33	RNAV (GPS) RWY 15, ORIG	Original, GPS, RNAV, LPV	Under Development		08/27/09
NM	IV	Socorro	Socorro Municipal	ONM	0	2	15/33	RNAV (GPS) RWY 33, ORIG	Original, GPS, RNAV, LPV	Under Development		08/27/09

Appendix IIIA. LPV Approaches - Production Plan

ST	Level	City	Airport	LocID	JE-Rep	Based AC-	Longest Runway	Description	Type	Status	PubDate-Actual	Pub Date-Scheduled
OK	I	Ardmore	Ardmore Municipal	ADM	7	18	13/31	RNAV (GPS) RWY 13, ORIG	Original, GPS, RNAV, LPV	Pending		08/27/09
OK	I	Ardmore	Ardmore Municipal	ADM	7	18	13/31	RNAV (GPS) RWY 31, AMDT 1	Amendment, GPS, RNAV, LPV	Pending		08/27/09
OK	I	Guthrie	Guthrie-Edmond Regional	GOK	5	83	16/34	RNAV (GPS) RWY 16, AMDT 1	Amendment, GPS, RNAV, LPV	Published	07/31/08	07/31/08
OK	I	Guthrie	Guthrie-Edmond Regional	GOK	5	83	16/34	RNAV (GPS) RWY 34, AMDT 1	Amendment, GPS, RNAV, LPV	Published	07/31/08	07/31/08
OK	I	Norman	University of Oklahoma	OUN	4	95	17/35	RNAV (GPS) RWY 17, ORIG	Original, GPS, RNAV, LPV	Published	08/30/07	08/30/07
OK	I	Tulsa	Richard Lloyd Jones Jr	RVS	19	289	01L/19R	RNAV (GPS) RWY 1 L, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	09/01/05	09/01/05
OK	II	Grove	Grove Municipal	GMJ	0	59	18/36	RNAV (GPS) RWY 18, AMDT 1	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Awaiting Publication		09/25/08
OK	II	Muskogee	Davis Field	MKO	0	99	13/31	RNAV (GPS) RWY 13, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	07/31/08	07/31/08
OK	II	Muskogee	Davis Field	MKO	0	99	13/31	RNAV (GPS) RWY 31, AMDT 1	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Published	07/31/08	07/31/08
OK	II	Ponca City	Ponca City Regional	PNC	2	56	17/35	RNAV (GPS) RWY 35, AMDT 1	Amendment, GPS, RNAV, LPV	Awaiting Publication		09/25/08
OK	II	Ponca City	Ponca City Regional	PNC	2	56	17/35	RNAV (GPS) RWY 17, AMDT 1	Amendment, GPS, RNAV, LPV	Awaiting Publication		09/25/08
OK	II	Stillwater	Stillwater Regional	SWO	0	76	17/35	RNAV (GPS) RWY 17, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	07/07/05	07/07/05
OK	III	Bartlesville	Bartlesville Municipal	BVO	0	37	17/35	RNAV (GPS) RWY 17, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	12/20/07	12/20/07
OK	III	Bartlesville	Bartlesville Municipal	BVO	0	37	17/35	RNAV (GPS) RWY 35, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	12/20/07	12/20/07
OK	III	Claremore	Claremore Regional	GCM	0	39	17/35	RNAV (GPS) RWY 35, AMDT 2	Amendment, GPS, RNAV, LPV	Under Development		08/27/09
OK	III	Claremore	Claremore Regional	GCM	0	39	17/35	RNAV (GPS) RWY 17, ORIG	Original, GPS, RNAV, LPV	Under Development		08/27/09
OK	III	Elk City	Elk City Regional Business	ELK	0	21	17/35	RNAV (GPS) RWY 35, AMDT 1	Amendment, GPS, RNAV, LPV	Awaiting Publication		09/25/08
OK	III	Elk City	Elk City Regional Business	ELK	0	21	17/35	RNAV (GPS) RWY 17, AMDT 1	Amendment, GPS, RNAV, LPV	Awaiting Publication		09/25/08
OK	III	McAlester	McAlester Regional	MLC	0	29	01/19	RNAV (GPS) RWY 1, ORIG	Original, GPS, RNAV, LPV	Published	08/03/06	08/03/06
OK	III	Oklahoma City	Clarence E Page Municipal	F29	0	39	17R/35L	RNAV (GPS) RWY 17 R, AMDT 1	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Published	09/28/06	09/28/06
OK	III	Oklahoma City	Clarence E Page Municipal	F29	0	39	17R/35L	RNAV (GPS) RWY 35 L, AMDT 1	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Published	09/28/06	09/28/06
OK	III	Okmulgee	Okmulgee Regional	OKM	0	18	18/36	RNAV (GPS) RWY 17, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	07/07/05	07/07/05
OK	III	Okmulgee	Okmulgee Regional	OKM	0	18	18/36	RNAV (GPS) RWY 18, AMDT 1	Amendment, GPS, RNAV, LNAV, LPV	Published	10/25/07	10/25/07
OK	III	Tahlequah	Tahlequah Municipal	TQH	0	48	17/35	RNAV (GPS) RWY 35, AMDT 1	Amendment, GPS, RNAV, LPV	Published	06/05/08	06/05/08
OK	III	Woodward	West Woodward	WWR	0	32	17/35	RNAV (GPS) RWY 17, ORIG	Original, GPS, RNAV, LPV	Under Development		08/27/09
OK	III	Woodward	West Woodward	WWR	0	32	17/35	RNAV (GPS) RWY 35, ORIG	Original, GPS, RNAV, LPV	Under Development		08/27/09

Appendix IIIA. LPV Approaches - Production Plan

ST	Level	City	Airport	LocID	JE-Rep	Based AC-	Longest Runway	Description	Type	Status	PubDate-Actual	Pub Date-Scheduled
TX	I	Angleton/Lake	Brazoria County	LBX	2	78	17/35	RNAV (GPS) RWY 35, AMDT 2	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Published	08/04/05	08/04/05
TX	I	Angleton/Lake	Brazoria County	LBX	2	78	17/35	RNAV (GPS) RWY 17, AMDT 2	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Published	08/04/05	08/04/05
TX	I	Arlington	Arlington Municipal	GKY	5	235	16/34	RNAV (GPS) RWY 34, AMDT 1	Amendment, GPS, RNAV, LNAV, LPV	Under Development		01/15/09
TX	I	Arlington	Arlington Municipal	GKY	5	235	16/34	RNAV (GPS) RWY 34, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	08/04/05	08/04/05
TX	I	Dallas	Addison	ADS	10	197	15/33	RNAV (GPS) RWY 15, AMDT 1	Amendment, GPS, RNAV, LPV	Published	05/10/07	05/10/07
TX	I	Dallas	Dallas Executive	RBD	8	25	13/31	RNAV (GPS) RWY 31, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	02/16/06	02/16/06
TX	I	Fort Worth	Fort Worth Meacham	FTW	17	113	16/34	RNAV (GPS) RWY 34, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Under Development		03/12/09
TX	I	Fort Worth	Fort Worth Meacham	FTW	17	113	16/34	RNAV (GPS) RWY 16, AMDT 1	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Under Development		03/12/09
TX	I	Fort Worth	Fort Worth Spinks	FWS	2	161	17R/35L	RNAV (GPS) RWY 35 L, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Complete		12/22/05
TX	I	Fort Worth	Fort Worth Spinks	FWS	2	161	17R/35L	RNAV (GPS) RWY 17 R, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Complete		12/22/05
TX	I	Galveston	Scholes International at	GLS	2	114	17/35	RNAV (GPS) RWY 13, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	03/17/05	03/17/05
TX	I	Galveston	Scholes International at	GLS	2	114	17/35	RNAV (GPS) RWY 31, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	09/28/06	09/28/06
TX	I	Galveston	Scholes International at	GLS	2	114	17/35	RNAV (GPS) RWY 17, AMDT 1	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Published	09/28/06	09/28/06
TX	I	Houston	Houston-Southwest	AXH	0	128	09/27	RNAV (GPS) RWY 9, AMDT 2	Amendment, GPS, RNAV, LPV	Published	05/10/07	05/10/07
TX	I	Houston	Houston-Southwest	AXH	0	128	09/27	RNAV (GPS) RWY 27, AMDT 1	Amendment, GPS, RNAV, LPV	Published	05/10/07	05/10/07
TX	I	Houston	Lone Star Executive	CXO	9	163	14/32	RNAV (GPS) RWY 14, ORIG	Original, GPS, RNAV, LPV	Pending		08/27/09
TX	I	Houston	David Wayne Hooks Memorial	DWH	6	161	17R/35L	RNAV (GPS) RWY 35 L, AMDT 1	Amendment, GPS, RNAV, LPV	Published	05/10/07	05/10/07
TX	I	Houston	Ellington Field	EFD	56	182	17R/35L	RNAV (GPS) RWY 22, AMDT 1	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Under Development		03/12/09
TX	I	Houston	Sugar Land Regional	SGR	24	126	17/35	RNAV (GPS) RWY 35, AMDT 1	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Published	08/04/05	08/04/05
TX	I	Kerrville	Kerrville Municipal/Louis	ERV	6	160	12/30	RNAV (GPS) RWY 30, ORIG	Original, GPS, RNAV, LNAV, LPV	Published	10/27/05	10/27/05
TX	I	Lancaster	Lancaster	LNC	10	120	13/31	RNAV (GPS) RWY 31, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	08/05/04	09/02/04
TX	I	McKinney	Collin County Regional at	TKI	11	175	17/35	RNAV (GPS) RWY 17, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	06/08/06	06/08/06
TX	I	McKinney	Collin County Regional at	TKI	11	175	17/35	RNAV (GPS) RWY 35, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	06/08/06	06/08/06
TX	I	New Braunfels	New Braunfels Municipal	BAZ	4	134	17/35	RNAV (GPS) RWY 35, AMDT 1	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Published	08/03/06	08/03/06
TX	I	New Braunfels	New Braunfels Municipal	BAZ	4	134	17/35	RNAV (GPS) RWY 35, AMDT 2	Amendment, GPS, RNAV, LPV	Published	02/14/08	02/14/08
TX	II	Brady	Curtis Field	BBD	2	40	17/35	RNAV (GPS) RWY 17, AMDT 1	Amendment, GPS, RNAV, LPV	Awaiting Publication		09/25/08
TX	II	Brady	Curtis Field	BBD	2	40	17/35	RNAV (GPS) RWY 35, AMDT 1	Amendment, GPS, RNAV, LPV	Awaiting Publication		09/25/08
TX	II	Brenham	Brenham Municipal	11R	2	35	16/34	RNAV (GPS) RWY 16, AMDT 1	Amendment, GPS, RNAV, LPV	Pending		10/22/09
TX	II	Brenham	Brenham Municipal	11R	2	35	16/34	RNAV (GPS) RWY 34, AMDT 1	Amendment, GPS, RNAV, LPV	Pending		10/22/09
TX	II	Brownwood	Brownwood Regional	BWD	1	53	17/35	RNAV (GPS) RWY 17, AMDT 1	Amendment, GPS, RNAV, LNAV, LPV	Published	08/04/05	08/04/05
TX	II	Brownwood	Brownwood Regional	BWD	1	53	17/35	RNAV (GPS) RWY 35, AMDT 1	Amendment, GPS, RNAV, LNAV, LPV	Published	08/04/05	08/04/05
TX	II	Bryan	Coulter Field	CFD	0	64	15/33	RNAV (GPS) RWY 15, ORIG	Original, GPS, RNAV, LPV	Published	07/05/07	07/05/07
TX	II	Bryan	Coulter Field	CFD	0	64	15/33	RNAV (GPS) RWY 33, ORIG	Original, GPS, RNAV, LPV	Published	07/05/07	07/05/07
TX	II	Gainesville	Gainesville Municipal	GLE	1	51	17/35	RNAV (GPS) RWY 17, AMDT 1	Amendment, GPS, RNAV, LPV	Pending		05/07/09
TX	II	Killeen	Skyhawk Field	ILE	0	52	01/19	RNAV (GPS) RWY 1, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Pending		12/17/09
TX	II	Lufkin	Angelina County	LFK	4	70	07/25	RNAV (GPS) RWY 7, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	02/17/05	02/17/05
TX	II	Midlothian/Waxaha	Mid-Way Regional	JWY	3	68	18/36	RNAV (GPS) RWY 36, ORIG	Original, GPS, RNAV, LPV	Under Development		08/27/09
TX	II	Paris	Cox Field	PRX	2	49	17/35	RNAV (GPS) RWY 35, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	11/23/06	11/23/06
TX	II	Paris	Cox Field	PRX	2	49	17/35	RNAV (GPS) RWY 17, ORIG	Original, GPS, RNAV, LPV	Published	11/23/06	11/23/06
TX	II	Plainview	Hale County	PVW	0	51	04/22	RNAV (GPS) RWY 4, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	09/28/06	09/28/06
TX	II	Port Isabel	Port Isabel-Cameron County	PIL	1	16	13/31	RNAV (GPS) RWY 13, AMDT 1	Amendment, GPS, RNAV, LPV	Published	07/31/08	07/31/08
TX	II	Temple	Draughon-Miller Central Texas	TPL	3	57	15/33	RNAV (GPS) RWY 2, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	09/28/06	09/28/06
TX	II	Temple	Draughon-Miller Central Texas	TPL	3	57	15/33	RNAV (GPS) RWY 15, AMDT 1	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Published	09/28/06	09/28/06
TX	II	Temple	Draughon-Miller Central Texas	TPL	3	57	15/33	RNAV (GPS) RWY 33, AMDT 1	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Published	09/28/06	09/28/06
TX	II	Terrell	Terrell Municipal	TRL	1	61	17/35	RNAV (GPS) RWY 36, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	02/16/06	02/16/06
TX	II	Terrell	Terrell Municipal	TRL	1	61	17/35	RNAV (GPS) RWY 18, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	02/16/06	02/16/06
TX	III	Andrews	Andrews County	E11	0	23	16/34	RNAV (GPS) RWY 16, AMDT 1	Amendment, GPS, RNAV, LPV	Pending		08/27/09
TX	III	Decatur	Decatur Municipal	LUD	0	29	17/35	RNAV (GPS) RWY 17, ORIG	Original, GPS, RNAV, LNAV, LPV	Published	06/05/08	06/05/08
TX	III	Fort Stockton	Fort Stockton-Pecos County	FST	0	18	12/30	RNAV (GPS) RWY 12, AMDT 1	Amendment, GPS, RNAV, LPV	Under Development		08/27/09
TX	III	Greenville	Majors	GVT	0	39	17/35	RNAV (GPS) RWY 17, AMDT 1	Amendment, GPS, RNAV, LPV	Awaiting Publication		09/25/08
TX	III	Greenville	Majors	GVT	0	39	17/35	RNAV (GPS) RWY 17, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	02/16/06	02/16/06
TX	III	Hillsboro	Hillsboro Municipal	INJ	0	17	16/34	RNAV (GPS) RWY 16, AMDT 1	Amendment, GPS, RNAV, LPV	Awaiting Publication		09/25/08
TX	III	Hillsboro	Hillsboro Municipal	INJ	0	17	16/34	RNAV (GPS) RWY 34, AMDT 1	Amendment, GPS, RNAV, LPV	Awaiting Publication		09/25/08
TX	III	Ingleside	T P McCampbell	TFP	0	25	13/31	RNAV (GPS) RWY 31, ORIG	Original, GPS, RNAV, LPV	Published	09/28/06	09/28/06
TX	III	Ingleside	T P McCampbell	TFP	0	25	13/31	RNAV (GPS) RWY 13, ORIG	Original, GPS, RNAV, LPV	Published	09/28/06	09/28/06
TX	III	Ingleside	T P McCampbell	TFP	0	25	13/31	RNAV (GPS) RWY 31, AMDT 1	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Published	02/14/08	02/14/08
TX	III	Ingleside	T P McCampbell	TFP	0	25	13/31	RNAV (GPS) RWY 13, AMDT 1	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Published	02/14/08	02/14/08
TX	III	Mesquite	Mesquite Metro	HQZ	0	0	17/35	RNAV (GPS) RWY 35, AMDT 1	Amendment, GPS, RNAV, LPV	Awaiting Publication		09/25/08
TX	III	Mesquite	Mesquite Metro	HQZ	0	0	17/35	RNAV (GPS) RWY 17, AMDT 1	Amendment, GPS, RNAV, LPV	Awaiting Publication		09/25/08
TX	III	Mesquite	Mesquite Metro	HQZ	0	0	17/35	RNAV (GPS) RWY 35, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	09/28/06	09/28/06
TX	III	Mesquite	Mesquite Metro	HQZ	0	0	17/35	RNAV (GPS) RWY 17, ORIG	Original, GPS, RNAV, LNAV, VNAV, LPV	Published	09/28/06	09/28/06
TX	IV	Alice	Alice International	ALI	0	7	13/31	RNAV (GPS) RWY 31, AMDT 1	Amendment, GPS, RNAV, LNAV, VNAV, LPV	Published	09/01/05	09/01/05
TX	IV	Eagle Pass	Maverick County Memorial	5T9	0	0	13/31	RNAV (GPS) RWY 31, ORIG	Original, GPS, RNAV, LPV	Awaiting Publication		09/25/08
TX	IV	Eagle Pass	Maverick County Memorial	5T9	0	0	13/31	RNAV (GPS) RWY 13, ORIG	Original, GPS, RNAV, LPV	Under Development		10/22/09
TX	IV	Edinburg	South Texas International at	EBG	0	7	14/32	RNAV (GPS) RWY 32, ORIG	Original, GPS, RNAV, LPV	Published	09/28/06	09/28/06
TX	IV	Edinburg	South Texas International at	EBG	0	7	14/32	RNAV (GPS) RWY 14, ORIG	Original, GPS, RNAV, LPV	Published	09/28/06	09/28/06

Appendix IIIB. Level I and II Airports without Scheduled LPV Approaches

State	Level	City	Airport	LOCID	Based AC -Rpt	LPV Production Development Status
AR	II	Berryville	Carroll County	4M1	24	Not Scheduled
NM	I	Las Cruces	Las Cruces International	LRU	114	Not Scheduled
NM	II	Alamogordo	Alamogordo-White Sands	ALM	27	Not Scheduled
OK	II	Alva	Alva Regional	AVK	50	Not Scheduled
OK	II	Chandler	Chandler Regional	CQB	6	Not Scheduled
OK	II	Durant	Eaker Field	DUA	21	Not Scheduled
OK	II	Goldsby	David Jay Perry	1K4	55	Not Scheduled
OK	II	Shawnee	Shawnee Regional	SNL	38	Not Scheduled
TX	I	Denton	Denton Municipal	DTO	173	Not Scheduled
TX	I	Sherman/Denison	Grayson County	GYI	161	Not Scheduled
TX	II	Beeville	Beeville Municipal	BEA	13	Not Scheduled
TX	II	Breckenridge	Stephens County	BKD	24	Not Scheduled
TX	II	Lago Vista	Lago Vista Tx - Rusty Allen	RYW	15	Not Scheduled
TX	II	Littlefield	Littlefield Municipal	LIU	13	Not Scheduled
TX	II	Midland	Midland Airpark	MDD	65	Not Scheduled
TX	II	Mineral Wells	Mineral Wells	MWL	54	Not Scheduled
TX	II	Monahans	Roy Hurd Memorial	E01	27	Not Scheduled
TX	II	Odessa	Odessa-Schlemeyer Field	ODO	80	Not Scheduled
TX	II	Robstown	Nueces County	RBO	19	Not Scheduled
TX	II	Snyder	Winston Field	SNK	25	Not Scheduled
TX	II	Sulphur Springs	Sulphur Springs Municipal	SLR	54	Not Scheduled
TX	II	Uvalde	Garner Field	UVA	29	Not Scheduled
TX	II	Waco	McGregor Executive	PWG	72	Not Scheduled
TX	II	Weslaco	Mid Valley	T65	54	Not Scheduled
TX	II	Wichita Falls	Kickapoo Downtown	CWC	67	Not Scheduled
Total	25					

Appendix IIIC. Runway Approach/End Data

St	Level	City	Airport	Locl D	JE-Report ed	Based AC - Rpt	RW	Length	Base End							Reciprocal End						
									Base End	Part 77 Category	Object Clear Slope	VASI	REIL	ALS	Part 77 Clearance	End ID	Part 77 Category	Object Clear Slope	VASI	REIL	ALS	Part 77 Clearance
AR	I	Fayetteville	Drake Field	FYV	10	103	16/34	6,006	16	C	0	P4L		ODALS	No	34	PIR	20	P4L		ODALS	No
AR	I	Harrison	Boone County	HRO	4	50	18/36	6,161	18	C	50	V4L	Y		Yes	36	PIR	50	V4L		MALSR	Yes
AR	I	Hot Springs	Memorial Field	HOT	6	121	05/23	6,595	05	PIR	50			MALSR	Yes	23	B(V)	20	P4L			No
AR	I	Jonesboro	Jonesboro Municipal	JBR	7	72	05/23	6,200	05	B(V)	50		N		Yes	23	PIR	30	V4L	Y	ODALS	No
AR	I	North Little	North Little Rock	ORK	3	99	05/23	5,002	05	C	42	P2L	Y		No	23	B(V)	42	P2L	Y		No
AR	I	Rogers	Rogers Municipal-	ROG	28	108	02/20	6,011	02	C	46	P4L	Y		No	20	PIR	50	P4L		MALSR	Yes
AR	I	Searcy	Searcy Municipal	SRC	2	101	01/19	6,008	01	C	50	P4L		MALSR	Yes	19	C	43	P4L	Y		No
AR	I	Springdale	Springdale Municipal	ASG	7	105	18/36	5,302	18	PIR	50	V2L		MALSF	Yes	36	C	35	V2L			No
AR	I	Walnut Ridge	Walnut Ridge Regional	ARG	14	33	04/22	6,001	04	B(V)	50				Yes	22	C	50				Yes
AR	I	West Memphis	West Memphis	AWM	1	98	17/35	6,003	17	PIR	50		Y	MALSR	Yes	35	C	50	P4L	Y		Yes
AR	II	Arkadelphia	Dexter B Florence	M89	1	33	04/22	5,000	04	A(NP)	50	P2L			Yes	22	A(V)	6	P2L			No
AR	II	Batesville	Batesville Regional	BVX	1	57	07/25	6,002	07	C	50	P2L		MALS	Yes	25	B(V)	25	P2L			No
AR	II	Berryville	Carroll County	4M1	2	24	07/25	3,554	07	A(V)	24	P2L			No	25	A(V)	25	P2L			No
AR	II	Conway	Dennis F Cantrell Field	CWS	2	48	08/26	4,875	08	A(V)	1	P2L			No	26	A(NP)	0	P2L	N		No
AR	II	El Dorado	South Arkansas	ELD	4	25	04/22	6,601	04	C	34	P4L			Yes	22	PIR	50	P4L		MALSR	Yes
AR	II	Helena/West	Thompson-Robbins	HEE	1	41	17/35	5,000	17	C	50	P2L	Y		Yes	35	C	50	P2L	Y		Yes
AR	II	Lake Village	Lake Village Municipal	M32	1	10	01/19	4,000	01	C	26	P2L			No	19	C	50	P2L			Yes
AR	II	Mena	Mena Intermountain	MEZ	3	48	09/27	6,001	09	C	50	P4L			Yes	27	PIR	50	P4L			Yes
AR	II	Mountain	Ozark Regional	BPK	1	55	05/23	5,001	05	C	26				No	23	B(V)	20	P2L			No
AR	II	Russellville	Russellville Regional	RUE	1	60	07/25	5,094	07	B(V)	34	V2L			No	25	C	23				No
AR	II	Siloam Springs	Smith Field	SLG	1	39	18/36	4,997	18	C	50	P2L	Y		Yes	36	B(V)	50	P2L	Y		Yes
AR	II	Stuttgart	Stuttgart Municipal	SGT	1	33	18/36	6,015	18	C	50		Y		Yes	36	C	50		N	MALSF	Yes
AR	III	Ash Flat	Sharp County Regional	CVK	0	13	04/22	5,156	04	A(V)	25				No	22	A(V)	0				No
AR	III	Benton	Saline County Regional	SUZ	0	32	02/20	5,001	02	A(V)	25	P4L	Y		No	20	A(V)	6	P4L	Y		No
AR	III	Bentonville	Bentonville	VBT	0	39	18/36	4,082	18	A(NP)	10		Y		No	36	A(NP)	12		Y		No
AR	III	Blytheville	Arkansas International	BYH	0	15	18/36	11,602	18	PIR	50	V4L	N	ALSF1	Yes	36	D	50	V4L	N	SALS	Yes
AR	III	Blytheville	Blytheville Municipal	HKA	0	15	18/36	5,001	18	C	50	P4L			Yes	36	C	50	P4L			Yes
AR	III	Camden	Harrell Field	CDH	0	23	18/36	6,501	18	C	4	P2L	Y		No	36	C	42	P2L	Y		No
AR	III	Carlisle	Carlisle Municipal	4M3	0	14	18/36	4,500	18	B(V)	18				No	36	B(V)	8				No
AR	III	Carlisle	Carlisle Municipal	4M3	0	14	09/27	4,500	09	C	50	P2L			Yes	27	B(V)	48	P2L			No
AR	III	Clarksville	Clarksville Municipal	H35	0	13	09/27	4,508	09	B(V)	14	PSIL			No	27	B(V)	39	PSIL			No
AR	III	Clinton	Clinton Municipal	CCA	0	13	13/31	4,012	13	A(V)	8				No	31	A(V)	13	P2L			No
AR	III	Corning	Corning Municipal	4M9	0	16	18/36	4,299	18	A(V)	9	P2L	Y		No	36	A(V)	28	P2L	Y		No
AR	III	De Witt	De Witt Municipal	5M1	0	16	18/36	3,204	18	A(V)	16	P2L	Y		No	36	A(V)	50	P2L	Y		Yes
AR	III	Dumas	Billy Free Municipal	0M0	0	16	18/36	5,000	18	A(V)	50				Yes	36	A(NP)	50	P2L			Yes
AR	III	Flippin	Marion County Regional	FLP	0	22	04/22	5,000	04	B(V)	24	P2L	Y		No	22	C	40	P2L	Y		No
AR	III	Heber Springs	Heber Springs	HBZ	0	29	05/23	4,002	05	A(NP)	4	P2L			No	23	A(V)	25	P2L			No
AR	III	Hope	Hope Municipal	M18	0	26	04/22	5,559	04	C	7				No	22	B(V)	50				Yes
AR	III	Horseshoe	Horseshoe Bend	6M2	0	11	13/31	4,524	13	A(V)	11				No	31	A(V)	50	P2L			Yes
AR	III	Magnolia	Magnolia Municipal	AGO	0	10	18/36	5,008	18	B(V)	50		Y		Yes	36	C	50	P2L	Y		Yes
AR	III	Malvern	Malvern Municipal	M78	0	26	04/22	3,188	04	A(V)	0				No	22	A(NP)	10				No
AR	III	Manila	Manila Municipal	MXA	0	13	18/36	4,200	18	A(NP)	24	P2R			No	36	A(V)	17	P2L			No
AR	III	Melbourne	Melbourne Municipal -	42A	0	11	03/21	4,002	03	A(V)	25	P2L			No	21	A(V)	16	P2L			No
AR	III	Monticello	Monticello	LLQ	0	20	03/21	5,018	03	C	34	P2L	Y		No	21	C	22	P2L	Y		No
AR	III	Morrilton	Morrilton Municipal	BDQ	0	27	09/27	4,000	09	A(V)	50				Yes	27	A(NP)	50				Yes
AR	III	Newport	Newport Municipal	M19	0	29	04/22	5,002	04	B(V)	50				Yes	22	B(V)	50				Yes
AR	III	Newport	Newport Municipal	M19	0	29	18/36	5,002	18	C	48	P4L	Y		No	36	C	50	P4L	Y		Yes
AR	III	Ozark	Ozark-Franklin County	7M5	0	15	04/22	3,302	04	A(V)	10	P2L			No	22	A(V)	14	P2L			No
AR	III	Paragould	Kirk Field	PGR	0	34	04/22	4,500	04	C	0	P2L			No	22	C	20	P2L			No
AR	III	Pine Bluff	Grider Field	PBF	0	44	18/36	5,998	18	PIR	50	V4L		MALSR	Yes	36	C	50	V4L			Yes
AR	III	Pocahontas	Pocahontas Municipal	M70	0	14	18/36	3,999	18	B(V)	31	P2L	Y		No	36	C	18		N		No
AR	III	Sheridan	Sheridan Municipal	9M8	0	12	01/19	3,000	01	A(V)	20				No	19	A(V)	20				No
AR	IV	Almyra	Almyra Municipal	M73	0	7	18/36	3,496	18	A(V)	16				No	36	A(NP)	50				Yes
AR	IV	Augusta	Woodruff County	M60	0	0	09/27	3,797	09	A(V)	25				No	27	A(V)	17				No
AR	IV	Brinkley	Frank Federer	M36	0	9	02/20	4,005	02	A(V)	20	P2L			No	20	A(NP)	6	P2L			No
AR	IV	Calico Rock	Calico Rock-Izard	37T	0	1	15/33	3,000	15	A(V)	50	P2L	Y		Yes	33	A(V)	34	P2L	Y		No
AR	IV	Clarendon	Clarendon Municipal	4M8	0	4	18/36	2,420	18	A(V)	6				No	36	A(V)	50				Yes
AR	IV	Crossett	Z M Jack Stell Field	CRT	0	7	05/23	5,009	05	B(V)	0	PSIL			No	23	C	50	V2L			Yes

Sort Order: State, Tier, City
 Data: July 31, 2008 5010
 Printed: 10/1/2008

Appendix III.C. Runway Approach/End Data

St	Level	City	Airport	Locl D	JE-Report ed	Based AC - Rpt	RW	Length	Base End							Reciprocal End								
									Base End	Part 77 Category	Object Clear Slope	VASI	REIL	ALS	Part 77 Clearance	End ID	Part 77 Category	Object Clear Slope	VASI	REIL	ALS	Part 77 Clearance		
AR	IV	Danville	Danville Municipal	32A	0	8	11/29	5,325	11	A(V)	0					No	29	A(V)	7					No
AR	IV	De Queen	J Lynn Helms Sevier	DEQ	0	9	08/26	5,000	08	C	0	P2L	Y		No	26	B(V)	1						No
AR	IV	Fordyce	Fordyce Municipal	5M4	0	2	05/23	3,183	05	A(V)	21				No	23	A(V)	40						No
AR	IV	Forrest City	Forrest City Municipal	FCY	0	5	18/36	3,014	18	A(V)	50	P2L	Y		Yes	36	A(NP)	25	P2R	Y				No
AR	IV	Marianna	Marianna/Lee County-	6M7	0	5	18/36	4,020	18			P2L			Yes	36			P2L					Yes
AR	IV	Marked Tree	Marked Tree Municipal	6M8	0	4	18/36	2,700	18	A(V)	50				Yes	36	A(V)	20						No
AR	IV	Marshall	Searcy County	4A5	0	1	05/23	4,003	05	A(V)	50	P2L			Yes	23	A(V)	32	P2L					No
AR	IV	McGehee	McGehee Municipal	7M1	0	6	18/36	4,007	18	A(V)	50				Yes	36	A(V)	50						Yes
AR	IV	Morrilton	Petit Jean Park	MPJ	0	3	03/21	5,853	03	C	14				No	21	B(V)	5						No
AR	IV	Mount Ida	Bearce	7M3	0	9	08/26	4,000	08	A(V)	36	P2L			No	26	A(V)	25	P2R					No
AR	IV	Nashville	Howard County	M77	0	4	01/19	3,660	01	A(V)	50				Yes	19	A(V)	50						Yes
AR	IV	Osceola	Osceola Municipal	7M4	0	8	01/19	3,800	01	A(V)	26				No	19	A(V)	11		Y				No
AR	IV	Paris /Subiaco/	Paris Municipal	7M6	0	3	03/21	2,700	03	A(V)	16				No	21	A(V)	33						No
AR	IV	Piggott	Piggott Municipal	7M7	0	8	18/36	2,550	18	A(V)	50				Yes	36	A(V)	32						No
AR	IV	Waldron	Waldron Municipal	M27	0	8	09/27	4,000	09	A(V)	20				No	27	A(V)	25						No
AR	IV	Warren	Warren Municipal	3M9	0	9	03/21	3,829	03	A(NP)	19	V2L			No	21	A(V)	0						No
AR	IV	Wynne	Wynne Municipal	M65	0	7	16/34	4,024	16	A(V)	0	P2R			No	34	A(V)	7	P2L					No

Appendix IIIC. Runway Approach/End Data

St	Level	City	Airport	Locl D	JE-Report ed	Based AC - Rpt	RW	Length	Base End							Reciprocal End						
									Base End	Part 77 Category	Object Clear Slope	VASI	REIL	ALS	Part 77 Clearance	End ID	Part 77 Category	Object Clear Slope	VASI	REIL	ALS	Part 77 Clearance
LA	I	Hammond	Hammond Northshore	HDC	6	92	13/31	6,502	13	C	40	P4L	Y		No	31	C	13	P4L	Y		No
LA	I	Lake Charles	Chennault International	CWF	10	33	15/33	10,701	15	PIR	50	P4L	N	MALSR	Yes	33	C	50	P4L	Y		Yes
LA	I	New Orleans	Lakefront	NEW	5	96	18R/3	6,867	18R	PIR	16	V4L			No	36L	C	29	V4R	Y		No
LA	I	Shreveport	Shreveport Downtown	DTN	1	140	14/32	5,018	14	D	44	P4L	Y		No	32	B(V)	32	P4R	Y		No
LA	I	Slidell	Slidell	ASD	1	84	18/36	5,001	18	C	20	P2L	Y		No	36	C	35	P2L	Y		No
LA	II	Abbeville	Abbeville Chris Crusta	OR3	2	42	15/33	5,000	15	C	39	P2L	Y		No	33	C	25	P2L	Y		No
LA	II	Alexandria	Esler Regional	ESF	1	14	08/26	5,999	08	C	50	V4L	Y		Yes	26	PIR	50			MALSR	Yes
LA	II	Galliano	South Lafourche	GAO	2	6	18/36	6,502	18	A(NP)	34	P2L	Y		No	36	A(V)	50	P4L	Y		Yes
LA	II	Gonzales	Louisiana Regional	L38	0	59	17/35	4,000	17	A(NP)	32	P2L	Y		No	35	A(NP)	46	P2L	Y		No
LA	II	Houma	Houma-Terrebonne	HUM	3	33	18/36	6,508	18	PIR	34	P2L		MALSR	No	36	C	34	P2L	Y		No
LA	II	Natchitoches	Natchitoches Regional	IER	1	42	17/35	5,003	17	B(V)	27	P4L			No	35	C	36	P4L	Y	ODALS	No
LA	II	New Iberia	Acadiana Regional	ARA	1	29	16/34	8,002	16	C	50	P4L	N	ODALS	Yes	34	PIR	50	P4L		MALSR	Yes
LA	II	Oakdale	Allen Parish	ACP	1	10	18/36	4,994	18	A(V)	6	P2L	Y		No	36	A(NP)	22	P2L	Y		No
LA	II	Ruston	Ruston Regional	RSN	2	38	18/36	5,000	18	C	50	P4L			Yes	36	C	14	P4L			No
LA	II	Tallulah/Vicksb	Vicksburg Tallulah	TVR	1	21	18/36	5,002	18	C	28	P2L			No	36	C	41	P2L			No
LA	II	Vivian	Vivian	3F4	1	8	09/27	2,998	09	A(NP)	20	P2L	Y		No	27	A(NP)	20				No
LA	III	Bastrop	Morehouse Memorial	BQP	0	16	16/34	4,002	16	A(NP)	26	P2L	Y		No	34	A(NP)	26	P2L	Y		No
LA	III	Bogalusa	George R Carr	BXA	0	21	18/36	5,000	18	A(NP)	50	P2L	Y		Yes	36	A(NP)	23	P2L			No
LA	III	Covington	St. Tammany Regional	L31	0	16	18/36	2,999	18	A(NP)	17	S2L			No	36	A(V)	13	S2L			No
LA	III	Crowley	Le Gros Memorial	3R2	0	12	04/22	4,307	04	A(V)	50				Yes	22	A(V)	32		N		No
LA	III	DeRidder	Beauregard Regional	DRI	0	21	18/36	5,495	18	B(V)	33	P2L	Y		No	36	C	34	P2L	Y		No
LA	III	Eunice	Eunice	4R7	0	17	16/34	5,001	16	A(V)	21	P2L	Y		No	34	A(V)	28	P2L	Y		No
LA	III	Farmerville	Union Parish	F87	0	14	16/34	2,997	16	A(V)	10	S2L			No	34	A(V)	26	S2L	Y		No
LA	III	Jennings	Jennings	3R7	0	42	08/26	5,002	08	A(NP)	34				No	26	A(V)	26				No
LA	III	Leesville	Leesville	L39	0	13	18/36	3,807	18	A(V)	41	P2L	Y		No	36	A(NP)	33	P2L	Y		No
LA	III	Mansfield	C E 'Rusty' Williams	3F3	0	10	18/36	4,500	18	A(NP)	33	P2L	Y		No	36	A(V)	36	P2L	Y		No
LA	III	Marksville	Marksville Municipal	MKV	0	13	04/22	3,799	04	A(NP)	46	S2L			No	22	A(V)	17	S2L			No
LA	III	Minden	Minden-Webster	F24	0	22	01/19	5,004	01	C	25	P2L	Y		No	19	C	25	P2L	Y		No
LA	III	New Roads	False River Regional	HZR	0	23	18/36	5,003	18	C	13	P2L	Y		No	36	C	50	P2L	Y	ODALS	Yes
LA	III	Opelousas	St Landry Parish-Ahart	OPL	0	35	18/36	5,999	18	C	46	P2L	Y		No	36	C	9	P2L	Y		No
LA	III	Patterson	Harry P Williams	PTN	0	12	06/24	5,399	06	C	20	P2L	Y		No	24	C	50	P2L	N	MALSR	Yes
LA	III	Rayville	John H Hooks Jr	M79	0	28	18/36	3,998	18	A(NP)	11	P2L	Y		No	36	A(NP)	6	P2L	Y		No
LA	III	Reserve	St John the Baptist	1L0	0	40	17/35	3,999	17	A(NP)	23	P2L	Y		No	35	A(NP)	50	P2L			Yes
LA	III	Sulphur	Southland Field	UXL	0	28	15/33	5,001	15	A(NP)	36	P2L	Y	ODALS	No	33	A(NP)	50	P2L	Y		Yes
LA	III	Vidalia	Concordia Parish	0R4	0	16	14/32	3,700	14	A(V)	35	S2L	Y		No	32	A(V)	30				No
LA	III	Winnsboro	Winnsboro Municipal	F89	0	14	18/36	3,000	18	A(V)	16	S2L			No	36	A(V)	50	S2L	Y		Yes
LA	IV	Coushatta	The Red River	0R7	0	7	17/35	5,000	17	A(V)	10	P2L	Y		No	35	A(V)	21	P2L	Y		No
LA	IV	DeQuincy	DeQuincy Industrial	5R8	0	8	15/33	5,000	15	A(NP)	25	P2L	Y		No	33	A(NP)	25	P2L	Y		No
LA	IV	Homer	Homer Municipal	5F4	0	0	12/30	3,199	12	A(NP)	10				No	30	A(NP)	0				No
LA	IV	Jena	Jena	1R1	0	3	17/35	3,805	17	B(V)	17	S2L			No	35	B(V)	2	S2L	Y		No
LA	IV	Jonesboro	Jonesboro	F88	0	0	17/35	3,203	17	A(V)	50	S2L	Y		Yes	35	A(NP)	50	S2L			Yes
LA	IV	Jonesville	Jonesville	L32	0	7	06/24	3,000	06	A(V)	5	S2L			No	24	A(V)	5	S2L			No
LA	IV	Lake	Byerley	0M8	0	5	17/35	3,196	17	A(NP)	5		Y		No	35	A(V)	0	S2L			No
LA	IV	Many	Hart	3R4	0	2	12/30	4,402	12	A(NP)	25	S2L	Y		No	30	A(V)	25	S2L			No
LA	IV	Oak Grove	Kelly	9M6	0	5	18/36	3,000	18	A(V)	15	P2L	Y		No	36	A(V)	40	P2L	Y		No
LA	IV	Springhill	Springhill	SPH	0	5	18/36	4,002	18	A(NP)	24	P2L			No	36	A(NP)	22	P2L			No
LA	IV	Thibodaux	Thibodaux Municipal	L83	0	4	08/26	2,999	08	A(NP)	23				No	26	A(V)	14				No
LA	IV	Winnfield	David G Joyce	0R5	0	4	08/26	3,002	08	A(NP)	23	P2L	Y		No	26	A(NP)	16	P2L	Y		No

Appendix IIIC. Runway Approach/End Data

St	Level	City	Airport	Locl D	JE-Report ed	Based AC - Rpt	RW	Length	Base End							Reciprocal End								
									Base End	Part 77 Category	Object Clear Slope	VASI	REIL	ALS	Part 77 Clearance	End ID	Part 77 Category	Object Clear Slope	VASI	REIL	ALS	Part 77 Clearance		
NM	I	Albuquerque	Double Eagle II	AEG	0	125	04/22	7,400	04	B(V)	50	P4L				Yes	22	PIR	50				MALSR	Yes
NM	I	Clovis	Clovis Municipal	CVN	1	69	04/22	6,200	04	PIR	4	P4L		MALSR	No	22	C	0	V4L				MALSR	No
NM	I	Las Cruces	Las Cruces	LRU	3	114	12/30	7,499	12	B(V)	50				Yes	30	PIR	50				MALSR	Yes	
NM	I	Las Cruces	Las Cruces	LRU	3	114	04/22	7,499	04	B(V)	50				Yes	22	B(V)	50	V4L					Yes
NM	II	Alamogordo	Alamogordo-White	ALM	1	27	03/21	7,006	03	C	50	P4R	Y		Yes	21	B(V)	50	V4L	Y				Yes
NM	II	Artesia	Artesia Municipal	ATS	1	29	03/21	6,301	03	B(V)	36				No	21	B(V)	24	PSIL					No
NM	II	Belen	Alexander Municipal	E80	0	53	03/21	6,601	03	A(V)	10				No	21	A(NP)	50	PSIL					Yes
NM	II	Carlsbad	Cavern City Air	CNM	0	25	03/21	7,854	03	PIR	36		N	MALSR	No	21	C	13	V4L					No
NM	II	Gallup	Gallup Municipal	GUP	0	22	06/24	7,316	06	C	34	P2L			No	24	B(V)	20	P2L					No
NM	II	Hobbs	Lea County Regional	HOB	2	34	03/21	7,398	03	PIR	50			MALSR	Yes	21	C	18	V4L			ODALS		No
NM	II	Las Vegas	Las Vegas Municipal	LVS	1	10	14/32	8,198	14	A(V)	50				Yes	32	A(NP)	50						Yes
NM	II	Los Alamos	Los Alamos	LAM	0	65	09/27	5,550	09	B(V)	2				No	27	B(V)	50	V2L	Y				Yes
NM	II	Ruidoso	Sierra Blanca Regional	SRR	1	49	06/24	8,099	06	B(V)	50	V2L			Yes	24	PIR	50	PSIL					Yes
NM	II	Santa Teresa	Dona Ana County at	5T6	4	93	10/28	8,500	10	B(V)	39	P2L	Y		No	28	B(V)	50	P2L	Y				Yes
NM	II	Taos	Taos Regional	SKX	1	45	04/22	5,803	04	B(V)	50	P2L	Y		Yes	22	B(V)	50	P2L					Yes
NM	III	Carrizozo	Carrizozo Municipal	F37	0	10	06/24	4,900	06	A(V)	32	P4L	Y		No	24	A(V)	5	P4L	Y				No
NM	III	Deming	Deming Municipal	DMN	0	17	08/26	6,627	08	B(V)	39	P2L			No	26	C	50	P4L					Yes
NM	III	Grants	Grants-Milan Municipal	GNT	0	14	13/31	7,172	13	A(V)	33	P2L			No	31	A(NP)	50	P2L	N				Yes
NM	III	Moriarty	Moriarty	0E0	0	40	08/26	7,700	08	A(V)	50		Y		Yes	26	A(V)	50		Y				Yes
NM	III	Portales	Portales Municipal	PRZ	0	19	01/19	5,700	01	A(NP)	50				Yes	19	A(NP)	50	PSIL					Yes
NM	III	Raton	Raton Municipal/Crews	RTN	0	19	02/20	6,328	02	C	50	PSIL			Yes	20	B(V)	50						Yes
NM	III	Silver City	Grant County	SVC	0	20	08/26	6,802	08	B(V)	50		Y		Yes	26	D	50				MALS	Yes	
NM	III	Truth or Consequences	Truth Or Consequences	TCS	0	30	13/31	7,200	13	A(V)	50	P2L			Yes	31	A(NP)	46	P2L					No
NM	IV	Angel Fire	Angel Fire	AXX	0	4	17/35	8,900	17	A(NP)	19	PSIL	N		No	35	A(V)	20		N				No
NM	IV	Aztec	Aztec Municipal	N19	0	1	08/26	4,300	08	A(V)	50	PNIL		NSTD	Yes	26	A(V)	50	PSIR					Yes
NM	IV	Clayton	Clayton Municipal	CAO	0	8	02/20	6,300	02	B(V)	50				Yes	20	B(V)	50						Yes
NM	IV	Conchas Dam	Conchas Lake	E89	0	0	09/27	4,790	09	A(V)	17			NSTD	No	27	A(V)	33				NSTD		No
NM	IV	Crownpoint	Crownpoint	0E8	0	0	18/36	5,820	18	A(V)	30	PSIL			No	36	A(V)	21						No
NM	IV	Dulce	Jicarilla Apache Nation	24N	0	0	17/35	7,500	17	A(V)	24	P2L	Y		No	35	A(V)	22	P2L	Y				No
NM	IV	Espanola	San Juan Pueblo	E14	0	0	16/34	5,000	16	A(V)	50				Yes	34	A(V)	20						No
NM	IV	Fort Sumner	Fort Sumner Municipal	FSU	0	5	03/21	5,800	03	B(V)	50				Yes	21	B(V)	50	PSIL					Yes
NM	IV	Glenwood	Glenwood-Catron	E94	0	0	01/19	3,700	01	A(V)	3				No	19	A(V)	0						No
NM	IV	Hatch	Hatch Municipal	E05	0	0	11/29	4,110	11	A(V)	50	PNIL		NSTD	Yes	29	A(V)	30	PNIL			NSTD		No
NM	IV	Jal	Lea County/Jal/	E26	0	2	01/19	4,704	01	B(V)	20				No	19	B(V)	12						No
NM	IV	Lordsburg	Lordsburg Municipal	LSB	0	7	12/30	5,011	12	A(V)	22				No	30	A(V)	0						No
NM	IV	Lovington	Lea County-Zip Franklin	E06	0	7	03/21	6,000	03	A(NP)	18	PSIL			No	21	A(NP)	20	PSIL					No
NM	IV	Magdalena	Magdalena	N29	0	2	02/20	5,650	02	A(V)	20		N		No	20	A(V)	50						Yes
NM	IV	Navajo Dam	Navajo Lake	1V0	0	0	06/24	4,995	06	A(V)	50	PNIL		NSTD	Yes	24	A(V)	50	PNIL			NSTD		Yes
NM	IV	Questa	Questa Municipal Nr 2	N24	0	1	17/35	6,861	17	A(V)	50				Yes	35	A(V)	50						Yes
NM	IV	Reserve	Reserve	T16	0	0	06/24	4,800	06	A(V)	3				No	24	A(V)	23	PSIL					No
NM	IV	Santa Rosa	Santa Rosa Route 66	I58	0	0	01/19	5,013	01	A(V)	22				No	19	A(V)	20	PSIL					No
NM	IV	Shiprock	Shiprock Airstrip	5V5	0	0	02/20	4,840	02	A(V)	34				No	20	A(V)	50						Yes
NM	IV	Socorro	Socorro Municipal	ONM	0	2	15/33	5,841	15	B(V)	50	V2L			Yes	33	C	50	V2L					Yes
NM	IV	Springer	Springer Municipal	S42	0	0	01/19	5,000	01	A(V)	44				No	19	A(V)	50						Yes
NM	IV	Tatum	Tatum	E07	0	0	05/23	2,990	05	A(V)	20				No	23	A(V)	50						Yes
NM	IV	Tucumcari	Tucumcari Municipal	TCC	0	9	03/21	7,102	03	C	50				Yes	21	C	50	V4L					Yes
NM	IV	Vaughn	Vaughn Municipal	N17	0	0	09/27	5,150	09	A(V)	23				No	27	A(V)	50						Yes
NM	IV	Zuni Pueblo	Black Rock	ZUN	0	0	06/24	4,807	06	A(NP)	4				No	24	A(V)	0						No

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St	Level	City	Airport	Locl D	JE-Report ed	Based AC - Rpt	RW	Length	Base End							Reciprocal End							
									Base End	Part 77 Category	Object Clear Slope	VASI	REIL	ALS	Part 77 Clearance	End ID	Part 77 Category	Object Clear Slope	VASI	REIL	ALS	Part 77 Clearance	
OK	I	Ardmore	Ardmore Municipal	ADM	7	18	13/31	7,220	13	B(V)	18	V4L			No	31	PIR	24	V4L			MALSR	No
OK	I	Enid	Enid Woodring	WDG	5	73	17/35	6,249	17	C	1			No	35	PIR	50	V4L			MALSR	Yes	
OK	I	Guthrie	Guthrie-Edmond	GOK	5	83	16/34	5,001	16	C	50	P4L	Y	Yes	34	C	50	P4L	Y			Yes	
OK	I	Norman	University of Oklahoma	OUN	4	95	17/35	5,200	17	PIR	50	V2L		MALSR	Yes	35	C	50	V2L	Y		Yes	
OK	I	Oklahoma City	Wiley Post	PWA	34	258	17L/3	7,198	17L	PIR	50	P4L		MALSR	Yes	35R	C	50	P4L			Yes	
OK	I	Tulsa	Richard Lloyd Jones Jr	RVS	19	289	01L/1	5,102	01L	PIR	50	P4L	N	Yes	19R	B(V)	22	P4L				No	
OK	II	Ada	Ada Municipal	ADH	3	35	17/35	6,203	17	C	39	P4L	N	ODALS	No	35	C	14	P4L	Y		No	
OK	II	Alva	Alva Regional	AVK	0	50	17/35	4,386	17	B(V)	32	P2L			No	35	C	50	P2L			Yes	
OK	II	Ardmore	Ardmore Downtown	1F0	1	41	17/35	5,000	17	C	1	P4L	Y		No	35	C	50	P4L	Y		Yes	
OK	II	Chandler	Chandler Regional	CQB	2	6	17/35	4,000	17	A(NP)	15	P2L			No	35	A(NP)	50	P2L			Yes	
OK	II	Cushing	Cushing Municipal	CUH	1	18	18/36	5,201	18	B(V)	20	P4L			No	36	C	29	P4L			No	
OK	II	Durant	Eaker Field	DUA	1	21	17/35	5,001	17	B(V)	50	P4L	Y	Yes	35	C	43	P4L	Y			No	
OK	II	Goldsby	David Jay Perry	1K4	0	55	13/31	3,006	13	A(V)	18			No	31	A(NP)	18					No	
OK	II	Grove	Grove Municipal	GMJ	0	59	18/36	5,200	18	A(NP)	25	P4L			No	36	A(NP)	16	P4L			No	
OK	II	Muskogee	Davis Field	MKO	0	99	13/31	7,201	13	B(V)	50	P4L			Yes	31	C	50	V4L			MALS	Yes
OK	II	Pauls Valley	Pauls Valley Municipal	PVJ	1	35	17/35	5,000	17	B(V)	16	P4L	Y		No	35	C	50	P4L	Y		Yes	
OK	II	Ponca City	Ponca City Regional	PNC	2	56	17/35	7,201	17	PIR	50	P4R		MALSR	Yes	35	C	18	P4R	Y		No	
OK	II	Sand Springs	William R. Pogue	OWP	0	53	17/35	5,800	17	B(V)	50	P4L			Yes	35	C	50	P4L	Y		Yes	
OK	II	Shawnee	Shawnee Regional	SNL	2	38	17/35	5,600	17	PIR	50	P4L	Y	MALSR	Yes	35	B(V)	28	P4L	Y		No	
OK	II	Stillwater	Stillwater Regional	SWO	0	76	17/35	7,401	17	PIR	50	P4L		MALSR	Yes	35	PIR	50	P4L	Y		Yes	
OK	III	Altus	Altus/Quartz Mountain	AXS	0	44	17/35	5,501	17	C	50	V4L			Yes	35	C	50	V4L			Yes	
OK	III	Bartlesville	Bartlesville Municipal	BVO	0	37	17/35	6,200	17	D	50	P4L	Y	MALSR	Yes	35	C	28	P4L	Y		No	
OK	III	Blackwell	Blackwell-Tonkawa	403	0	15	17/35	3,500	17	C	50	V2L			Yes	35	C	50	V2L			Yes	
OK	III	Boise City	Boise City	17K	0	11	04/22	4,210	04	A(NP)	11			No	22	A(V)	50					Yes	
OK	III	Chickasha	Chickasha Municipal	CHK	0	42	17/35	5,100	17	C	50	P4L			Yes	35	C	9	P4L			No	
OK	III	Claremore	Claremore Regional	GCM	0	39	17/35	5,200	17	C	25	P4L	Y		No	35	C	19	P4L	Y		No	
OK	III	Clinton	Clinton Regional	CLK	0	28	17/35	4,300	17	A(V)	20		N	No	35	A(NP)	50	V4L	N			Yes	
OK	III	Duncan	Halliburton Field	DUC	0	28	17/35	6,650	17	C	40	V4L	Y		No	35	C	50	V4L	Y		Yes	
OK	III	El Reno	El Reno Regional	RQO	0	24	17/35	5,600	17	B(V)	20	P4L	Y		No	35	C	17	P4L	Y		No	
OK	III	Elk City	Elk City Regional	ELK	0	21	17/35	5,399	17	C	50	P2L	Y		Yes	35	C	26	P2L			No	
OK	III	Fairview	Fairview Municipal	6K4	0	18	17/35	3,620	17	A(NP)	50			Yes	35	A(V)	10					No	
OK	III	Frederick	Frederick Municipal	FDR	0	16	17R/3	6,000	17R	B(V)	43	P4L			No	35L	C	50	P4L			Yes	
OK	III	Guymon	Guymon Municipal	GUY	0	33	18/36	5,900	18	C	50	V4L			Yes	36	C	15	P4L			No	
OK	III	Hobart	Hobart Regional	HBR	0	13	17/35	5,507	17	C	36	P4L			No	35	C	50	P4L			Yes	
OK	III	Hooker	Hooker Municipal	O45	0	10	17/35	3,312	17	A(V)	24			No	35	A(V)	20					No	
OK	III	Hugo	Stan Stamper Municipal	HHW	0	12	17/35	4,007	17	B(V)	34			No	35	C	4					No	
OK	III	Idabel	McCurtain County	4O4	0	14	02/20	5,000	02	C	50	P4L	Y		Yes	20	C	25	P4L	Y		No	
OK	III	McAlester	McAlester Regional	MLC	0	29	01/19	5,602	01	D	32	PSIL		MALS	No	19	C	24	PSIL	Y		No	
OK	III	Medford	Medford Municipal	O53	0	11	17/35	3,007	17	A(NP)	44	P2L			No	35	A(NP)	23	P2L			No	
OK	III	Miami	Miami Municipal	MIO	0	31	17/35	5,020	17	C	20	P2L	Y		No	35	B(V)	29	P2L			No	
OK	III	Mooreland	Mooreland Municipal	MDF	0	11	17/35	3,500	17	A(NP)	50			Yes	35	A(V)	50					Yes	
OK	III	Oklahoma City	Clarence E Page	F29	0	39	17R/3	6,014	17R	C	7	P4L			No	35L	C	50	P4L			Yes	
OK	III	Okmulgee	Okmulgee Regional	OKM	0	18	18/36	5,150	18	PIR	50			MALSR	Yes	36	B(V)	23				No	
OK	III	Perry	Perry Municipal	F22	0	20	17/35	5,098	17	C	50	P2L	Y		Yes	35	B(V)	32	P2L	Y		No	
OK	III	Poteau	Robert S Kerr	RKR	0	31	18/36	4,006	18	C	50	P2L			Yes	36	C	50				Yes	
OK	III	Pryor	Mid-America Industrial	H71	0	20	18/36	5,000	18	B(V)	23	P4L			No	36	B(V)	14	P4L			No	
OK	III	Sallisaw	Sallisaw Municipal	JSV	0	21	17/35	4,000	17	A(V)	20	P2L			No	35	A(NP)	5	P2L			No	
OK	III	Tahlequah	Tahlequah Municipal	TQH	0	48	17/35	5,001	17	C	50	P4L			Yes	35	C	8	P4L			No	
OK	III	Thomas	Thomas Municipal	1O4	0	12	17/35	3,100	17	A(V)	9			No	35	A(V)	50					Yes	
OK	III	Vinita	Vinita Municipal	H04	0	17	17/35	3,265	17	A(V)	10			No	35	A(V)	16					No	
OK	III	Watonga	Watonga Regional	JWG	0	18	17/35	4,000	17	C	50			Yes	35	B(V)	15					No	
OK	III	Weatherford	Thomas P Stafford	OJA	0	25	17/35	4,399	17	C	22	P2L			No	35	C	21	P2L			No	
OK	III	Woodward	West Woodward	WWV	0	32	17/35	5,502	17	C	50	P4L			Yes	35	C	50	P4L			Yes	
OK	IV	Antlers	Antlers Municipal	80F	0	6	17/35	3,299	17	A(V)	14			No	35	A(NP)	11					No	
OK	IV	Atoka	Atoka Municipal	AQR	0	5	18/36	3,015	18	A(V)	9			No	36	A(V)	6					No	
OK	IV	Beaver	Beaver Municipal	K44	0	3	17/35	3,030	17	A(V)	17			No	35	A(V)	2					No	
OK	IV	Bristow	Jones Memorial	3F7	0	6	17/35	3,400	17	A(NP)	12			No	35	A(NP)	16					No	
OK	IV	Buffalo	Buffalo Municipal	BFK	0	2	17/35	4,000	17	A(NP)	31			No	35	A(V)	17					No	

Sort Order: State, Tier, City
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St	Level	City	Airport	Locl D	JE-Report ed	Based AC - Rpt	RW	Length	Base End							Reciprocal End						
									Base End	Part 77 Category	Object Clear Slope	VASI	REIL	ALS	Part 77 Clearance	End ID	Part 77 Category	Object Clear Slope	VASI	REIL	ALS	Part 77 Clearance
OK	IV	Canadian	Arrowhead	91F	0	0	15/33	3,500	15	A(V)	9				No	33	A(V)	14				No
OK	IV	Carnegie	Carnegie Municipal	86F	0	3	17/35	3,000	17	A(V)	50				Yes	35	A(V)	29				No
OK	IV	Cherokee	Cherokee Municipal	4O5	0	3	17/35	3,570	17	A(V)	15	PNIL			No	35	A(V)	50				Yes
OK	IV	Cheyenne	Mignon Laird Municipal	93F	0	1	18/36	4,036	18	A(V)	50				Yes	36	A(V)	50				Yes
OK	IV	Cleveland	Cleveland Municipal	95F	0	6	18/36	4,000	18	A(V)	18	V2L			No	36	A(V)	4	V2L			No
OK	IV	Clinton	Clinton-Sherman	CSM	0	0	17R/3	13,503	17R	PIR	50				Yes	35L	C	50	V4L			Yes
OK	IV	Cordell	Cordell Municipal	F36	0	7	17/35	3,650	17	A(V)	50	PSIL			Yes	35	A(V)	15				No
OK	IV	Eufaula	Eufaula Municipal	F08	0	3	17/35	3,000	17	A(V)	12				No	35	A(V)	2				No
OK	IV	Eufaula	Fountainhead Lodge	0F7	0	0	18/36	3,000	18	A(V)	50				Yes	36	A(V)	10				No
OK	IV	Gage	Gage	GAG	0	0	17/35	5,415	17	A(V)	50				Yes	35	A(V)	50				Yes
OK	IV	Grandfield	Grandfield Municipal	1O1	0	5	17/35	3,100	17	A(V)	25				No	35	A(V)	25				No
OK	IV	Healdton	Healdton Municipal	F32	0	0	17/35	3,000	17	A(V)	3				No	35	A(V)	50				Yes
OK	IV	Henryetta	Henryetta Municipal	F10	0	3	18/36	3,501	18	A(V)	6	PSIL			No	36	A(NP)	11				No
OK	IV	Hinton	Hinton Municipal	2O8	0	8	17/35	4,000	17	A(NP)	50	P2L			Yes	35	A(NP)	50	P2L			Yes
OK	IV	Holdenville	Holdenville Municipal	F99	0	4	17/35	3,250	17	A(NP)	50				Yes	35	A(NP)	12				No
OK	IV	Hollis	Hollis Municipal	O35	0	8	17/35	3,000	17	A(V)	46				No	35	A(V)	50				Yes
OK	IV	Hominy	Hominy Municipal	H92	0	0	17/35	3,210	17	A(V)	15				No	35	A(V)	13				No
OK	IV	Ketchum	South Grand Lake	1K8	0	0	18/36	4,744	18	A(V)	4				No	36	A(V)	8				No
OK	IV	Kingston	Lake Texoma State	F31	0	0	18/36	3,000	18	A(V)	17				No	36	A(V)	1				No
OK	IV	Lindsay	Lindsay Municipal	1K2	0	3	01/19	3,010	01	A(V)	10				No	19	A(V)	29				No
OK	IV	Madill	Madill Municipal	1F4	0	5	18/36	3,005	18	A(NP)	17	P2L	Y		No	36	A(V)	6	P2L	Y		No
OK	IV	Mangum	Scott Field	2K4	0	2	17/35	4,200	17	C	50				Yes	35	C	31				No
OK	IV	Okeene	Christman Airfield	O65	0	1	17/35	3,000	17	A(V)	9				No	35	A(V)	50				Yes
OK	IV	Okemah	Okemah Flying Field	F81	0	0	17/35	2,585	17	A(V)	11				No	35	A(V)	2				No
OK	IV	Overbrook	Lake Murray State Park	1F1	0	0	14/32	2,500	14	A(V)	1				No	32	A(V)	5				No
OK	IV	Pawnee	Pawnee Municipal	H97	0	0	18/36	2,130	18	A(V)	8				No	36	A(V)	8				No
OK	IV	Prague	Prague Municipal	O47	0	6	17/35	2,757	17	A(NP)	13	P2L			No	35	A(V)	50	P2L			Yes
OK	IV	Purcell	Purcell Municipal -	3O3	0	5	17/35	3,003	17	A(V)	50				Yes	35	A(V)	15				No
OK	IV	Sayre	Sayre Municipal	3O4	0	5	17/35	5,017	17	B(V)	1	P2L			No	35	B(V)	50				Yes
OK	IV	Seminole	Seminole Municipal	SRE	0	9	16/34	5,000	16	C	9	P4L	Y		No	34	B(V)	16	P4L	Y		No
OK	IV	Skiatook	Skiatook Municipal	2F6	0	9	17/35	2,900	17	A(V)	50	P2L			Yes	35	A(V)	4	P2L			No
OK	IV	Stigler	Stigler Regional	F84	0	8	17/35	3,606	17	A(NP)	13	V2L			No	35	A(NP)	11	V2L			No
OK	IV	Stroud	Stroud Municipal	SUD	0	0	18/36	3,000	18	A(V)	23	P2L			No	36	A(V)	50	P2L			Yes
OK	IV	Sulphur	Sulphur Municipal	F30	0	2	17/35	3,500	17	A(V)	18				No	35	A(V)	20				No
OK	IV	Talihina	Talihina Municipal	6F1	0	0	01/19	3,300	01	A(V)	3				No	19	A(V)	5				No
OK	IV	Tishomingo	Tishomingo Airpark	0F9	0	1	17/35	3,100	17	A(V)	1				No	35	A(V)	1				No
OK	IV	Wagoner	Hefner-Easley	H68	0	0	18/36	3,405	18	A(NP)	17	P2L			No	36	A(NP)	14	P2L			No
OK	IV	Walters	Walters Municipal	3O5	0	3	16/34	2,900	16	A(V)	31				No	34	A(V)	26				No
OK	IV	Waynoka	Waynoka Municipal	1K5	0	1	17/35	2,507	17	A(V)	50				Yes	35	A(V)	50				Yes
OK	IV	Wilburton	Wilburton Municipal	H05	0	5	17/35	3,000	17	A(V)	10				No	35	A(V)	13				No

Appendix IIIC. Runway Approach/End Data

St	Level	City	Airport	Locl D	JE-Report ed	Based AC - Rpt	RW	Length	Base End							Reciprocal End							
									Base End	Part 77 Category	Object Clear Slope	VASI	REIL	ALS	Part 77 Clearance	End ID	Part 77 Category	Object Clear Slope	VASI	REIL	ALS	Part 77 Clearance	
TX	I	Angleton/Lake	Brazoria County	LBX	2	78	17/35	7,000	17	PIR	50	P2L		MALSR	Yes	35	C	50	V2L				Yes
TX	I	Arlington	Arlington Municipal	GKY	5	235	16/34	6,080	16	B(V)	50	P4L	Y		Yes	34	PIR	50	P4L	Y			Yes
TX	I	Cleburne	Cleburne Municipal	CPT	2	104	15/33	5,700	15	C	17	P4L			No	33	C	37				No	
TX	I	Dallas	Addison	ADS	10	197	15/33	7,202	15	PIR	0	V4R		MALSR	No	33	PIR	3		Y		No	
TX	I	Dallas	Dallas Executive	RBD	8	25	13/31	6,451	13	B(V)	0	V4L	Y		No	31	PIR	49	V4L		LDIN	No	
TX	I	Denton	Denton Municipal	DTO	8	173	17/35	5,999	17	PIR	35	V4L		MALSR	No	35	C	12	V2L			No	
TX	I	Fort Worth	Fort Worth Alliance	AFW	11	21	16L/3	9,600	16L	PIR	50			ALSF2	Yes	34R	PIR	42				MALSR	No
TX	I	Fort Worth	Fort Worth Meacham	FTW	17	113	16/34	7,501	16	PIR	40	P4R	Y	MALSR	No	34	PIR	50		Y		MALS	Yes
TX	I	Fort Worth	Fort Worth Spinks	FWS	2	161	17R/3	6,002	17R	C	39	P4L			No	35L	PIR	50	P4L			MALSR	Yes
TX	I	Galveston	Scholes International at	GLS	2	114	17/35	6,001	17	C	50	P4L	Y		Yes	35	B(V)	23	P4L	Y			No
TX	I	Georgetown	Georgetown Municipal	GTU	6	213	18/36	5,000	18	C	7	P4L	Y		No	36	C	3	P4L	Y			No
TX	I	Grand Prairie	Grand Prairie Municipal	GPM	1	197	17/35	4,001	17	A(V)	10	V4L			No	35	A(NP)	20	V4L	Y			No
TX	I	Houston	David Wayne Hooks	DWH	6	161	17R/3	7,009	17R	C	0	P4R	Y		No	35L	C	12	P4L	Y			No
TX	I	Houston	Ellington Field	EDF	56	182	17R/3	9,001	17R	PIR	50	P4L		MALS	Yes	35L	PIR	50	P4L			MALS	Yes
TX	I	Houston	Houston-Southwest	AXH	0	128	09/27	5,003	09	C	27	P2L	Y		No	27	C	8	P2L	Y			No
TX	I	Houston	Lone Star Executive	CXO	9	163	14/32	6,000	14	PIR	4	P2L		MALSR	No	32	C	28	V4L	Y			No
TX	I	Houston	Pearland Regional	LVJ	1	181	14/32	4,313	14	A(V)	0		Y		No	32	A(NP)	10		Y			No
TX	I	Houston	Sugar Land Regional	SGR	24	126	17/35	8,000	17	C	7	P2R	Y		No	35	PIR	0	P4L	Y			No
TX	I	Kerrville	Kerrville	ERV	6	160	12/30	6,000	12	C	14	P4L			No	30	C	50	P4L				Yes
TX	I	La Porte	La Porte Municipal	T41	0	99	12/30	4,165	12	A(V)	18	P4L	Y		No	30	A(NP)	0					No
TX	I	Lancaster	Lancaster	LNC	10	120	13/31	5,000	13	B(V)	32	P2L			No	31	C	50	P2L	Y			Yes
TX	I	McKinney	Collin County Regional	TKI	11	175	17/35	7,001	17	PIR	37	P4L		MALSR	No	35	C	16	V4L	N			No
TX	I	New Braunfels	New Braunfels	BAZ	4	134	17/35	5,364	17	C	50				Yes	35	C	50					Yes
TX	I	San Marcos	San Marcos Municipal	HYI	4	108	08/26	6,330	08	B(V)	30		Y		No	26	B(V)	26		Y			No
TX	I	Sherman/Deni	Grayson County	GYI	19	161	17L/3	9,000	17L	D	50	V4L		MALSR	Yes	35R	C	50	V4L			MALS	Yes
TX	II	Alpine	Alpine-Casparis	E38	1	31	01/19	6,003	01	A(V)	6	V2L			No	19	A(NP)	25	V2L				No
TX	II	Beaumont	Beaumont Municipal	BMT	1	31	13/31	4,001	13	A(NP)	13	PSIL	Y		No	31	A(NP)	14	PSIL				No
TX	II	Beeville	Beeville Municipal	BEA	1	13	12/30	4,551	12	A(NP)	9	P2L			No	30	A(NP)	6	P2L				No
TX	II	Big Spring	Big Spring McMahon-	BPG	3	42	17/35	8,802	17	C	50	P4L		SSALS	Yes	35	C	50	P4L				Yes
TX	II	Brady	Curtis Field	BBD	2	40	17/35	4,605	17	C	50	P2L			Yes	35	B(V)	50	P2L				Yes
TX	II	Breckenridge	Stephens County	BKD	2	24	17/35	4,998	17	B(V)	21	P2L			No	35	C	50	P2L				Yes
TX	II	Brenham	Brenham Municipal	11R	2	35	16/34	5,496	16	C	50	P2L	Y		Yes	34	C	19	P4L	Y			No
TX	II	Brownwood	Brownwood Regional	BWD	1	53	17/35	5,599	17	C	30	P4L		MALS	No	35	C	32					No
TX	II	Bryan	Coulter Field	CFD	0	64	15/33	4,000	15	A(V)	35	P2L	Y		No	33	A(V)	13	P2L	Y			No
TX	II	Cotulla	Cotulla-La Salle County	COT	2	4	13/31	5,005	13	C	35	P2L			No	31	C	50	P2L				Yes
TX	II	Eastland	Eastland Municipal	ETN	2	18	17/35	4,020	17	A(V)	25	P2L			No	35	A(NP)	14	P2L				No
TX	II	Fredericksburg	Gillespie County	T82	1	65	14/32	5,001	14	C	0	P2L			No	32	C	50	P2L				Yes
TX	II	Gainesville	Gainesville Municipal	GLE	1	51	17/35	6,001	17	C	35	P2R	Y		No	35	B(V)	30	P2L	Y			No
TX	II	Granbury	Granbury Regional	GDJ	1	54	14/32	3,603	14	A(NP)	0	P2L			No	32	A(V)	0	P2L				No
TX	II	Killeen	Skylark Field	ILE	0	52	01/19	5,495	01	PIR	0	P4L		MALSR	No	19	B(V)	0	P4L				No
TX	II	Kingsville	Kleberg County	IKG	1	12	13/31	6,000	13	C	50	P4L	Y		Yes	31	B(V)	50	P4L	Y			Yes
TX	II	La Grange	Fayette Regional Air	3T5	1	18	16/34	5,001	16	C	27	P2L	Y		No	34	C	25	P2L	Y			No
TX	II	Lago Vista	Lago Vista Tx - Rusty	RYW	1	15	15/33	3,808	15	A(NP)	0	P2L			No	33	A(V)	0	P2L				No
TX	II	Levelland	Levelland Municipal	LLN	1	38	17/35	6,110	17	C	28	P4L			No	35	C	50	P4L	Y			Yes
TX	II	Littlefield	Littlefield Municipal	LIU	1	13	01/19	4,021	01	A(NP)	18				No	19	A(V)	50					Yes
TX	II	Lufkin	Angelina County	LFK	4	70	07/25	5,398	07	PIR	50			MALSR	Yes	25	C	0	P4L				No
TX	II	Marshall	Harrison County	ASL	2	24	15/33	5,000	15	B(V)	0	P4L	Y		No	33	C	22	P4L	Y			No
TX	II	Midland	Midland Airpark	MDD	1	65	07/25	5,022	07	A(V)	8	P2L			No	25	A(NP)	50	V4L				Yes
TX	II	Midlothian/Wa	Mid-Way Regional	JWY	3	68	18/36	4,999	18	B(V)	22	P4R			No	36	C	50	P2L				Yes
TX	II	Mineral Wells	Mineral Wells	MWL	0	54	13/31	5,996	13	B(V)	7	P4L			No	31	C	12	P4L				No
TX	II	Monahans	Roy Hurd Memorial	E01	1	27	12/30	4,268	12	C	11	P2L			No	30	C	18					No
TX	II	Mount	Mount Pleasant	OSA	4	46	17/35	5,000	17	C	50	P4L	Y		Yes	35	C	50	P4L	Y			Yes
TX	II	Odessa	Odessa-Schlemeyer	ODO	2	80	02/20	5,703	02	B(V)	20	PSIL			No	20	C	34	PSIL				No
TX	II	Paris	Cox Field	PRX	2	49	17/35	6,002	17	B(V)	24	P4L			No	35	C	22	V4L				No
TX	II	Plainview	Hale County	PVVW	0	51	04/22	5,997	04	C	38	V4L	Y		No	22	B(V)	31	V4L	Y			No
TX	II	Port Isabel	Port Isabel-Cameron	PIL	1	16	13/31	8,001	13	C	50	P2L	Y		Yes	31	B(V)	34	P2L	Y			No
TX	II	Robstown	Nueces County	RBO	1	19	13/31	3,700	13	A(NP)	26				No	31	A(V)	50					Yes
TX	II	Rockport	Aransas County	RKP	0	54	14/32	5,608	14	C	50	P4L	Y		Yes	32	B(V)	20	P4L	Y			No

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St	Level	City	Airport	Locl D	JE-Report ed	Based AC - Rpt	RW	Length	Base End							Reciprocal End							
									Base End	Part 77 Category	Object Clear Slope	VASI	REIL	ALS	Part 77 Clearance	End ID	Part 77 Category	Object Clear Slope	VASI	REIL	ALS	Part 77 Clearance	
TX	II	Rockwall	Rockwall Municipal	F46	0	77	17/35	3,373	17	A(NP)	6					No	35	A(NP)	17				No
TX	II	San Antonio	Stinson Municipal	SSF	0	42	09/27	4,835	09	A(V)	14		Y		No	27	A(V)	50		Y		Yes	
TX	II	Seminole	Gaines County	GNC	1	19	08/26	5,381	08	A(V)	50				Yes	26	A(V)	29	P2L			No	
TX	II	Snyder	Winston Field	SNK	1	25	17/35	5,599	17	B(V)	22	P4R	Y		No	35	C	50	P4L	Y		Yes	
TX	II	Stephenville	Clark Field Municipal	SEP	1	25	14/32	4,209	14	A(NP)	14	P2L			No	32	A(NP)	0	P2L			No	
TX	II	Sulphur	Sulphur Springs	SLR	1	54	18/36	5,001	18	A(NP)	50		Y		Yes	36	A(NP)	36				No	
TX	II	Temple	Draughon-Miller Central	TPL	3	57	15/33	6,301	15	PIR	50			MALSR	Yes	33	C	50	P4L	Y		Yes	
TX	II	Terrell	Terrell Municipal	TRL	1	61	17/35	5,006	17	A(NP)	17	P4L	Y	LDIN	No	35	A(NP)	31	P4L	Y		No	
TX	II	Uvalde	Garner Field	UVA	2	29	15/33	5,255	15	B(V)	11	V2L	Y		No	33	C	50	V2L	Y		Yes	
TX	II	Waco	McGregor Executive	PWG	3	72	17/35	5,501	17	C	32	P4L	Y		No	35	C	32	P4L			No	
TX	II	Weslaco	Mid Valley	T65	1	54	13/31	4,998	13	A(NP)	24	P4L	Y	ODALS	No	31	A(V)	26	P4L	Y		No	
TX	II	Wichita Falls	Kickapoo Downtown	CWC	4	67	17/35	4,450	17	A(V)	1	P4L	Y		No	35	A(NP)	7	P4L	Y		No	
TX	III	Anahuac	Chambers County	T00	0	11	12/30	3,005	12	A(NP)	9	P2L			No	30	A(V)	22				No	
TX	III	Andrews	Andrews County	E11	0	23	16/34	5,816	16	C	0	V2L	Y		No	34	B(V)	37	V2L	Y		No	
TX	III	Athens	Athens Municipal	F44	0	22	17/35	3,988	17	A(V)	0	P2L			No	35	A(NP)	0	P2L			No	
TX	III	Atlanta	Hall-Miller Municipal	ATA	0	48	05/23	3,800	05	C	7	P2L	Y		No	23	B(V)	0	P2L	Y		No	
TX	III	Bay City	Bay City Municipal	BYY	0	24	13/31	5,107	13	C	2	P2L	Y		No	31	C	50				Yes	
TX	III	Bonham	Jones Field	F00	0	26	17/35	4,000	17	A(NP)	50	P2L			Yes	35	A(V)	0	P2L			No	
TX	III	Borger	Hutchinson County	BGD	0	21	17/35	6,300	17	C	0	P4L			No	35	C	50	P4R			Yes	
TX	III	Bowie	Bowie Municipal	0F2	0	18	17/35	3,603	17	A(NP)	7	P2L			No	35	A(NP)	49	P2L			No	
TX	III	Bridgeport	Bridgeport Municipal	XBP	0	21	17/35	4,004	17	A(NP)	23				No	35	A(V)	9	P2L			No	
TX	III	Brownfield	Terry County	BFE	0	19	02/20	5,217	02	A(NP)	50				Yes	20	A(V)	33				No	
TX	III	Burnet	Burnet Municipal Kate	BMQ	0	43	01/19	5,000	01	C	34	P4L	Y		No	19	C	15	P4L	Y		No	
TX	III	Canadian	Hemphill County	HHF	0	10	04/22	5,000	04	A(NP)	25	P2L	Y		No	22	A(NP)	25	P2L	Y		No	
TX	III	Carthage	Panola County-Sharpe	4F2	0	12	17/35	4,000	17	A(V)	28	P4L			No	35	A(NP)	17	P4L			No	
TX	III	Castroville	Castroville Municipal	CVB	0	42	15/33	4,600	15	A(V)	34	PSIL			No	33	A(NP)	34				No	
TX	III	Center	Center Municipal	F17	0	23	17/35	5,501	17	C	11	V4L			No	35	C	0	V4L			No	
TX	III	Cleveland	Cleveland Municipal	6R3	0	46	16/34	4,998	16	C	0	P4L			No	34	B(V)	42	P4L			No	
TX	III	Clifton	Clifton	7F7	0	16	14/32	3,000	14	A(V)	33	PSIL			No	32	A(V)	0	PSIL			No	
TX	III	Coleman	Coleman Municipal	COM	0	29	15/33	4,503	15	A(NP)	47		Y		No	33	A(V)	34		Y		No	
TX	III	Comanche	Comanche County-City	MKN	0	18	17/35	4,500	17	A(V)	50	P2L			Yes	35	A(V)	17	P2L			No	
TX	III	Corsicana	C David Campbell Field-	CRS	0	47	14/32	4,999	14	C	14	V4R	Y		No	32	C	12		Y		No	
TX	III	Dalhart	Dalhart Municipal	DHT	0	30	17/35	6,400	17	A(NP)	50	P4L	Y		Yes	35	A(NP)	50	P4L	Y		Yes	
TX	III	Decatur	Decatur Municipal	LUD	0	29	17/35	4,200	17	A(NP)	50	P2L			Yes	35	A(V)	39				No	
TX	III	Devine	Devine Municipal	23R	0	14	17/35	3,400	17	A(V)	24	P2L			No	35	A(NP)	20	P2L			No	
TX	III	Eagle Lake	Eagle Lake	ELA	0	23	17/35	3,801	17	A(NP)	26	P2L			No	35	A(NP)	7	P2L			No	
TX	III	Edna	Jackson County	26R	0	22	14/32	3,393	14	A(V)	45				No	32	A(V)	36				No	
TX	III	Ennis	Ennis Municipal	F41	0	10	15/33	3,999	15	A(V)	13	P2L	Y		No	33	A(V)	18	P2L	Y		No	
TX	III	Fabens	Fabens	E35	0	13	08/26	4,200	08	A(V)	5				No	26	A(V)	19				No	
TX	III	Floydada	Floydada Municipal	41F	0	16	17/35	4,600	17	A(V)	50	P2L			Yes	35	A(V)	20	P2L			No	
TX	III	Fort Stockton	Fort Stockton-Pecos	FST	0	18	12/30	7,507	12	C	28	V2R			No	30	B(V)	18				No	
TX	III	Giddings	Giddings-Lee County	GYB	0	16	17/35	4,000	17	A(NP)	0				No	35	A(NP)	16				No	
TX	III	Graham	Graham Municipal	RPH	0	33	03/21	5,000	03	C	0	V2L			No	21	C	0	P2L			No	
TX	III	Greenville	Majors	GVT	0	39	17/35	8,030	17	PIR	8	P4L		MALS	No	35	C	0	P4L	Y		No	
TX	III	Henderson	Rusk County	RFI	0	19	16/34	4,004	16	C	12	V2L			No	34	B(V)	0	P4L			No	
TX	III	Hereford	Hereford Municipal	HRX	0	36	03/21	5,387	03	A(V)	25	P4L			No	21	A(NP)	50				Yes	
TX	III	Hillsboro	Hillsboro Municipal	INJ	0	17	16/34	3,998	16	A(NP)	50	P2L			Yes	34	A(NP)	50				Yes	
TX	III	Hondo	Hondo Municipal	HDO	0	21	08/26	6,059	08	B(V)	50				Yes	26	B(V)	0				No	
TX	III	Houston	West Houston	IWS	0	0	15/33	3,953	15	A(NP)	4	P2R	Y		No	33	A(NP)	0	P2L	Y		No	
TX	III	Ingleside	T P McCampbell	TFP	0	25	13/31	5,000	13	C	50	P2L			Yes	31	C	50	P2L			Yes	
TX	III	Lamesa	Lamesa Municipal	2F5	0	26	16/34	5,000	16	A(NP)	27	P2L			No	34	A(NP)	50	P2L			Yes	
TX	III	Lampasas	Lampasas	LZZ	0	15	16/34	4,200	16	A(V)	50	PSIL			No	34	A(V)	33	PSIL			No	
TX	III	Liberty	Liberty Municipal	T78	0	12	16/34	3,801	16	A(NP)	0	P2L			No	34	A(V)	25				No	
TX	III	Livingston	Livingston Municipal	00R	0	26	12/30	3,700	12	A(V)	10				No	30	A(NP)	12				No	
TX	III	Llano	Llano Municipal	AQO	0	27	17/35	4,202	17	A(NP)	12	P2L			No	35	A(NP)	50				Yes	
TX	III	Lockhart	Lockhart Municipal	50R	0	41	18/36	4,001	18	A(NP)	50	P2L			Yes	36	A(NP)	16	P2L			No	
TX	III	Marfa	Marfa Municipal	MRF	0	12	12/30	6,214	12	B(V)	50	PSIL			Yes	30	C	50	PSIL			Yes	
TX	III	Mesquite	Mesquite Metro	HQZ	0	0	17/35	5,999	17	PIR	0	P4L	Y	LDIN	No	35	C	6	P4L		LDIN	No	

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Appendix IIIC. Runway Approach/End Data

St	Level	City	Airport	Locl D	JE-Report ed	Based AC - Rpt	RW	Length	Base End							Reciprocal End						
									Base End	Part 77 Category	Object Clear Slope	VASI	REIL	ALS	Part 77 Clearance	End ID	Part 77 Category	Object Clear Slope	VASI	REIL	ALS	Part 77 Clearance
TX	III	Mexia	Mexia-Limestone	LXY	0	14	18/36	4,002	18	A(V)	50	P2L			Yes	36	A(NP)	50	P2L			No
TX	III	Mount Vernon	Franklin County	F53	0	16	13/31	3,900	13	A(V)	9	P2L			No	31	A(V)	40	P2L			No
TX	III	Nacogdoches	A L Mangham Jr.	OCH	0	35	18/36	5,000	18	C	12	P2L	Y		No	36	PIR	0		N	MALSR	No
TX	III	Olney	Olney Municipal	ONY	0	13	17/35	5,101	17	C	21	V2L			No	35	B(V)	50	V2R			Yes
TX	III	Orange	Orange County	ORG	0	25	04/22	4,396	04	B(V)	6	P2L			No	22	C	0	P2L			No
TX	III	Palacios	Palacios Municipal	PSX	0	10	13/31	5,001	13	C	50		Y		Yes	31	B(V)	36		Y		No
TX	III	Palacios	Palacios Municipal	PSX	0	10	08/26	5,001	08	B(V)	33				No	26	B(V)	24				No
TX	III	Palacios	Palacios Municipal	PSX	0	10	17/35	5,001	17	B(V)	50				Yes	35	B(V)	50				Yes
TX	III	Palestine	Palestine Municipal	PSN	0	27	18/36	5,005	18	C	10				No	36	C	2		Y		No
TX	III	Pecos	Pecos Municipal	PEQ	0	14	14/32	6,236	14	C	50	P2L			Yes	32	B(V)	50	P2L			Yes
TX	III	Port Lavaca	Calhoun County	PKV	0	10	14/32	5,004	14	C	27	P4L			No	32	B(V)	21				No
TX	III	Refugio	Rooke Field	RFG	0	18	14/32	4,361	14	A(V)	6	P2L			No	32	A(V)	11				No
TX	III	Slaton	Slaton Municipal	F49	0	14	18/36	4,245	18	A(V)	50	P2L			Yes	36	A(V)	50	P2L			Yes
TX	III	Smithville	Smithville Crawford	84R	0	24	17/35	4,000	17	A(V)	21	PSIL			No	35	A(V)	33	PSIL			No
TX	III	Spearman	Spearman Municipal	E42	0	14	02/20	5,002	02	A(NP)	37	P2L			No	20	A(V)	50	P2L			Yes
TX	III	Sweetwater	Avenger Field	SW	0	18	17/35	5,840	17	C	50	P4L	Y		Yes	35	B(V)	24	P4L	Y		No
TX	III	Taylor	Taylor Municipal	T74	0	11	17/35	4,000	17	A(NP)	32	NSTD			No	35	A(V)	1	NSTD	N		No
TX	III	Tulia	City of Tulia/Swisher	I06	0	12	18/36	4,900	18	A(V)	50				Yes	36	A(V)	23				No
TX	III	Vernon	Wilbarger County	F05	0	19	02/20	5,099	02	B(V)	50				Yes	20	C	41	V4L			No
TX	III	Waco	TSTC Waco	CNW	0	11	17L/3	8,600	17L	PIR	50	V4R		MALSR	Yes	35R	C	50	V4L			Yes
TX	III	Wharton	Wharton Regional	ARM	0	37	14/32	5,004	14	C	41	P4L			No	32	C	50	P4L			Yes
TX	III	Winnsboro	Winnsboro Municipal	F51	0	10	01/19	3,213	01	A(V)	25				No	19	A(V)	10				No
TX	IV	Alice	Alice International	ALI	0	7	13/31	5,997	13	C	17		Y		No	31	D	40	P4L		MALS	No
TX	IV	Aspermont	Stonewall County	T60	0	0	17/35	4,000	17	A(V)	21				No	35	A(V)	34				No
TX	IV	Berclair	Goliad County Industrial	7T3	0	0	16/34	8,000	16	B(V)	26				No	34	B(V)	50				Yes
TX	IV	Berclair	Goliad County Industrial	7T3	0	0	10/28	8,000	10	B(V)	0				No	28	B(V)	0				No
TX	IV	Caddo Mills	Caddo Mills Municipal	7F3	0	3	17R/3	4,000	17R	A(V)	20				No	35L	A(V)	40				No
TX	IV	Caddo Mills	Caddo Mills Municipal	7F3	0	3	13/31	4,000	13	A(V)	50			Yes	31	A(V)	31					No
TX	IV	Cameron	Cameron Municipal	T35	0	0	16/34	3,200	16	A(V)	50				Yes	34	A(V)	24				No
TX	IV	Carrizo	Dimmit County	CZT	0	3	13/31	4,997	13	B(V)	17	P2L			No	31	C	38	P2L			No
TX	IV	Clarksville	Clarksville/Red River	LBR	0	8	17/35	3,000	17	A(V)	0				No	35	A(V)	11				No
TX	IV	Commerce	Commerce Municipal	2F7	0	6	18/36	3,909	18	A(V)	34				No	36	A(V)	44				No
TX	IV	Crockett	Houston County	DKR	0	0	02/20	4,000	02	A(NP)	5				No	20	A(NP)	20	S2R			No
TX	IV	Cuero	Cuero Municipal	T71	0	0	14/32	2,800	14	A(V)	13				No	32	A(V)	7				No
TX	IV	Dimmitt	Dimmitt Municipal	T55	0	3	01/19	5,500	01	A(V)	18				No	19	A(V)	20				No
TX	IV	Dumas	Moore County	DUX	0	3	01/19	5,474	01	C	50	PSIL			Yes	19	C	20	PSIL			No
TX	IV	Eagle Pass	Maverick County	5T9	0	0	13/31	5,506	13	B(V)	5				No	31	B(V)	1				No
TX	IV	Edinburg	South Texas	EBG	0	7	14/32	5,000	14	B(V)	24	P2L			No	32	B(V)	50	P2L			Yes
TX	IV	Falfurrias	Brooks County	BKS	0	1	17/35	5,002	17	C	26		Y		No	35	C	14				No
TX	IV	Gatesville	Gatesville Municipal	GOP	0	3	17/35	3,400	17	A(V)	12	P2L			No	35	A(V)	20	P2L			No
TX	IV	Gilmer	Fox Stephens Field -	JXI	0	0	18/36	4,000	18	A(V)	16	P2L			No	36	A(V)	28	P2L			No
TX	IV	Gladewater	Gladewater Municipal	07F	0	0	14/32	3,301	14	A(NP)	3				No	32	A(V)	12				No
TX	IV	Gruver	Gruver Municipal	E19	0	5	02/20	4,698	02	A(V)	50				Yes	20	A(V)	42				No
TX	IV	Hamilton	Hamilton Municipal	MNZ	0	0	18/36	5,000	18	B(V)	23	PSIL			No	36	C	38	PSIL			No
TX	IV	Haskell	Haskell Municipal	15F	0	7	18/36	3,420	18	A(NP)	20				No	36	A(V)	20				No
TX	IV	Hearne	Hearne Municipal	LHB	0	0	18/36	4,000	18	B(V)	50			Yes	36	B(V)	50					Yes
TX	IV	Hebbronville	Jim Hogg County	HBV	0	3	13/31	5,003	13	C	30				No	31	B(V)	20				No
TX	IV	Huntsville	Huntsville Municipal	UTS	0	0	18/36	5,005	18	C	25	V4L	Y		No	36	B(V)	33	V4L	Y		No
TX	IV	Jacksboro	Jacksboro Municipal	21F	0	3	17/35	3,220	17	A(V)	28				No	35	A(V)	2				No
TX	IV	Jacksonville	Cherokee County	JSO	0	8	14/32	5,011	14	C	14	P4L	Y		No	32	B(V)	0	P4L			No
TX	IV	Jasper	Jasper County-Bell	JAS	0	0	18/36	5,500	18	C	29	P2L			No	36	C	27	P2L			No
TX	IV	Junction	Kimble County	JCT	0	6	17/35	5,000	17	C	21				No	35	B(V)	34				No
TX	IV	Kenedy	Karnes County	2R9	0	7	16/34	3,218	16	A(V)	10				No	34	A(V)	25				No
TX	IV	Kountze/Silsbe	Hawthorne Field	45R	0	0	13/31	4,302	13	A(NP)	11	P2L			No	31	A(V)	18	P2L			No
TX	IV	Memphis	Memphis Municipal	F21	0	2	17/35	4,670	17	A(V)	50			Yes	35	A(V)	30					No
TX	IV	Morton	Cochran County	F85	0	5	04/22	2,710	04	A(V)	0				No	22	A(V)	41	V2L			No
TX	IV	Muleshoe	Muleshoe Municipal	2T1	0	7	07/25	5,100	07	A(V)	28	P2L			No	25	A(V)	50	P2L			Yes
TX	IV	Ozona	Ozona Municipal	OZA	0	0	16/34	6,000	16	A(NP)	16				No	34	A(V)	23				No

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Appendix III.C. Runway Approach/End Data

St	Level	City	Airport	Locl D	JE-Reported	Based AC - Rpt	RW	Length	Base End							Reciprocal End						
									Base End	Part 77 Category	Object Clear Slope	VASI	REIL	ALS	Part 77 Clearance	End ID	Part 77 Category	Object Clear Slope	VASI	REIL	ALS	Part 77 Clearance
TX	IV	Pampa	Perry Lefors Field	PPA	0	0	17/35	5,866	17	C	41	PSIL	Y		No	35	B(V)	50	PSIL	Y		Yes
TX	IV	Perryton	Perryton Ochiltree	PYX	0	0	17/35	5,700	17	B(V)	24	P4L			No	35	B(V)	20	V2L			No
TX	IV	Pleasanton	Pleasanton Municipal	PEZ	0	0	16/34	4,000	16	A(V)	1	P2L			No	34	A(NP)	0	P2L			No
TX	IV	Post	Post-Garza County	5F1	0	1	17/35	4,200	17	A(V)	50				Yes	35	A(V)	50				Yes
TX	IV	Quanah	Quanah Municipal	F01	0	0	17/35	4,445	17	A(NP)	23	P2L			No	35	A(NP)	37	P2L			No
TX	IV	Seymour	Seymour Municipal	60F	0	2	17/35	4,300	17	A(NP)	0				No	35	A(V)	23				No
TX	IV	Stamford	Arledge Field	F56	0	5	17/35	3,705	17	A(V)	46				No	35	A(NP)	50				Yes
TX	IV	Van Horn	Culberson County	VHN	0	2	03/21	6,000	03	B(V)	15	V2R			No	21	C	50	V2L			Yes
TX	IV	Vega	Oldham County	E52	0	0	17/35	4,200	17	B(V)	29	P2L			No	35	B(V)	50				Yes
TX	IV	Wellington	Marian Airpark	F06	0	7	12/30	4,035	12	A(V)	0				No	30	A(V)	25				No
TX	IV	Wink	Winkler County	INK	0	0	13/31	5,000	13	C	50	P2L			Yes	31	B(V)	50				Yes
TX	IV	Winnie/Stowell	Chambers County-	T90	0	0	17/35	3,600	17	A(V)	20	P2L			No	35	A(V)	34				No