

**WHITE SULPHUR SPRINGS AIRPORT**

Branch: 23A APRON

**A-11**

Length: 437 LF    Width: 190 LF    Area: 78,951 SF    Last Const: 2010    Family: ACAM  
 From: T-2    To: T-11    Surface: AC

**Inspections**

Samples Surveyed: 5    Total Samples: 5    Last Inspection Date: 9/13/2012    **PCI: 96**

Sample #	Distress Description	Severity	Quantity	Area:
2	OIL SPILLAGE	N	1 SF	5,214 SF
5	NONE			5,214 SF
8	DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING OIL SPILLAGE SWELLING	L L N M	2 SF 2 LF 2 SF 4 SF	5,214 SF
11	NONE			5,214 SF
14	RAVELING	L	24 SF	5,214 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	L	6 SF	1.89%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	L	6 LF	10.94%	2.50
OIL SPILLAGE	N	8 SF	7.67%	2.00
RAVELING	L	73 SF	0.94%	1.00
SWELLING	M	12 SF	6.18%	10.00

\* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

**Percent of Deduct Values Based on Distress Mechanism**

0.0 % Load                      22.0 % Climate/Durability                      78.0 % Other

**WHITE SULPHUR SPRINGS AIRPORT**

Branch: 23R RUNWAY

**R-11**

Length: 4,900 LF

Width: 75 LF

Area: 367,500 SF

Last Const: 2010

Family: ACRMU

From: T-11

To: R-12

Surface: AC

**Inspections**

Samples Surveyed: 7

Total Samples: 7

Last Inspection Date: 9/13/2012

**PCI: 99**

Sample # 2

Distress Description  
OIL SPILLAGE  
RAVELING

Severity  
N  
L

Quantity  
3 SF  
3 SF

Area: 4,875 SF

Sample # 13

Distress Description  
NONE

Severity  
Quantity

Area: 4,875 SF

Sample # 24

Distress Description  
NONE

Severity  
Quantity

Area: 4,875 SF

Sample # 35

Distress Description  
RAVELING

Severity  
M

Quantity  
5 SF

Area: 4,875 SF

Sample # 46

Distress Description  
NONE

Severity  
Quantity

Area: 4,875 SF

Sample # 57

Distress Description  
RAVELING

Severity  
L

Quantity  
2 SF

Area: 4,875 SF

Sample # 68

Distress Description  
NONE

Severity  
Quantity

Area: 4,875 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
OIL SPILLAGE	N	32 SF	1.67%	2.00
RAVELING	L	54 SF	0.00%	1.00
RAVELING	M	54 SF	0.07%	4.00

\* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

**Percent of Deduct Values Based on Distress Mechanism**

0.0 % Load

71.0 % Climate/Durability

29.0 % Other

**WHITE SULPHUR SPRINGS AIRPORT** Branch: 23R RUNWAY **R-12**

Length: 1,400 LF Width: 75 LF Area: 105,000 SF Last Const: 2009 Family: ACRMU  
 From: R-11 To: T-12 Surface: AC

**Inspections**

Samples Surveyed: 7 Total Samples: 7 Last Inspection Date: 9/13/2012 **PCI: 96**

Sample #	Distress Description	Severity	Quantity	Area:
2	RAVELING	L	488 SF	4,875 SF
5	NONE			4,875 SF
8	LONGITUDINAL/TRANSVERSE CRACKING	L	12 LF	4,875 SF
11	NONE			4,875 SF
14	LONGITUDINAL/TRANSVERSE CRACKING	L	130 LF	4,875 SF
17	LONGITUDINAL/TRANSVERSE CRACKING RAVELING	L M	30 LF 2 SF	4,875 SF
20	NONE			4,875 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	529 LF	1.00%	4.07
RAVELING	L	1,502 SF	2.27%	3.25
RAVELING	M	6 SF	0.03%	4.00

\* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

**Percent of Deduct Values Based on Distress Mechanism**

0.0 % Load                      100.0 % Climate/Durability                      0.0 % Other

**WHITE SULPHUR SPRINGS AIRPORT** Branch: 23T TAXIWAY T-1

Length: 590 LF Width: 39 LF Area: 23,364 SF Last Const: 1992 Family: ACRMU  
 From: TAXIWAYS AT NORTH END To: Surface: ST

**Inspections**

Samples Surveyed: 3 Total Samples: 6 Last Inspection Date: 9/13/2012 **PCI: 51**

Sample # 1 Area: 5,000 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	100 SF
DEPRESSION	L	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	186 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	75 LF
PATCHING	L	10 SF
RAVELING	L	1,250 SF
RAVELING	M	750 SF
RAVELING	H	100 SF
WEATHERING	M	5,000 SF

Sample # 3 Area: 5,000 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	18 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	39 LF
RAVELING	L	1,250 SF
WEATHERING	M	5,000 SF

Sample # 4 Area: 5,000 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	5 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	28 LF
RAVELING	L	2,500 SF
RAVELING	M	10 SF
RAVELING	H	2 SF
WEATHERING	M	5,000 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	164 SF	0.04%	17.28
BLOCK CRACKING	L	28 SF	0.02%	4.52
DEPRESSION	L	31 SF	3.65%	0.35
LONGITUDINAL/TRANSVERSE CRACKING	L	394 LF	0.27%	6.59
LONGITUDINAL/TRANSVERSE CRACKING	M	117 LF	1.55%	8.30
PATCHING	L	16 SF	0.09%	2.00
RAVELING	L	7,788 SF	3.68%	17.16
RAVELING	M	1,184 SF	0.02%	15.32
RAVELING	H	159 SF	1.82%	13.15
WEATHERING	M	23,364 SF	3.98%	20.34

\* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

**Percent of Deduct Values Based on Distress Mechanism**

16.0 % Load                      84.0 % Climate/Durability                      0.0 % Other

**WHITE SULPHUR SPRINGS AIRPORT** Branch: 23T TAXIWAY **T-11**

Length: 384 LF Width: 40 LF Area: 18,400 SF Last Const: 2010 Family: ACRMU  
 From: A-11 To: R-11 Surface: AC

**Inspections**

Samples Surveyed: 3 Total Samples: 3 Last Inspection Date: 9/13/2012 **PCI: 100**

Sample #	Distress Description	Severity	Quantity	Area:
2	NONE			3,840 SF
3	NONE			3,840 SF
4	NONE			3,840 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
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\* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

**Percent of Deduct Values Based on Distress Mechanism**

0.0 % Load                      0.0 % Climate/Durability                      0.0 % Other

**WHITE SULPHUR SPRINGS AIRPORT**

Branch: 23T TAXIWAY

**T-12**

Length: 654 LF Width: 40 LF Area: 26,915 SF  
 From: R/W 1-19 TURNAROUND To: R-12

Last Const: 2010

Family: ACRMU  
 Surface: AC

**Inspections**

Samples Surveyed: 3 Total Samples: 3 Last Inspection 9/13/2012 **PCI: 100**

Sample # 1	Distress Description NONE	Severity	Quantity	Area: 5,725 SF
Sample # 2	Distress Description NONE	Severity	Quantity	Area: 5,725 SF
Sample # 3	Distress Description NONE	Severity	Quantity	Area: 5,725 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
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\* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

**Percent of Deduct Values Based on Distress Mechanism**

0.0 % Load	0.0 % Climate/Durability	0.0 % Other
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**WHITE SULPHUR SPRINGS AIRPORT** Branch: 23T TAXIWAY **T-2**

Length: 1,231 LF Width: 35 LF Area: 38,495 SF Last Const: 1992 Family: ACRMU  
 From: SOUTH END OF R/W 1-19 To: TURNAROUND Surface: AC

**Inspections**

Samples Surveyed: 2 Total Samples: 8 Last Inspection Date: 9/13/2012 **PCI: 63**

Sample # 3 Area: 5,200 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	40 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	16 LF
RAVELING	L	520 SF
RAVELING	M	10 SF
WEATHERING	M	5,200 SF

Sample # 4 Area: 6,275 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	92 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	129 LF
RAVELING	L	1,255 SF
WEATHERING	M	6,275 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	443 LF	0.30%	5.27
LONGITUDINAL/TRANSVERSE CRACKING	M	486 LF	1.04%	12.51
RAVELING	L	5,955 SF	1.75%	12.16
RAVELING	M	34 SF	1.02%	4.00
WEATHERING	M	38,495 SF	100.00%	20.34

\* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

**Percent of Deduct Values Based on Distress Mechanism**

0.0 % Load                      100.0 % Climate/Durability                      0.0 % Other

## WHITE SULPHUR SPRINGS AIRPORT

**FIRST YEAR LOCAL: 2013** **LOCAL REPAIR COST: \$4,350**

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Poliev
A-11	OIL SPILLAGE	N	8 SF	Patching - AC Shallow	23 SF	\$453	PREV.
A-11	SWELLING	M	12 SF	Patching - AC Deep	30 SF	\$1,205	PREV.
R-11	OIL SPILLAGE	N	32 SF	Patching - AC Shallow	59 SF	\$1,184	PREV.
T-1	L & T CR	M	117 LF	Crack Sealing - AC	117 LF	\$292	PREV.
T-2	L & T CR	M	486 LF	Crack Sealing - AC	486 LF	\$1,216	PREV.

**FIFTEEN YEAR PROJECTIONS** **ESTIMATED AVERAGE ANNUAL COST: \$76,063**

Plan Year: 2013		Estimated Cost: \$104,323				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
T-1	Major Below Critical	\$0	\$0	\$89,737	\$0	\$89,737	50	100
T-2	Global MR + Preventive	\$4,962	\$9,624	\$0	\$0	\$14,586	62	65

Plan Year: 2014		Estimated Cost: \$31,486				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$11	\$0	\$0	\$0	\$11	90	90
R-12	Global MR	\$0	\$27,038	\$0	\$0	\$27,038	90	98
T-2	Preventive	\$4,437	\$0	\$0	\$0	\$4,437	64	64

Plan Year: 2015		Estimated Cost: \$124,070				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Global MR + Preventive	\$297	\$20,940	\$0	\$0	\$21,237	86	94
R-11	Global MR + Preventive	\$167	\$97,471	\$0	\$0	\$97,638	90	97
T-2	Preventive	\$5,195	\$0	\$0	\$0	\$5,195	62	62

Plan Year: 2016		Estimated Cost: \$6,191				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
T-1	Preventive	\$29	\$0	\$0	\$0	\$29	89	89
T-11	Preventive	\$58	\$0	\$0	\$0	\$58	87	87
T-12	Preventive	\$84	\$0	\$0	\$0	\$84	87	87
T-2	Preventive	\$6,020	\$0	\$0	\$0	\$6,020	61	61

Plan Year: 2017		Estimated Cost: \$8,288				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$301	\$0	\$0	\$0	\$301	87	87
R-11	Preventive	\$123	\$0	\$0	\$0	\$123	90	90
R-12	Preventive	\$337	\$0	\$0	\$0	\$337	87	87
T-1	Preventive	\$107	\$0	\$0	\$0	\$107	86	86
T-11	Preventive	\$118	\$0	\$0	\$0	\$118	84	84
T-12	Preventive	\$172	\$0	\$0	\$0	\$172	84	84
T-2	Preventive	\$7,130	\$0	\$0	\$0	\$7,130	59	59

Plan Year: 2018		Estimated Cost: \$23,003				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$601	\$0	\$0	\$0	\$601	83	84
R-11	Preventive	\$1,417	\$0	\$0	\$0	\$1,417	87	87
R-12	Preventive	\$689	\$0	\$0	\$0	\$689	84	84
T-1	Preventive	\$184	\$0	\$0	\$0	\$184	83	83
T-11	Preventive	\$176	\$0	\$0	\$0	\$176	82	82
T-12	Preventive	\$258	\$0	\$0	\$0	\$258	82	82
T-2	Global MR + Preventive	\$8,522	\$11,157	\$0	\$0	\$19,678	57	61

Plan Year: 2019		Estimated Cost: \$44,320				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$898	\$0	\$0	\$0	\$898	80	81
R-11	Preventive	\$2,678	\$0	\$0	\$0	\$2,678	84	84
R-12	Global MR + Preventive	\$1,033	\$31,344	\$0	\$0	\$32,377	82	88
T-1	Preventive	\$259	\$0	\$0	\$0	\$259	81	81
T-11	Preventive	\$274	\$0	\$0	\$0	\$274	79	79
T-12	Preventive	\$401	\$0	\$0	\$0	\$401	79	79
T-2	Preventive	\$7,433	\$0	\$0	\$0	\$7,433	59	59

Plan Year: 2020		Estimated Cost: \$154,287				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Global MR + Preventive	\$1,860	\$24,275	\$0	\$0	\$26,135	78	84
R-11	Global MR + Preventive	\$3,909	\$112,996	\$0	\$0	\$116,905	81	87
R-12	Preventive	\$699	\$0	\$0	\$0	\$699	85	85
T-1	Preventive	\$468	\$0	\$0	\$0	\$468	78	79
T-11	Preventive	\$480	\$0	\$0	\$0	\$480	77	77
T-12	Preventive	\$702	\$0	\$0	\$0	\$702	77	77
T-2	Preventive	\$8,898	\$0	\$0	\$0	\$8,898	57	58



## WHITE SULPHUR SPRINGS AIRPORT

Plan Year: 2021		Estimated Cost: \$17,644					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$921	\$0	\$0	\$0	\$921	81	81	
R-11	Preventive	\$2,725	\$0	\$0	\$0	\$2,725	84	84	
R-12	Preventive	\$1,066	\$0	\$0	\$0	\$1,066	82	82	
T-1	Preventive	\$730	\$0	\$0	\$0	\$730	76	76	
T-11	Preventive	\$681	\$0	\$0	\$0	\$681	75	75	
T-12	Preventive	\$996	\$0	\$0	\$0	\$996	75	75	
T-2	Preventive	\$10,526	\$0	\$0	\$0	\$10,526	56	56	

Plan Year: 2022		Estimated Cost: \$22,975					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$1,850	\$0	\$0	\$0	\$1,850	78	78	
R-11	Preventive	\$4,036	\$0	\$0	\$0	\$4,036	82	82	
R-12	Preventive	\$1,588	\$0	\$0	\$0	\$1,588	80	80	
T-1	Preventive	\$988	\$0	\$0	\$0	\$988	74	75	
T-11	Preventive	\$879	\$0	\$0	\$0	\$879	73	73	
T-12	Preventive	\$1,285	\$0	\$0	\$0	\$1,285	73	73	
T-2	Preventive	\$12,348	\$0	\$0	\$0	\$12,348	54	54	

Plan Year: 2023		Estimated Cost: \$43,556					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$3,001	\$0	\$0	\$0	\$3,001	75	76	
R-11	Preventive	\$6,460	\$0	\$0	\$0	\$6,460	79	79	
R-12	Preventive	\$2,872	\$0	\$0	\$0	\$2,872	77	78	
T-1	Preventive	\$1,243	\$0	\$0	\$0	\$1,243	73	73	
T-11	Preventive	\$1,076	\$0	\$0	\$0	\$1,076	72	72	
T-12	Preventive	\$1,574	\$0	\$0	\$0	\$1,574	72	72	
T-2	Global MR + Preventive	\$14,395	\$12,934	\$0	\$0	\$27,329	51	56	

Plan Year: 2024		Estimated Cost: \$73,245					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$4,153	\$0	\$0	\$0	\$4,153	73	73	
R-11	Preventive	\$11,049	\$0	\$0	\$0	\$11,049	77	77	
R-12	Global MR + Preventive	\$4,133	\$36,336	\$0	\$0	\$40,470	75	80	
T-1	Preventive	\$1,499	\$0	\$0	\$0	\$1,499	71	71	
T-11	Preventive	\$1,279	\$0	\$0	\$0	\$1,279	70	70	
T-12	Preventive	\$1,870	\$0	\$0	\$0	\$1,870	70	70	
T-2	Preventive	\$12,925	\$0	\$0	\$0	\$12,925	54	54	

Plan Year: 2025		Estimated Cost: \$204,122					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Global MR + Preventive	\$5,295	\$28,142	\$0	\$0	\$33,436	71	76	
R-11	Global MR + Preventive	\$15,553	\$130,993	\$0	\$0	\$146,546	75	80	
R-12	Preventive	\$2,928	\$0	\$0	\$0	\$2,928	78	78	
T-1	Preventive	\$1,895	\$0	\$0	\$0	\$1,895	69	69	
T-11	Preventive	\$1,726	\$0	\$0	\$0	\$1,726	68	69	
T-12	Preventive	\$2,525	\$0	\$0	\$0	\$2,525	68	69	
T-2	Preventive	\$15,066	\$0	\$0	\$0	\$15,066	52	52	

Plan Year: 2026		Estimated Cost: \$246,594					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$4,285	\$0	\$0	\$0	\$4,285	73	73	
R-11	Preventive	\$11,291	\$0	\$0	\$0	\$11,291	77	77	
R-12	Preventive	\$4,268	\$0	\$0	\$0	\$4,268	76	76	
T-1	Preventive	\$2,477	\$0	\$0	\$0	\$2,477	68	68	
T-11	Preventive	\$2,186	\$0	\$0	\$0	\$2,186	67	67	
T-12	Preventive	\$3,198	\$0	\$0	\$0	\$3,198	67	67	
T-2	Major Below Critical	\$0	\$0	\$218,889	\$0	\$218,889	49	100	

Plan Year: 2027		Estimated Cost: \$36,839					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$5,503	\$0	\$0	\$0	\$5,503	71	71	
R-11	Preventive	\$16,097	\$0	\$0	\$0	\$16,097	75	75	
R-12	Preventive	\$5,591	\$0	\$0	\$0	\$5,591	74	74	
T-1	Preventive	\$3,082	\$0	\$0	\$0	\$3,082	66	66	
T-11	Preventive	\$2,666	\$0	\$0	\$0	\$2,666	65	65	
T-12	Preventive	\$3,900	\$0	\$0	\$0	\$3,900	65	65	

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**WHITE SULPHUR SPRINGS AIRPORT**

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9/13/2012



**A-1, Overview**



**A-1, Surface detail alligator cracking**



**A-11, Oil spillage**



**A-11, Overview**

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**WHITE SULPHUR SPRINGS AIRPORT**

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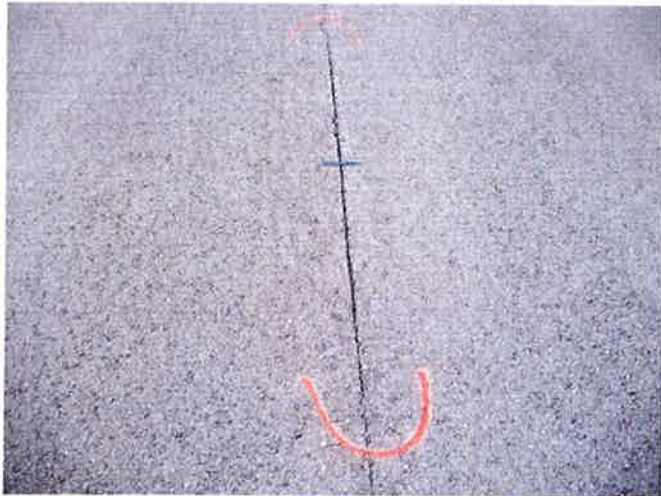
9/13/2012



**A-11**, Surface damage from helicopter skids



**R-11**, Overview



**R-11**, Surface detail cracking at saw cut joint



**R-12**, Overview

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**WHITE SULPHUR SPRINGS AIRPORT**

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9/13/2012



R-12, Surface detail raveling from snow plow



T-2, Overview



T-2, Surface detail cracking



T-11, Overview

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**WHITE SULPHUR SPRINGS AIRPORT**

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9/13/2012

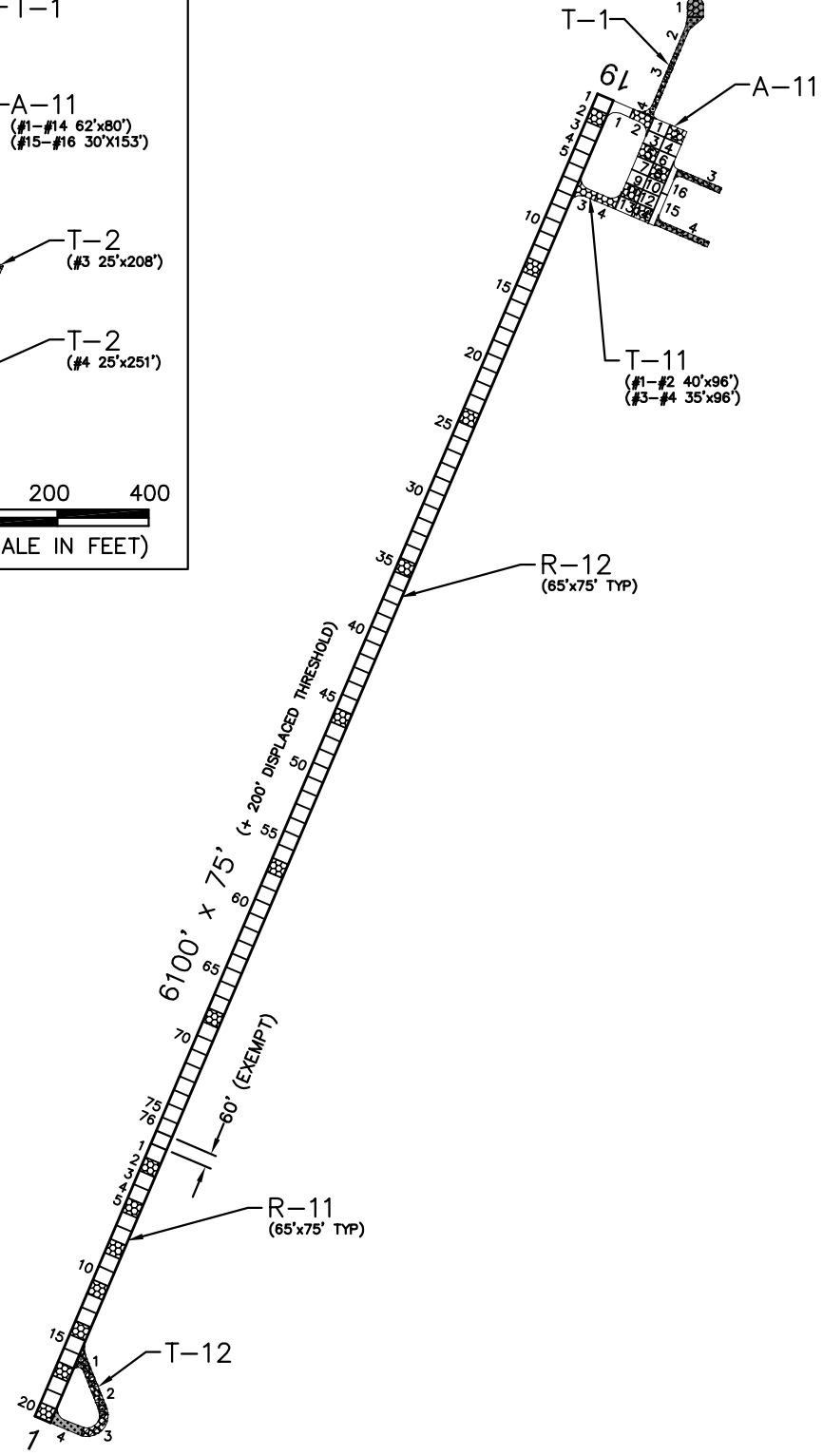
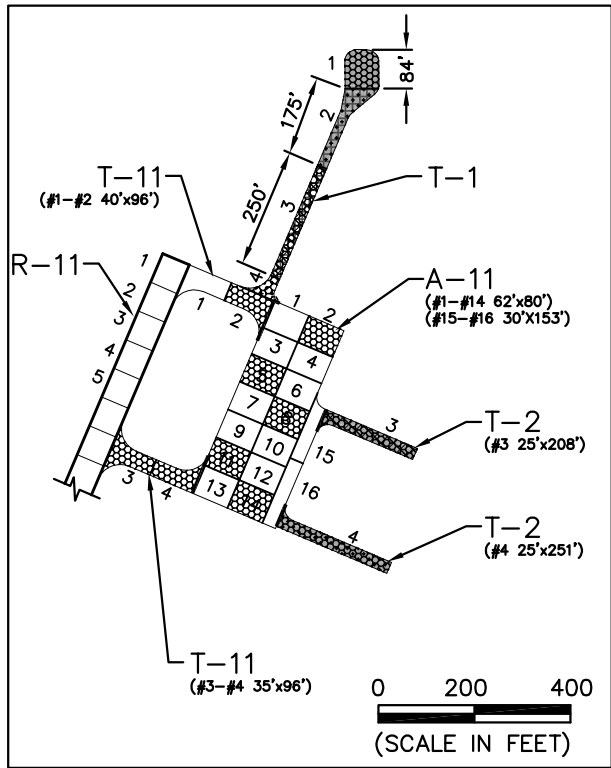


**T-11, Surface detail**



**T-13, Overview**

# WHITE SULPHUR SPRINGS



## PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

PAVE. IDENT.	SOIL CLASS	SUB GRADE CLASS	SUBBASE COURSE	BASE COURSE	SURFACE COURSE	OVERLAY	PAVEMENT STRENGTH			REMARKS
							MAX. GROSS LOAD (LBS)			
							SINGLE	DUAL	DUAL TAN.	
<b>RUNWAYS</b>										
R-11		CBR=3.0		7" P-208	3.5" P-403		16,500			1 2 3 4 5 6
R-12		CBR=3.0		5" P-208	2" P-401	1.5" P-403	16,500			1 2 3 4 5 6
<b>TAXIWAYS</b>										
T-1		CBR=3.0		8" P-208	P-609	1" P-402	12,500			1 2 3 4
T-2		CBR=3.0		4" P-208	3" P-401	1" P-402	12,500			1 2 3 4
T-11		CBR=3.0		10" P-208	3.5" P-401		16,500			1 2 3 4 5 6
T-12		CBR=3.0		4" P-208	2" P-401	1.5" P-403	16,500			1 2 3 4 5
<b>APRONS</b>										
A-11		CBR=3.0		10" P-208	3.5" P-401		16,500			1 2 3 4 5 6

**REMARKS:**

- 1 ADAP-01, 1979
- 2 AIP-001, 1992, RUNWAY EXTENSION AND OVERLAY ALL PAVEMENTS.
- 3 AIP-002, 2003, RUNWAY PAVEMENT MAINTENANCE.
- 4 AIP-003, 2005, RUNWAY PAVEMENT MAINTENANCE (CRACK SEAL).
- 5 ARRA-005, 2009, REHABILITATE RUNWAY 1-19
- 6 AIP-006, 2009, WIDEN RUNWAY 1-19, RECONSTRUCT APRON AND CONNECTOR TAXIWAYS.

**LEGEND**

- 1994 SURVEY AREA (NOT SURVEYED)
- 1997 SURVEY AREA
- 2000 SURVEY AREA
- 2003 SURVEY AREA
- 2006 SURVEY AREA
- 2009 SURVEY AREA (NOT SURVEYED)
- 2012 SURVEY AREA

DATE OF PAVEMENT STRENGTH SURVEY:	JULY 1, 2010
EVALUATED BY:	G. GATES
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	SEPT. 13, 2012
EVALUATED BY:	M. BECKHOFF

**MONTANA AVIATION SYSTEM PLAN  
2012 UPDATE - PAVEMENT CONDITION INDEXES**

**WHITE SULPHUR SPRINGS AIRPORT**

PREPARED FOR:

WHITE SULPHUR SPRINGS MONTANA

DATE: NOV. 2012

PREPARED BY:

**SE**  
Engineering  
Planning  
Consulting

WHITE SULPHUR SPRINGS