

TABLE 3.1 - SUMMARY OF PCI RATINGS

Airport City (Branch Name)	Section	Section Area (sq. feet)	Constr. Year	Family Group	Surveyed PCIs					Critical PCI	Predicted PCIs			
					2000	2003	2006	2009	2012		2015	2016	2020	2025
Anaconda	A-1	49,140	1992	ACAM	81	77	58	64	43	50	40	21	0	
Anaconda	A-2	84,000	1993	ACAM	74	64	61	41	48	50	45	29	0	
Anaconda	R-1	450,000	2009	ACRML	XX	XX	99	90	90	60	87	78	71	
Anaconda	R-2	271,200	2011	ACRML	XX	XX	XX	85	84	60	82	75	67	
Anaconda	T-1	108,800	2009	ACRML	XX	XX	96	83	90	60	87	78	71	
Anaconda	T-6	49,140	2010	ACRML		XX	XX	95	80	60	78	73	63	
Baker	A-2A	120,000	1992	ACAM	83	77	79	70	72	66	64	55	38	
Baker	A-5	40,000	1997	ACAM	88	86	62	66	66	61	50	59	48	28
Baker	R-1	367,500	2012	ACRMU	XX	XX	XX	XX	100	94	50	91	79	68
Baker	R-2	75,000	2012	ACRMU					100	99	50	96	84	71
Baker	T-1	33,750	2001	ACRMU	XX	88	74	69	75	72	50	70	63	53
Baker	T-2	137,200	2001	ACRMU	XX	85	75	73	73	75	50	74	66	57
Baker	T-3	53,620	2001	ACRMU	XX	94	76	79	85	75	50	73	65	56
Baker	T-4	45,415	1997	ACRMU	88	87	79	75	72	66	50	64	57	46
Baker	T-5	45,850	2012	ACRMU					100	97	50	94	82	70
Benchmark	A-1B	45,000	1966	ACPS	45	42	22				45	0	0	0
Benchmark	R-1	465,000	1966	ACPS	59	51	35				45	12	1	0
Benchmark	T-1	13,500	1966	ACPS	56	42	34				45	16	5	0
Big Sandy	A-2	31,488	2010	ACAM					89		50	76	67	55
Big Sandy	R-11	214,200	2010	ACRMU					100		50	87	76	65
Big Sandy	T-12	46,261	2015	ACRMU							50	97	84	71
Big Timber	A-1	40,000	1996	ACAM	90	87	86	61	78	71	50	69	60	46
Big Timber	R-1	348,750	1996	ACRML	91	87	78	67	58	76	60	75	69	55
Big Timber	R-2	47,625	1996	ACRML	95	90	86	71	79	74	60	73	66	48
Big Timber	T-2	39,600	1996	ACRML	83	73	67	55	68	64	60	62	44	8
Big Timber	T-4	85,365	2003	ACRML			93	83	76	93	60	90	79	72
Big Timber	T-5	35,020	2003	ACRML			89	76	73	84	60	82	75	67
Broadus	A-1	99,855	2005	ACAM				86	95	84	50	81	71	59
Broadus	R-1	330,000	2005	ACRML				85	92	85	60	83	76	68
Broadus	T-1	45,500	2005	ACRML				89	94	84	60	82	75	67
Chester	A-11	42,706	2010	ACAM					100	90	50	87	75	63
Chester	T-13	17,600	1997	ACRML					95	86	60	84	76	69
Chester	R-3	345,000	1997	ACRML	91	81	79	65	87	85	60	83	76	68
Chinook	A-1B	39,000	2006	ACAM				82	86	73	50	71	62	49
Chinook	R-1	300,000	2006	ACRMU	XX	XX		87	85	80	50	78	69	60
Chinook	T-1	103,075	2006	ACRMU	XX	XX		92	89	87	50	85	74	64
Choteau	A-1	46,336	2001	ACAM	91	88	82	83	70	50	68	59	45	
Choteau	R-11	198,000	2001	ACRML	92	85	78	76	75	60	74	68	52	
Choteau	R-2	375,000	2001	ACRML	83	81	78	78	75	60	74	68	52	
Choteau	T-1	38,760	2001	ACRML	81	84	81	76	75	60	74	68	52	
Choteau	T-2	35,560	2001	ACRML	89	87	79	78	74	60	73	66	48	
Circle	A-2	34,860	2007	ACAM	XX	XX		66	68	68	50	66	57	42
Circle	R-11	307,500	2007	ACRML				90	88	83	60	81	74	66
Circle	T-1	2,900	2007	ACRML	XX	XX		84	78	77	60	76	70	57
Colstrip	A-1	66,000	2008	ACAM	XX	XX	XX	90	91	74	50	72	63	50
Colstrip	R-1	382,500	2008	ACRML	XX	XX	XX	97	92	92	60	89	79	71
Colstrip	T-1	27,300	2008	ACRML	XX	XX	XX	93	94	84	60	82	75	67
Columbus	A-1	77,012	1998	ACAM	79	80	59	68	49		50	46	30	1
Columbus	R-1	285,000	1998	ACRMU	85	81	67	72	43	50	40	21	0	
Columbus	T-1	76,575	1998	ACRMU	92	84	57	77	46	50	44	27	0	
Columbus	T-3	45,275	2001	ACRMU	88	83	60	75	43	50	40	21	0	
Conrad	A-1	95,000	2002	ACAM	77	76	76	75	57	50	55	43	20	
Conrad	R-3	345,000	2002	ACRML	95	76	76	72	62	60	60	40	4	4
Conrad	T-4	23,040	2002	ACRML	86	88	80	62	62	60	60	40	4	4
Culbertson	A-1	47,000	2009	ACAM	XX	XX	XX		96	89	50	86	74	62
Culbertson	R-1	180,000	2009	ACRML	XX	XX	XX		99	86	60	84	76	69
Culbertson	R-2	48,000	2009	ACRML	XX	XX	XX		98	90	60	87	78	71
Culbertson	T-1	25,000	2009	ACRML	XX	XX	XX		91	91	60	83	76	68
Cut Bank	R-21	437,850	2007	ACRMU	XX	XX	93	93	83	50	81	71	61	
Cut Bank	T-4	156,800	1991	ACRMU	84	68	59	57	72	50	70	63	54	
Cut Bank	T-5	104,013	2000	ACRMU	100		67	72	37	63	50	62	54	42
Deer Lodge	A-3	55,310	1996	ACAM	88	82		62	41	67	50	65	56	40
Deer Lodge	A-5	75,312	2009	ACAM				100	88	97	50	93	79	66
Deer Lodge	R-3	330,000	1996	ACRML	85	80		90	77	91	60	88	78	71
Deer Lodge	R-4	59,987	2006	ACRML				92	80	92	60	89	79	71
Deer Lodge	T-2	31,000	1997	ACRML	81	74		80	67	80	60	78	73	63
Dillon	A-3	92,250	1994	ACAM	84	79	65	96	97	86	50	83	72	60
Dillon	A-4	78,200	2002	ACAH		95	87	92	85	84	50	80	64	48
Dillon	A-11	193,569	2008	ACAM				94	82	80	50	78	68	56
Dillon	R-3	467,400	1998	ACRMU	91	90	81	81	72	75	50	73	65	56
Dillon	R-4	58,500	1998	ACRMU	76	84	82	83	69	75	50	73	65	56
Dillon	R-21	178,680	2009	ACRMU				98	90	91	50	78	66	51
Dillon	T-3	212,275	1998	ACRMU	84	88	85	80	68	62	50	61	53	39
Dillon	T-5	33,288	2009	ACRMU				97	89	89	50	86	76	65

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					2000	2003	2006	2009	2012		2015	2016	2020	2025
Ekalaka	A-1	100,000	2004	ACAM	XX	XX	89	86	89	81	50	79	68	57
Ekalaka	R-1	249,150	2004	ACRML	XX	XX	92	83	90	84	60	82	75	67
Ekalaka	R-11	35,850	2004	ACRML	XX	XX	84	79	90	85	60	83	76	68
Ekalaka	T-1	73,500	2004	ACRML	XX	XX	92	85	90	85	60	83	76	68
Ennis	A-2	88,128	1992	ACAM	88	78	66		68	49	50	46	30	1
Ennis	R-11	495,000	2008	ACRMU					90	86	50	84	73	63
Ennis	T-1	96,425	1990	ACRMU	87	85	66		76	54	50	52	41	17
Ennis	T-2	117,775	1992	ACRMU	77	77	58		50	57	50	56	46	27
Eureka	A-1	76,125	2010	ACAM	XX		XX	XX	93	77	50	75	65	53
Eureka	R-1	315,000	2010	ACRML	XX		XX	XX	93	88	60	86	77	70
Eureka	T-1	56,700	2010	ACRML	XX		XX	XX	97	89	60	86	77	70
Eureka	T-3	60,000	2010	ACRML			XX	XX	69	79	60	78	72	62
Forsyth	A-1	89,640	1994	ACAM	69	74	69	25	26		50	3	0	0
Forsyth	R-1	36,000	1994	ACRMU	71	81	71	56	54		50	45	29	0
Forsyth	T-1	53,120	1994	ACRMU	78	81	63	45	42		50	25	0	0
Forsyth	T-2	95,550	1994	ACRMU	73	73	57	45	45		50	30	5	0
Fort Benton	A-1	98,784	1999	ACAM		79	79	68	78		50	68	59	45
Fort Benton	R-1	322,500	1999	ACRML		84	85	77	73		60	67	54	22
Fort Benton	T-1	45,640	1999	ACRML		81	86	81	88		60	79	73	63
Fort Benton	T-2	31,745	1999	ACRML		77	80	78	85		60	77	71	60
Fort Benton	T-13	101,500	2015	ACPL							50	94	77	65
Gardiner	R-1	165,015	1996	ACPL				42	45		50	30	5	0
Gardiner	T-1	3,823	1996	ACPL				41	50		50	38	17	0
Glasgow	A-7	68,675	2002	ACAM		83	79	71	69	66	50	64	55	38
Glasgow	R-13	101,250	2003	ACRMU		100	93	86	84	86	50	84	73	63
Glasgow	R-14	298,125	2003	ACRMU		100	92	86	80	90	50	87	76	65
Glasgow	R-15	500,100	2012	ACRH					100	93	50	89	77	68
Glasgow	T-1	58,500	1986	ACRH		78	71	68	47	60	50	59	50	30
Glasgow	T-3	70,900	1996	ACRH		71	58	59	65	63	50	62	55	41
Glasgow	T-5	74,250	1996	ACRH		87	85	68	53	68	50	67	62	53
Glendive	A-1	145,700	2003	ACAH	XX	XX	83	69	62		50	50	39	28
Glendive	A-2	50,000	2002	ACAM	XX	93	81	60	57		50	46	30	0
Glendive	R-1	465,000	2007	ACRH	XX	XX	81	81	74		50	68	63	55
Glendive	R-2	105,400	2007	ACRH	XX	XX		80	77		50	70	64	57
Glendive	R-3	174,000	2003	ACRMU	XX	XX	88	74	71		50	63	56	45
Glendive	T-1	31,000	2007	ACRH	XX	XX	XX	69	63		50	57	48	26
Glendive	T-2	38,000	2002	ACRMU	XX	94	82	68	58		50	50	38	11
Glendive	T-5	59,220	2007	ACRMU				94	94		50	82	72	62
Glendive	T-7	88,200	2012	ACRMU					100		50	87	76	65
Hamilton	A-2	145,800	1983	STPA	71		44	34	39	15	55	8	0	0
Hamilton	R-1A	165,000	1992	ACRMU	95		87	67	62	61	50	60	52	37
Hamilton	R-2	150,000	1992	ACRMU	93		90	74	62	61	50	60	52	37
Hamilton	T-5	53,912	2002	ACRMU			89	90	80	84	50	82	72	62
Hardin	A-1	106,000	2014	ACAM							50	91	78	65
Hardin	R-1	336,750	2014	ACRML							60	91	80	72
Hardin	T-1	88,370	2014	ACRML							60	91	80	72
Harlem	A-11	65,320	2003	ACAM			92	84	81	85	50	82	71	60
Harlem	R-11	288,750	2003	ACRML			90	84	77	80	60	79	73	63
Harlem	T-11	28,174	2003	ACRML			87	77	74	71	60	70	60	35
Harlowton	A-21	49,505	2016	ACAM	XX	XX	XX	XX	XX		50	100	84	70
Harlowton	R-21	252,000	2016	ACRML	XX	XX	XX	XX	XX		60	100	84	75
Harlowton	T-21	42,660	2016	ACRML	XX	XX	XX	XX	XX		60	100	84	75
Havre	A-5	109,350	1994	ACAH	76	64	54	43	67	33	50	31	22	10
Havre	R-15	530,000	2015	ACRMU	XX	XX	XX	XX	XX	100	50	97	85	72
Havre	R-22	171,600	2010	ACRMU	XX	XX	XX	XX	98	96	50	93	81	69
Havre	T-4	31,500	1993	ACRMU	79	73	76	66	64	66	50	65	58	47
Jordan	A-11	50,000	2003	ACAM			90	88	88	76	50	74	64	52
Jordan	R-1	322,500	2003	ACRML	XX		91	83	80	78	60	77	71	60
Jordan	T-1	24,538	2003	ACRML	XX		94	90	94	78	60	77	71	60
Laurel	A-3	171,360	2001	ACAM		93	84	69	81	67	50	65	56	40
Laurel	R-4	390,000	2000	ACRMU		93	81	70	79	61	50	60	52	37
Laurel	T-8	98,550	2000	ACRMU		91	81	75	87	71	50	69	62	53
Laurel	T-9	67,060	2001	ACRMU		95	86	80	91	70	50	68	61	52
Lewistown	A-2	30,744	1993	ACPL	79	83	65	58	49	54	50	53	42	17
Lewistown	R-23	246,000	1996	ACRMU	89	77	72	67	62	54	50	52	42	18
Lewistown	R-32	327,000	2010	ACRH	XX	XX	XX	XX	100	81	50	79	70	64
Lewistown	R-33	205,000	2010	ACRH	XX	XX	XX	XX	100	82	50	80	71	64
Lewistown	R-34	78,000	2010	ACRH	XX	XX	XX	XX	100	80	50	78	70	64
Lewistown	T-1	299,000	1993	ACRH	91	87	75	72	65	51	50	49	33	7
Lewistown	T-5	88,200	1989	ACRH	82	81	72	74	63	50	50	48	31	6
Lewistown	T-7	183,706	1999	ACRMU	96	94	81	76	70	68	50	67	59	49
Lewistown	T-8	68,272	1999	ACRMU	92	92	66	57	62	54	50	52	42	18
Lewistown	T-11	36,781	2006	ACRMU				82	56	69	50	68	60	51
Libby	A-2	110,700	2002	ACAM		91	80	75	87	57	50	55	43	19
Libby	A-3	107,040	2002	ACAH		90	87	71	79	65	50	62	50	37
Libby	R-1	285,000	1999	ACRML		82	67	57	95	59	60	56	34	0
Libby	R-2	90,000	1999	ACRML		82	68	57	89	62	60	60	40	4
Libby	T-2	82,600	1987	ACRH		74	62	56	62	43	50	40	20	0
Libby	T-5	68,501	1999	ACRML		91	80	78	87	69	60	68	56	25
Lincoln	A-11	54,954	2005	ACAM				80	81	90	50	87	74	63
Lincoln	R-11	318,000	2005	ACRML				85	79	86	60	83	76	69
Lincoln	T-11	62,575	2005	ACRML				84	75	88	60	85	77	70

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					2000 (see notes)	2003	2006	2009	2012		2015	2016	2020	2025	
Livingston	A-11	183,600	2011	ACAH						83	50	79	63	48	
Livingston	R-11	427,575	2011	ACRH						82	50	80	71	64	
Livingston	T-5	89,775	2005	ACRH			85	85	83	74	50	72	66	60	
Malta	A-1	95,800	2010	ACAM		XX	XX	XX	93	91	50	88	75	64	
Malta	R-1	337,500	2010	ACRMU		XX	XX	XX	92	88	50	86	75	64	
Malta	T-1	37,100	2010	ACRMU		XX	XX	XX	92	90	50	88	76	66	
Miles City	R-12	560,100	2008	ACRH	XX		XX	98	84	76	50	74	68	61	
Miles City	T-2A	63,000	1998	ACRMU	84		72	73	75	61	50	60	52	37	
Miles City	T-3	43,750	2001	ACRH	XX		76	66	76	67	50	66	61	52	
Miles City	T-6	50,400	1998	ACRMU	89		80	73	80	58	50	57	48	29	
Plains	A-1	141,750	2006	ACAM				86	88	82	50	80	69	58	
Plains	R-1	348,750	2006	ACRML				89	84	75	60	74	68	52	
Plains	T-1	47,775	2006	ACRML				88	88	85	60	83	76	68	
Plentywood	A-11	73,348	2001	ACAM	XX	81	72	66	77	66	50	64	55	38	
Plentywood	R-11	292,500	2001	ACRMU	XX	89	83	75	76	68	50	66	59	49	
Plentywood	T-11	141,080	2001	ACRMU		88	85	74	81	73	50	71	63	54	
Polson	A-11	199,475	1998	ACAM		76	66	56	61	47	50	44	27	0	
Polson	R-11	315,000	1998	ACRMU		74	66	62	53	56	50	55	45	24	
Polson	T-11	170,450	1999	ACRMU		75	73	64	47	54	50	52	42	17	
Polson	T-12	32,925	1999	ACRMU		65	56	59	56	48	50	46	31	0	
Poplar	A-1	78,380	2009	ACAM	XX				98	95	50	91	75	64	
Poplar	R-1	330,000	2009	ACRMU	XX				99	92	50	88	73	63	
Poplar	T-1	58,500	2009	ACRMU	XX				97	95	50	92	80	68	
Ronan	A-11	162,800	2000	ACAM		87	85	79	68	74	50	72	63	50	
Ronan	A-12	41,600	2000	ACAM		89	78	74	83	72	50	70	61	48	
Ronan	R-11	360,000	2000	ACRMU		86	71	62	56	65	50	64	57	45	
Ronan	T-11	192,675	2000	ACRMU		92	74	70	61	71	50	69	62	53	
Roundup	A-1	36,400	2002	ACAM	XX	83	75	66	79	62	50	60	50	31	
Roundup	R-1	382,500	2002	ACRML	XX	96	84	76	78	56	60	53	27	0	
Roundup	T-1	36,720	2002	ACRML	XX	95	84	79	77	63	60	61	42	6	
Roundup	T-4	82,600	2013	ACRML						93	60	90	79	72	
Scobey	A-11	46,500	1998	ACAM			88	53	69	66	50	64	55	38	
Scobey	R-11	255,000	1998	ACRML			80	70	78	72	60	71	62	39	
Scobey	R-12	46,500	1998	ACRML			82	73	81	69	60	67	56	25	
Scobey	T-11	40,640	1998	ACRML			83	61	67	69	60	67	56	25	
Shelby	A-21	97,273	2003	ACAM			83	77	85	78	50	76	66	54	
Shelby	R-21	375,000	2004	ACRMU			83	80	89	70	50	68	61	52	
Shelby	R-22	222,000	2003	ACRMU			81	78	83	64	50	63	56	43	
Shelby	T-6	115,000	1994	ACRMU	83		63	50	100	77	50	75	67	58	
Shelby	T-17	71,330	2012	ACRMU					100	84	50	82	72	62	
Shelby	T-21	89,250	2003	ACRMU			86	78	88	69	50	67	60	51	
Shelby	T-22	64,400	2004	ACRMU			78	69	77	54	50	52	42	17	
Sidney	A-3A	55,000	2007	ACAM	XX		XX	84	86	66	50	64	55	38	
Sidney	A-11	80,156	2004	PCAA			99	92	72	81	45	79	69	60	
Sidney	A-13	114,774	2006	ACAH				77	81	69	50	66	52	39	
Sidney	R-11	402,000	2003	ACRH			91	73	81	71	50	70	65	58	
Sidney	R-12	570,500	2003	ACRH			95	72	82	78	50	76	69	63	
Sidney	T-4	338,250	2012	ACRH	XX		XX	XX		84	50	81	72	65	
Sidney	T-6	58,450	2012	ACRH						89	50	86	74	67	
Stanford	A-2	60,000	1997	ACAM	93	81	82	70	78	68	50	66	57	42	
Stanford	R-2	70,000	1997	ACRML	93	86	88	79	75	69	60	68	56	26	
Stanford	R-3	262,500	1997	ACRML	92	81	79	73	75	60	60	57	36	0	
Stanford	T-2	13,100	1997	ACRML	97	90	87	86	90	71	60	70	60	35	
Stevensville	A-1	70,000	1991	STPA	79	70	65	70	80	51	55	49	35	0	
Stevensville	A-2	90,425	1994	ACAM	93	80	70	64	82	40	50	37	16	0	
Stevensville	R-1	228,000	1991	STPA	83	72	78	67	60	53	55	52	41	6	
Stevensville	T-3	161,448	1994	ACRMU	96	87	89	78	93	52	50	50	38	11	
Stevensville	T-5	71,505	2013	ACRMU						92	50	90	78	67	
Superior	A-11	37,284	2004	ACAM	XX		92	74	68	69	50	67	58	44	
Superior	R-11	270,979	2004	ACRML	XX		92	84	91	83	60	81	75	67	
Superior	T-11	72,413	2004	ACRML	XX		89	80	81	78	60	77	71	60	
Terry	A-11	52,234	2001	ACAM		94	75	76	76	74	50	72	63	50	
Terry	R-11	322,500	2001	ACRML		95	83	79	75	82	60	80	74	65	
Terry	T-11	23,463	2001	ACRML		92	71	73	66	78	60	77	71	60	
Thompson Falls	A-2	52,490	1995	ACAM	93	88	77	67	67	63	50	61	51	33	
Thompson Falls	R-1	252,000	1995	ACRMU	93	88	83	79	83	61	50	60	52	37	
Thompson Falls	R-2	63,000	1995	ACRMU	88	82	67	64	64	52	50	50	38	11	
Thompson Falls	T-4	66,300	1995	ACRMU	93	91	78	75	68	53	50	51	40	14	
Thompson Falls	T-5	50,090	2000	ACRMU	99	97	90	81	86	76	50	74	66	57	
Three Forks	A-1	63,800	2000	ACAM		91	82	70	81	73	50	71	62	49	
Three Forks	R-1	246,000	2000	ACRMU		89	78	70	64	66	50	64	57	46	
Three Forks	R-2	60,000	2000	ACRMU		93	87	80	77	71	50	69	62	52	
Three Forks	T-2	74,150	2000	ACRMU		93	87	79	88	80	50	78	68	59	
Three Forks	T-3	33,300	2000	ACRMU		90	80	65	63	67	50	65	58	48	
Three Forks	T-4	70,344	2000	ACRMU		97	87	78	67	74	50	72	64	55	
Townsend	A-1	105,000	2002	ACAM	XX	94	84	72	76	69	50	67	58	43	
Townsend	R-1	240,000	2002	ACRML	XX	91	87	81	81	58	60	54	31	0	
Townsend	T-1	34,700	2002	ACRML	XX	93	87	80	70	69	60	67	55	24	
Turner	A-1	33,800	1995	ACAM		94	70	59	64	80	51	50	49	34	6
Turner	R-1	216,000	1995	ACRMU		84	79	75	72	78	50	58	49	32	
Turner	T-3	20,000	1995	ACRMU		87	74	69	76	83	66	50	65	58	47
Twin Bridges	A-11	86,040	2014	ACAH							50	89	71	53	
Twin Bridges	R-11	360,000	2014	ACRH							50	90	77	68	
Twin Bridges	T-11	105,880	2014	ACRH							50	90	77	68	

TABLE 3.1 - SUMMARY OF PCI RATINGS

Airport City (Branch Name)	Section	Section Area (sq. feet)	Constr. Year	Family Group	Surveyed PCIs					Critical PCI	Predicted PCIs			
					2000	2003	2006	2009	2012		2015	2016	2020	2025
West Yellowstone	A-4	75,000	1980	ACPS	90		79	58	65	76	45	75	70	63
West Yellowstone	R-1	1,012,500	2003	ACPS	XX		92	78	82	83	45	82	76	70
West Yellowstone	R-2	247,500	2003	ACPS	XX		88	79	85	82	45	81	75	69
West Yellowstone	T-1	750,000	1980	ACPS	63		54	41	44	48	45	46	38	26
White Sulphur Springs	A-11	78,951	2010	ACAM	XX	XX	XX		96	91	50	88	75	63
White Sulphur Springs	R-11	367,500	2010	ACRML	XX	XX	XX		99	82	60	80	74	66
White Sulphur Springs	R-12	105,000	2009	ACRML	XX	XX	XX		96	84	60	82	75	67
White Sulphur Springs	T-12	26,915	2010	ACRML					100	95	60	92	80	72
Wolf Point	A-5	106,363	2010	ACAM	XX	XX	XX		98	90	50	87	75	63
Wolf Point	R-11	509,100	2010	ACRH					99	79	50	77	69	63
Wolf Point	T-4	28,200	2010	ACRMU	XX	XX	XX		93	80	50	78	69	59

TOTAL SURFACED AREA: 37,408,898 (sq. feet)
 2015 SURVEY AREA: 32,966,407 (sq. feet) =

NOTES:

XX in PCI columns indicates previous PCI values have been voided to account for new construction.

No entry in PCI columns indicates no inspection of the pavement section for the given year.

Italics indicates the airport was not inspected for this report, as such the included information is suspect. If construction has taken place it will not be reflected in this report. Families and PCI predictions are assumed from pre-2009 pavements.