



TECHNICAL REPORT

ALABAMA
STATEWIDE AIRPORT SYSTEM PLAN



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1. Introduction

1.1 Study Process

In 2018, the Alabama Department of Transportation (ALDOT) Aeronautics Bureau embarked on an effort to update Alabama's Statewide Airport System Plan (AL SASP or the system plan) as well as the associated Alabama Statewide Airport Economic Impact Study and the Alabama Statewide Airport Pavement Management Program. The AL SASP was last published in 2004 and since that time, the state has experienced significant economic development, employment and population growth, and there have been substantial changes in the aviation industry. Examples of industry changes include the rapid growth of business class jet aircraft, a decline in the number of operational single-engine general aviation aircraft, continued consolidation of the mainline commercial airline carriers, a progressive migration of commercial carriers to flying higher seat capacity aircraft, among many others. Changes in aviation-related technologies have also enabled many additional airports in Alabama to significantly improve their accessibility by establishing non-precision instrument approach using Global Satellite Positioning (GPS) equipment. This update to the ASASP reflects changes in the state that have taken place since the last system plan was published, while also considering the continued evolution of the aviation industry.

A robust study process was developed that followed Federal Aviation Association (FAA) guidance on system planning as presented in FAA Advisory Circular (AC) 150/5070-7, *The Airport System Planning Process*. The key elements of this two-year study are highlighted and summarized below:

- **Airport Inventory:** The first step in evaluating an airport system is to assess existing conditions. Data was collected for 80 study airports through an extensive outreach effort that included site visits, online surveys, and numerous phone calls and meetings with key airport stakeholders. Data was also collected from other sources including the ALDOT Aeronautics Bureau, the FAA, the Alabama Department of Commerce, among others. The system plan's inventory chapter provides information on current facilities, services, and activity.
- **Projections of Demand:** Most recommendations for airports included in the state airport system are based on the airport's assigned role, but some are based on projected levels of future aviation activity. As part of the ASASP, 20-year projections of aviation demand were developed for based general aviation aircraft and general aviation operations. This effort also included a review of industry trends and provides projections for key components of aviation activity in Alabama. In the future, these forecasts can also be used to crosscheck if individual airport master plan forecasts are reasonable.
- **System Evaluation:** To determine if Alabama's airports are providing residents and businesses with adequate coverage of critical aviation services, an evaluation of system performance was conducted. By identifying system adequacies and deficiencies, the ALDOT Aeronautics Bureau can develop a recommended plan to help shape a viable and balanced system of airports. To accomplish this evaluation, a series of drive-time performance measures were prepared using a geographic information system (GIS) mapping tool. This effort also included an examination of Alabama's most important economic development trends as well as an analysis of the location of its current industry clusters in relation to system airports. This was conducted to help ascertain how well the system was servicing growing sectors in the statewide economy. Additional mapping analyses were also undertaken to determine current accessibility ratings for each of the performance measures.
- **Airport Roles:** Every airport in the Alabama system plays an important role in the functionality and capacity of that system. One of the primary goals of the ALDOT Aeronautics Bureau is to ensure Alabama has a balanced and viable system of public airports to serve its population. Assigning a role to each airport helps to achieve this goal since roles can be used to direct targeted investment and

identify projects that are essential to the system. Based on discussions with the ALDOT Aeronautics Bureau, it was determined that the previous five airport role categories continued to be appropriate and should be maintained. Airport roles are based on factors such as facilities, activity, services, and market area characteristics. As part of this task, 30-minute accessibility to any airport was examined to determine if there is a need to bring additional airports to the system or to establish new system airports. Recommended changes to the current system were made in accordance with the findings from these reviews. Additionally, an assessment of the entire Alabama airport system was conducted to assess each airport's relative sustainability and long-term strength, which included identifying any airports that may be potentially susceptible or "at risk" with respect to potential key airport closure indicators.

- **Airport Facility Analysis/Future Performance:** Airports in each of the five roles have target facility and service objectives designed to enable airports to best fulfill their assigned role in the state airport system; these objectives are considered the minimum to which each airport should be developed to enable the airport to meet its assigned level in the state airport system. Existing facilities/services at each airport were compared to the airport's respective objectives to identify needed improvements. System performance, both statewide and by airport level for all objectives, has been summarized graphically as part of this step in the planning process, and any actions needed at each airport to bring the system into full compliance with all objectives were identified. The results of this evaluation are used to establish a report card for each airport that is designed to identify projects and associated costs required to improve the system so that Alabama airports are 100 percent compliant with all development objectives.
- **Recommended Plan:** The final chapter of the system plan provides the complete listing of the system and airport recommendations to advance the Alabama airport system in support of the ALDOT Aeronautics Bureau's goals, objectives, and mission. These include system improvements to support economic development across the state, to enhance accessibility to Alabama for business class aircraft, to continue to develop the system to match current and future demands, as well as to consider how the system could evolve and potentially consolidate over time.

Additionally, the chapter identifies costs to improve the system to meet all airport objectives established by the system plan. Statewide costs have been summarized in total by airport role and by type of project. Current Airport Capital Improvement Plans (ACIPs) for each airport were compared to AL SASP recommendations to determine if any airports have projects planned that will enable them to resolve any noted deficiencies. Additionally, as part of the overall system planning effort, the ALDOT Aeronautics Bureau also conducted a Statewide Airport Pavement Management Plan (PMP) study; this study identifies needed pavement maintenance and improvement projects for 59 of its 80 study airports. As part of the recommended plan, projects from the AL SASP, the PMP, and the ACIPs were reviewed in an attempt to identify and remove any duplicate projects to avoid double-counting financial requirements for the airport system. The recommended plan identified potential average annual funding needs for Alabama airports from 2021 to 2030. (Note that these estimates do not include costs associated with most projects at commercial service airports that are not funded through the ACIP Program.)



1.2 Study Goals and Objectives

The overall purpose of the AL SASP and its associated statewide planning efforts is to produce information, tools, and processes that will help the airport system meet the needs of Alabama’s flying public and statewide economic development objectives in an efficient and effective manner.

The three major elements of this overarching statewide airport planning effort include the following:

- The Alabama Statewide Airport System Plan
- The Alabama Statewide Airport Economic Impact Study
- The Alabama Statewide Airport Pavement Management Program

These three elements have been completed in a manner such that the results of each support and complement the other planning efforts. Note that while these have been produced in association with each other, each has been produced as a standalone document.

A. Primary Goals and Objectives

Collectively, these statewide planning efforts have three primary goals and objectives to meet the overall purpose:

- A1. Define the System: To define Alabama’s airport system to effectively and efficiently meet the State’s economic and physical needs
- A2. Identify/Implement Funding: To identify the overall funding requirements to meet the needs of this system and to initiate practical steps for implementing and prioritizing funding of those improvements that will not only provide the greatest benefit for the airport system, but also promote its long-term efficiency and sustainability
- A3. Identify Economic Benefits: To identify the economic impact of Alabama’s airports and the benefits of incremental investment in the airport system.

B. Supporting Goals and Objectives

The overall planning effort has 18 supporting goals to meet the primary goals and overall purpose:

- B1. Develop an airport system that enhances economic development in the State of Alabama
- B2. Provide an airport system that efficiently serves the aviation demands of the State for the movement of passengers and goods
- B3. Determine the facility needs and associated costs of the State’s airport system to meet expected future demands
- B4. To increase awareness of the role of aviation in Alabama’s transportation system and promote a better understanding of the importance and economic value of Alabama’s airports
- B5. To develop a plan that will provide all users of the airport system with a practical management tool and assist in the systematic improvement of Alabama’s airports

- B6. To demonstrate the economic value of airports to their communities and the State by demonstrating their monetary benefits, and how Alabama airports can be improved to enhance economic development opportunities
- B7. To evaluate the relative sustainability of airports within the airport system and contingency plan for future potential changes
- B8. To promote airports and educate local communities on the economic and transportation benefits that are produced through the operation of the local airports
- B9. To evaluate and document current airport facilities and activities
- B10. To determine the role of each airport within the State airport system
- B11. To identify deficiencies in the airport system and recommend solutions to such deficiencies
- B12. To provide facility needs required for the current and future successes of the airport system
- B13. To prepare a financially feasible and sustainable systemwide capital improvement plan (CIP)
- B14. To examine the ability of existing funding processes to support and enhance transportation goals and develop recommendations required for the improvement plan
- B15. To recommend a system for prioritizing projects for air transportation funding, using economic impact and other appropriate criteria to evaluate development projects
- B16. To devise a strategic plan that provides a vision for Alabama aviation and a direction for achieving this vision
- B17. To prepare documentation regarding study findings and recommendations suitable for consideration
- B18. To ensure support and participation of individuals and organizations having transportation responsibilities or policy-making authority

C. Steps to Meet Goals and Objectives

Steps that were undertaken as part of or in affiliation with the AL SASP to meet these goals include the following:

- C1. Conduct a comprehensive inventory of 80 publicly-owned, public-use system airports
- C2. Analyze general aviation, air carrier, and air cargo trends and identify local and socioeconomic factors that could affect aviation development
- C3. Evaluate the roles of the airports in the system
- C4. Prepare forecasts of future aviation activity
- C5. Compare projected aviation demand with the capacity of the aviation system
- C6. Analyze the aviation system and determine development needs to serve the anticipated demand throughout the planning period



- C7. Provide alternatives for an essential airport system capable of meeting air transportation needs based upon growth strategies and economic development objectives
- C8. Identify financial requirements and timing for implementation of recommended improvements
- C9. Develop a systemwide capital improvement plan (CIP)
- C10. Analyze the airport system to ascertain its health, efficiency, and sustainability.
- C11. Conduct a statewide economic impact study that quantifies the economic impacts of individual airports in terms of jobs and dollars, and the total economic impact of all system airports combined in Alabama
- C12. Conduct a statewide pavement management program study to provide an integrated framework to enable comprehensive evaluation and decision-making for managing airfield pavements.

D. Assessment Categories

To evaluate and understand the performance of the State's airport system in recognition of the overall goals and objectives, five assessment categories were developed. These five categories are as follows:

D1. Accessibility: An appropriate airport system can be measured by the accessibility that it provides to system users; accessibility is most often measured by drive times. The airport system's accessibility can be measured in terms of providing access to population centers and businesses throughout the State.

D2. Facilities: A considerable amount of local, private, State, and Federal investment has been made in Alabama's airport facilities. These facilities should be evaluated to assess their ability to meet current and projected needs, as well as the costs required to maintain and enhance those facilities. An appropriate airport system should have existing or planned facilities designed to meet demand levels and to satisfy standards established by the FAA and the State.

D3. Economics: It is widely understood that airports are not just transportation assets; they can contribute significantly to the economic vitality of the communities they serve. Airports are a critical part of a community's infrastructure and help to promote economic development. Additionally, airports directly serve as economic generators in that the businesses located on airports employ Alabama residents and purchase supplies from Alabama businesses. An appropriate airport system should provide sufficient facilities and services to support business needs to maximize the economic contributions made by airports.

D4. Activity: Aviation activities throughout Alabama include commercial airline service, corporate aviation, medical evacuation, recreational flying, military operations, among many others. Different types of activities also mean a wide range of the level of activity or operations that occur at the airports. An appropriate airport system should provide facilities to accommodate the various activities and needs of its airport users.

D5. Development and Optimization: Airports often need to provide additional facilities to meet growing demand, to serve larger aircraft, and/or to meet their functional role in the statewide airport system. An appropriate airport system should include airports with the capability to provide additional airside and/or landside facilities. Additionally, the airport system must always strive to function in an efficient and effective manner; this includes adapting to meet the evolving demand levels and locales associated with Alabama's state, regional, and local needs.

1.3 Summary

The information summarized in this chapter sets the stage for subsequent analyses. With the study's purpose clearly defined, the analyses are focused to ensure that the study's findings meet these objectives for a clear definition of Alabama's airport system needs and development recommendations.



2. Inventory

2.1 Overview

Alabama's system of airports consists of 80 airports ranging in size from large commercial service facilities to small rural airstrips. These airports are important assets in supporting Alabama's economic development by providing safe and efficient access to the state's communities, businesses, recreational areas, and its abundant natural resources. Alabama's airports connect people and goods at local, national, and global levels – and in today's world economy, this connectivity is critical for Alabama's economic future.

Most airports are comprised of both airside and landside development, with airside including runways, taxiways, navigational aids, weather reporting equipment, and various lighting. Landside development is generally made up of passenger terminals (both commercial and general aviation), hangars, aircraft parking, other airport facilities, automobile access and parking, businesses, and concessions. This chapter of the Alabama Statewide Airport System Plan (AL SASP) presents summary reviews of these facilities' key characteristics. A part of this study, a detailed inventory was conducted with key data being collected, vetted and summarized here. Some of the key findings include:

- The longest runway in Alabama is located in Huntsville and measures 12,600 feet in length.
- Over 80 percent of airports have fuel for aircraft and half of Alabama's airports offer self-serve credit card fueling for pilots.
- Over half of Alabama airports (58 percent) have vertical guidance approaches, the most stringent available.
- Half of the airports in the state have important weather reporting equipment.
- Over 50 airports have had an airport master plan completed since 2005.
- Three quarters of all 80 system airports have a general aviation terminal or FBO terminal.

2.2 Introduction

The inventory effort for the AL SASP documents existing facilities and conditions for all airports included in the state airport system. Data collected during the inventory process is used throughout the study to complete various evaluations and to formulate final study recommendations. Information gathered during the inventory is used to project future demand, determine the adequacy of current system performance, identify airport-specific facility and service improvements, and develop recommendations for the future airport system. Data summarized in this chapter includes current conditions as they relate to:

- **Aviation Activity:** based aircraft and annual general aviation operations for all study airports (tables found in **Chapter 3, Projections of Demand**).
- **Airside Facilities:** runways and taxiways;
- **Navigational, Approach, and Landing Aids:** facilities that support airport usage during periods of reduced visibility or at night;
- **Landside Facilities/Services:** fixed base operators (FBOs), on-site maintenance, and other passenger/aircraft services, as well as aircraft parking and automobile parking (spaces available to accommodate airport users); and
- **Airport Planning Documents:** airport master plan and airport layout plans (ALPs).

The data collection process to support the inventory effort started in late 2018 and continued into late 2019. The data in this report reflects airport conditions at that time.

2.3 Data Collection Process

The inventory collected information from the 80 commercial service and general aviation study airports using multiple means and resources, including survey/questionnaires, on-site visits, phone interviews, and other secondary sources. An online inventory questionnaire was created and emailed to each airport to begin the inventory process. This questionnaire asked for information regarding runways, taxiways, airport visual aids, weather reporting/communication systems, airport services, hangar space/tie-down/aircraft parking, based aircraft, and aircraft operations. To the extent possible, current data from the following sources was also used to both complete the inventory and to verify information needed to support the AL SASP's analysis:

- Federal Aviation Administration (FAA) Form 5010, Airport Master Record
- FAA Airport/Facilities Directory
- FAA National Based Aircraft Inventory Program
- AirNav.com
- Individual Airport Master Plans / Airport Layout Plans
- Alabama Department of Transportation (ALDOT) Aeronautics Bureau databases
- Alabama 2004 State Airport System Plan
- Alabama Airport Directory

A copy of the inventory questionnaire used to collect information for this study is contained in **Appendix A**. Once all data was collected and verified, a database was prepared and furnished to the ALDOT Aeronautics Bureau to help facilitate future updates.

2.4 Existing Airport System

Alabama's existing airport system is comprised of 80 public use airports, all of which are publicly owned. As shown in **Table 2-1**¹ and **Figure 2-3**, the system consists of six commercial service airports and 74 general aviation airports. The carrier serving Muscle Shoals (MSL) is operating with the assistance of an operating subsidy from the federally funded Essential Air Service (EAS) program.

To provide additional depth and to help characterize the nature of the individual system airports, each airport's FAA Airport Reference Code (ARC) has also been provided. The FAA utilizes the ARC coding system to relate airport design criteria to the operational and physical characteristics of the types of aircraft intended to operate at that airport. Specifically, the ARC is a two-character code consisting of the Aircraft Approach Category and the Airplane Design Group (see **Appendix B** for additional information). Generally, the higher the letter designation for the Approach Category and the higher the Roman numeral for the Design Group, the larger the aircraft that the airport is designated to accommodate. **Figure 2-1** presents representative aircraft for some of the more common ARCs. As shown below, aircraft in Approach Category "A" and Design Group "I" are small general aviation aircraft. Most general aviation aircraft seldom exceed Approach Category "C". Aircraft above Approach Category C are typically commercial service aircraft. The ARCs for the Alabama Airport System are summarized in **Figure 2-2**. Note that 36 percent of Alabama airports are in the B-II ARC category which generally is representative of a small- to mid-sized business aircraft.

¹ All tables in this chapter present airports in two categories, General Aviation and Commercial Service, and are alphabetized by associated city.

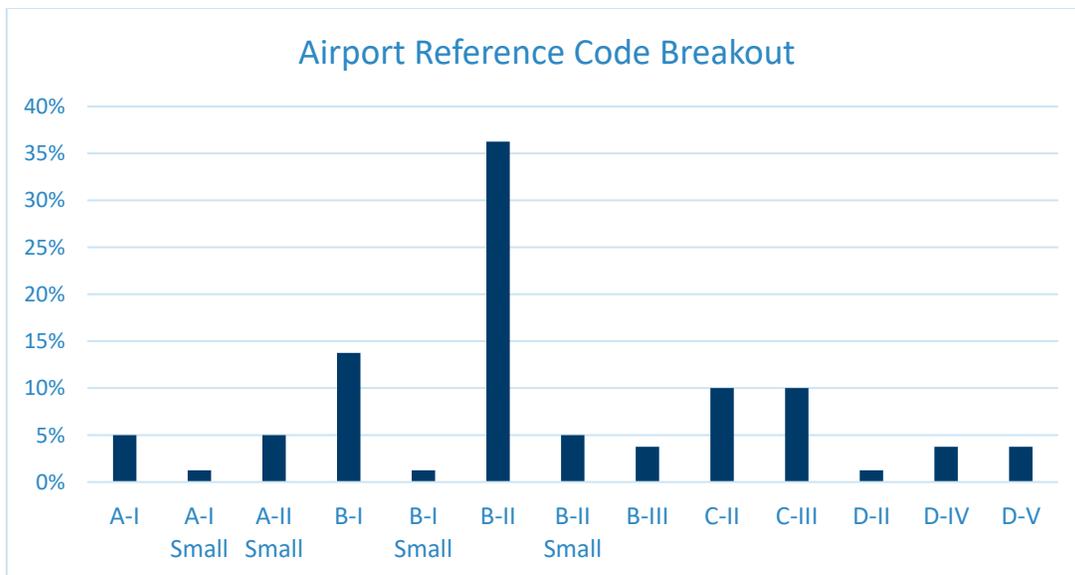


Figure 2-1: ARC Representative Aircraft Types



Source: Jviation

Figure 2-2: ALDOT Aeronautics Bureau Airport System Breakdown by ARC



Source: Airport Manager Survey, ALDOT Aeronautics Bureau

Table 2-1: Existing Alabama System Airports

City	Airport Name	FAA ID	ARC
Commercial Service Airports			
Birmingham	Birmingham-Shuttlesworth International	BHM	D-IV
Dothan	Dothan Regional	DHN	D-IV
Huntsville	Huntsville International-Carl T Jones Field	HSV	D-IV
Mobile	Mobile Regional	MOB	D-V
Montgomery	Montgomery Regional (Dannelly Field)	MGM	D-V
Muscle Shoals	Northwest Alabama Regional	MSL	C-III
General Aviation Airports			
Abbeville	Abbeville Municipal	0J0	B-I
Addison	Addison Municipal	2A8	A-I
Alabaster	Shelby County	EET	B-II Small
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	C-II
Alexander City	Thomas C Russell Field	ALX	B-II
Aliceville	George Downer	AIV	B-I
Andalusia/Opp	South Alabama Regional at Bill Benton Field	79J	C-III
Anniston	Anniston Regional	ANB	C-III
Ashland/Lineville	Ashland/Lineville	26A	A-I
Atmore	Atmore Municipal	0R1	B-II
Auburn	Auburn University Regional	AUO	C-II
Bay Minette	Bay Minette Municipal	1R8	B-II
Bessemer	Bessemer	EKY	B-II
Brewton	Brewton Municipal	12J	B-II
Butler	Butler-Choctaw County	09A	B-I
Camden	Camden Municipal	61A	B-I Small
Centre	Centre-Piedmont-Cherokee County Regional	PYP	C-II
Centreville	Bibb County	0A8	B-II Small
Chatom	Roy Wilcox	5R1	A-II Small
Clanton	Chilton County	02A	B-II
Clayton	Clayton Municipal	11A	B-II
Courtland	Courtland	9A4	B-II
Cullman	Cullman Regional-Folsom Field	CMD	B-I
Dauphin Island	Jeremiah Denton	4R9	B-I



Table 2-1: Existing Alabama System Airports

City	Airport Name	FAA ID	ARC
Decatur	Pryor Field Regional	DCU	C-III
Demopolis	Demopolis Regional	DYA	B-II
Double Springs	Double Springs-Winston County	3M2	B-II Small
Elba	Carl Folsom	14J	B-I
Enterprise	Enterprise Municipal	EDN	B-II
Eufaula	Weedon Field	EUF	C-II
Evergreen	Evergreen Regional - Middleton Field	GZH	B-II
Fairhope	H L Sonny Callahan	CQF	C-II
Fayette	Richard Arthur Field	M95	B-II
Floral	Floral Municipal	0J4	B-I
Foley	Foley Municipal	5R4	B-II
Fort Payne	Isbell Field	4A9	B-II
Gadsden	Northeast Alabama Regional	GAD	C-III
Geneva	Geneva Municipal	33J	A-I Small
Greensboro	Greensboro Municipal	7A0	A-II Small
Greenville	Mac Crenshaw Memorial	PRN	B-II
Gulf Shores	Jack Edwards National	JKA	C-III
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	B-II
Haleyville	Posey Field	1M4	B-III
Hamilton	Marion County-Rankin Fite	HAB	B-II
Hartselle	Hartselle-Morgan County Regional	5M0	B-I
Headland	Headland Municipal	0J6	B-II
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	C-III
Jackson	Jackson Municipal	4R3	B-I
Jasper	Walker County-Bevill Field	JFX	B-II
Lanett	Lanett Municipal	7A3	B-II
Luverne	Frank Sikes	04A	A-I
Marion	Vaiden Field	A08	C-II
Mobile	Mobile Downtown	BFM	D-V
Monroeville	Monroe County	MVC	B-II
Oneonta	Robbins Field	20A	A-I
Ozark	Ozark Airport - Blackwell Field	71J	B-II

Table 2-1: Existing Alabama System Airports

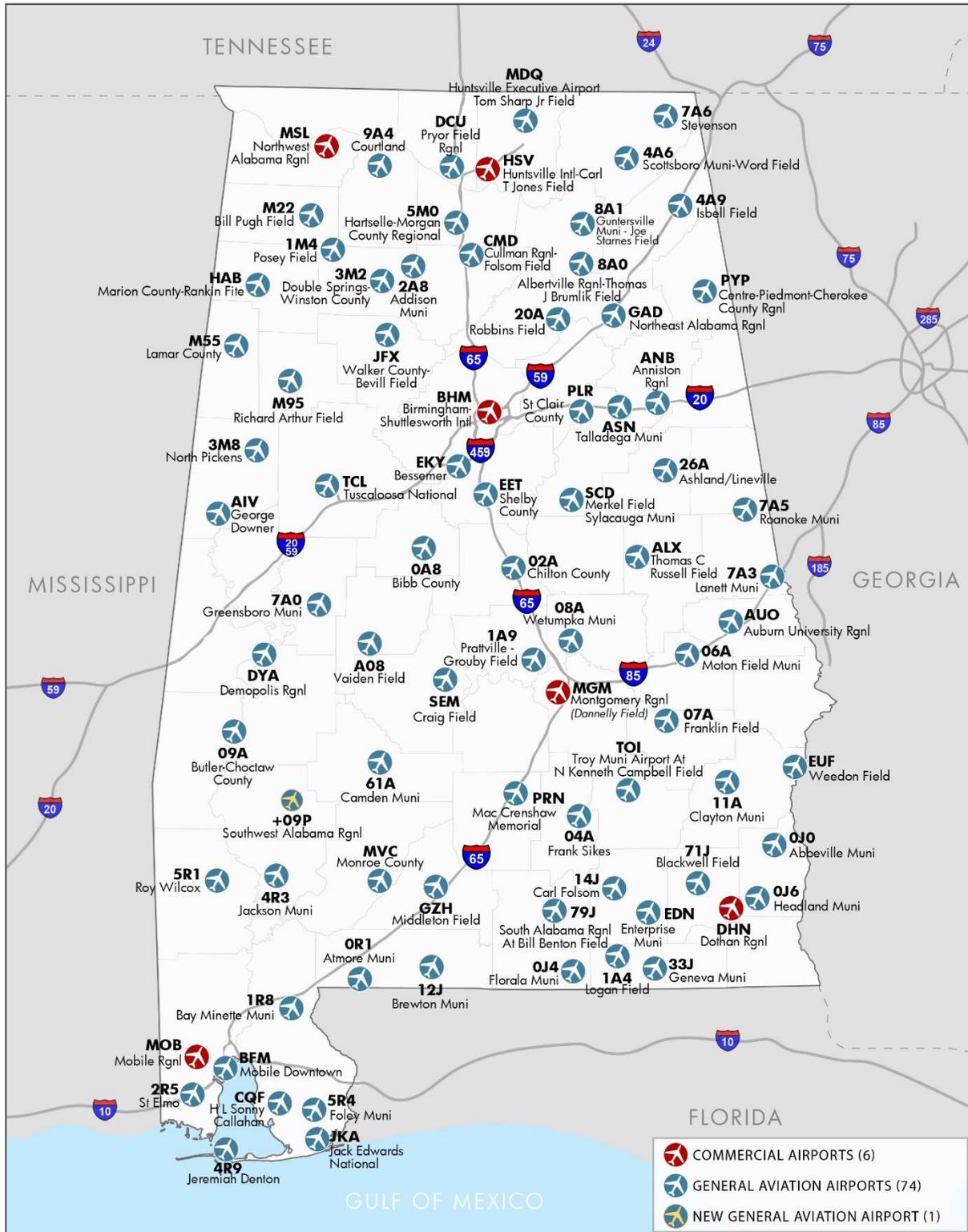
City	Airport Name	FAA ID	ARC
Pell City	St Clair County	PLR	B-II
Prattville	Prattville - Grouby Field	1A9	B-III
Reform	North Pickens	3M8	B-I
Roanoke	Roanoke Municipal	7A5	B-I
Russellville	Bill Pugh Field	M22	B-II
Samson	Logan Field	1A4	B-II Small
Scottsboro	Scottsboro Municipal-Word Field	4A6	B-II
Selma	Craig Field	SEM	D-II
St Elmo	St Elmo	2R5	B-II
Stevenson	Stevenson	7A6	A-II Small
Sylacauga	Merkel Field Sylacauga Municipal	SCD	C-II
Talladega	Talladega Municipal	ASN	C-II
Troy	Troy Municipal Airport at N Kenneth Campbell Field	TOI	B-II
Tuscaloosa	Tuscaloosa National	TCL	C-III
Tuskegee	Moton Field Municipal	06A	B-II
Union Springs	Franklin Field	07A	A-II Small
Vernon	Lamar County	M55	B-II
Wetumpka	Wetumpka Municipal	08A	B-II

Source: Airport Manager Survey, ALDOT Aeronautics Bureau

It should be noted that in addition to the 80 existing airports included in the Alabama Airport System, a future general aviation airport has also been included. Announced by the FAA in November 2019, the future Southwest Alabama Regional Airport is planned to be located in Clarke County to enhance system efficiency and meet the transportation needs of the region.



Figure 2-3: ALDOT Aeronautics Bureau Airport System - Commercial and General Aviation Airports



Source: ALDOT Aeronautics Bureau, Aviation

2.5 System Airport Aviation Activity and Based Aircraft

Data for operations and based aircraft was collected for each airport during the inventory process from various FAA data sources. Operational data (aircraft takeoffs and landings) are essential to determining future airport needs within a state system plan. Aircraft activity for the study airports is discussed briefly in the following sections. Current and historical operational data as well as current demand for each study airport can be found in **Chapter 3, Projections of Demand**.

Regarding the accuracy of airport operational data, it should also be noted that airports with air traffic control towers (ATCT) provide the most accurate takeoffs and landings counts. At airports without a tower, annual operations are typically considered to be “best estimates” of annual activity, based on airport representatives’ experience and knowledge of their airport’s activity². Of the 80 airports in the state system, eight airports currently have air traffic control towers with an additional tower scheduled to come online in 2021:

- Birmingham-Shuttlesworth International (BHM)
- Dothan Regional (DHN)
- Huntsville International (HSV)
- Mobile Downtown (BFM)
- Mobile Regional (MOB)
- Montgomery Regional (MGM)
- Troy Municipal at N Kenneth Campbell Field (TOI)
- Tuscaloosa National (TCL)
- Jack Edwards National (JKA)³

Based aircraft represent those aircraft that are permanently stored at an airport. Storage for based aircraft is typically distributed between hangars and paved tie-down spaces. Beginning in 2007, FAA undertook a more stringent program for airports to report their individual counts of based aircraft. FAA implemented this program to record based aircraft by actual “N” number (the N number is specific to each aircraft and is displayed on the plane).

The program was needed because multiple airports were reporting the same aircraft as being based at their airports, leading to double counting of general aviation aircraft in the United States fleet. When this FAA program was implemented, the number of based aircraft reported at many airports within the United States showed a decrease. In reality, the based fleet did not shrink, but with the elimination of double and triple counting of the same aircraft, the number of active aircraft in the United States fleet showed contraction. Current and historical based aircraft for each study airport are reported in **Chapter 3, Projections of Demand**.

2.6 System Airport Airside Facilities

The study inventoried each airport’s airside facilities and collected relevant data for existing runways, taxiways, and lighting at study airports. This information is used throughout the study to determine the ability of study airports to meet facility objectives associated with their role in the state airport system.

² This “best estimate” approach can also include some airports with air traffic control towers since many operate fewer than 24 hours a day.

³ Jack Edwards National Airport in Gulf Shores is scheduled to open a new air traffic control tower (ATCT) in 2021.



2.6.1 Primary Runway Information

Runway information collected through the inventory process includes the following elements:

- Primary Runway Identification
- Runway Dimensions
- Runway Surface Type
- Runway Lighting
- Runway Approach Lighting

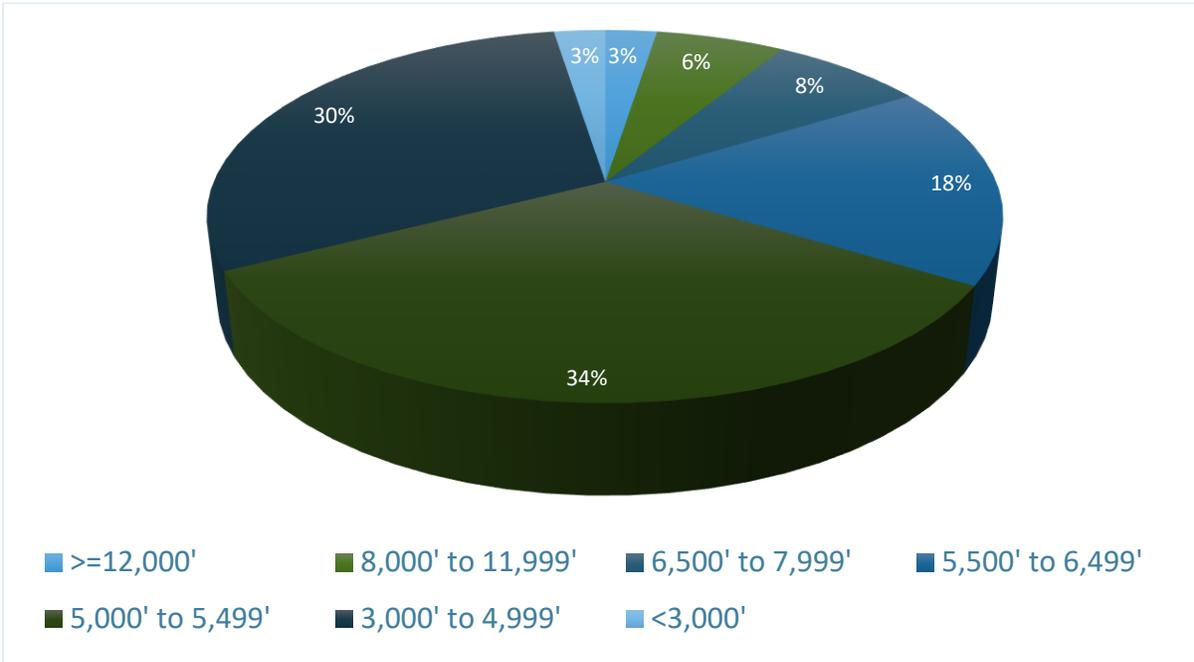
It should be noted that the focus of this effort was on an airport's primary runway, although many airports in Alabama's airport system also have one or more secondary runways. A secondary or crosswind runway is intended to complement a primary runway where less than the recommended 95 percent wind coverage is provided for the aircraft forecast to use the airport on a regular basis. For the AL SASP, primary runways were determined to be the focus of the study since their design, operational capabilities, and maintenance (as well as associated funding requirements) is most critical to the effectiveness and sustainability of the airport system.

Considered to be one of the most critical physical facility elements of an airport, runway lengths are generally related to the operational characteristics of the most demanding aircraft type to operate regularly at an airport. **Figure 2-4** summarizes runway lengths at Alabama airports. A total of 66 percent of system airports currently have a primary runway of at least 5,000 feet with Huntsville International Airport (HSV) having the longest runway in the state at 12,600 feet. Over 34 percent of all airports (27 airports) have a primary runway between 5,000 and 5,499 feet with another 30 percent of airports (24 airports) have a primary runway between 3,000 feet and 4,999 feet. Only 3 percent (2 airports) in Alabama have a primary runway less than 3,000 feet in length with Addison Municipal Airport (2A8) having the shortest primary runway in the state at 2,644 feet. **Figure 2-6** presents a graphical representation of the geographic location of runway lengths at Alabama airports.

Runway widths also vary among the airports. Most NPIAS airports that are publicly owned are eligible to compete for FAA grants and hence must comply with FAA design standards. For Non-NPIAS airports, the ALDOT Aeronautics Bureau makes efforts to follow FAA standards when feasible. According to FAA design standards, 60 feet is the minimum width for any runway. As **Figure 2-5** shows, all of the 80 study airports have a current runway width greater than 60 feet. In subsequent portions of this study, the adequacy of current runway lengths and widths is considered based on the airport's role in the state system. Note that 16 percent of all airports (13 airports) have a primary runway width of 150 feet while 34 percent (27 airports) have a width between 100 and 149 feet. Another 34 percent have a runway width between 80 and 99 feet, while 15 percent of airports (12 airports) have a runway width of 75 to 79 feet. Only one system airport has a primary runway width less than 75 feet.

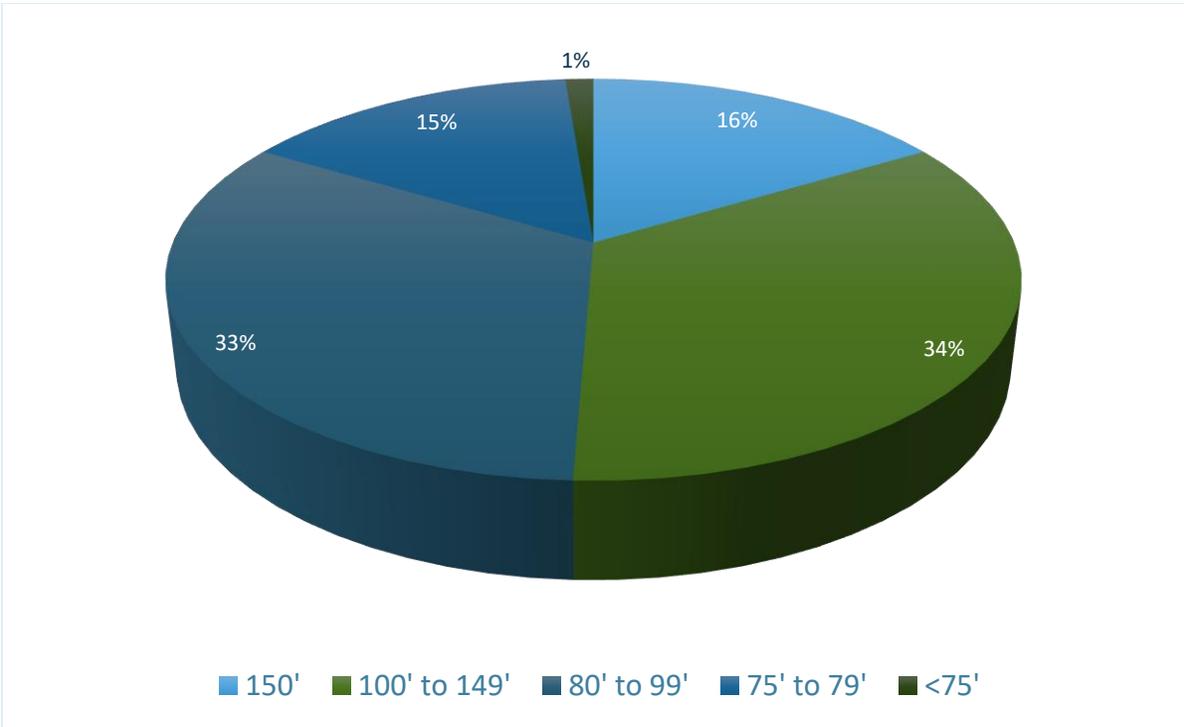
Note that the entirety of the primary runway data collected as part of this effort (including other data elements) is reported in **Appendix B, Table B-1**.

Figure 2-4: Summary of Runway Lengths (in Feet) for Alabama System Airports



Source: FAA 5010 Records

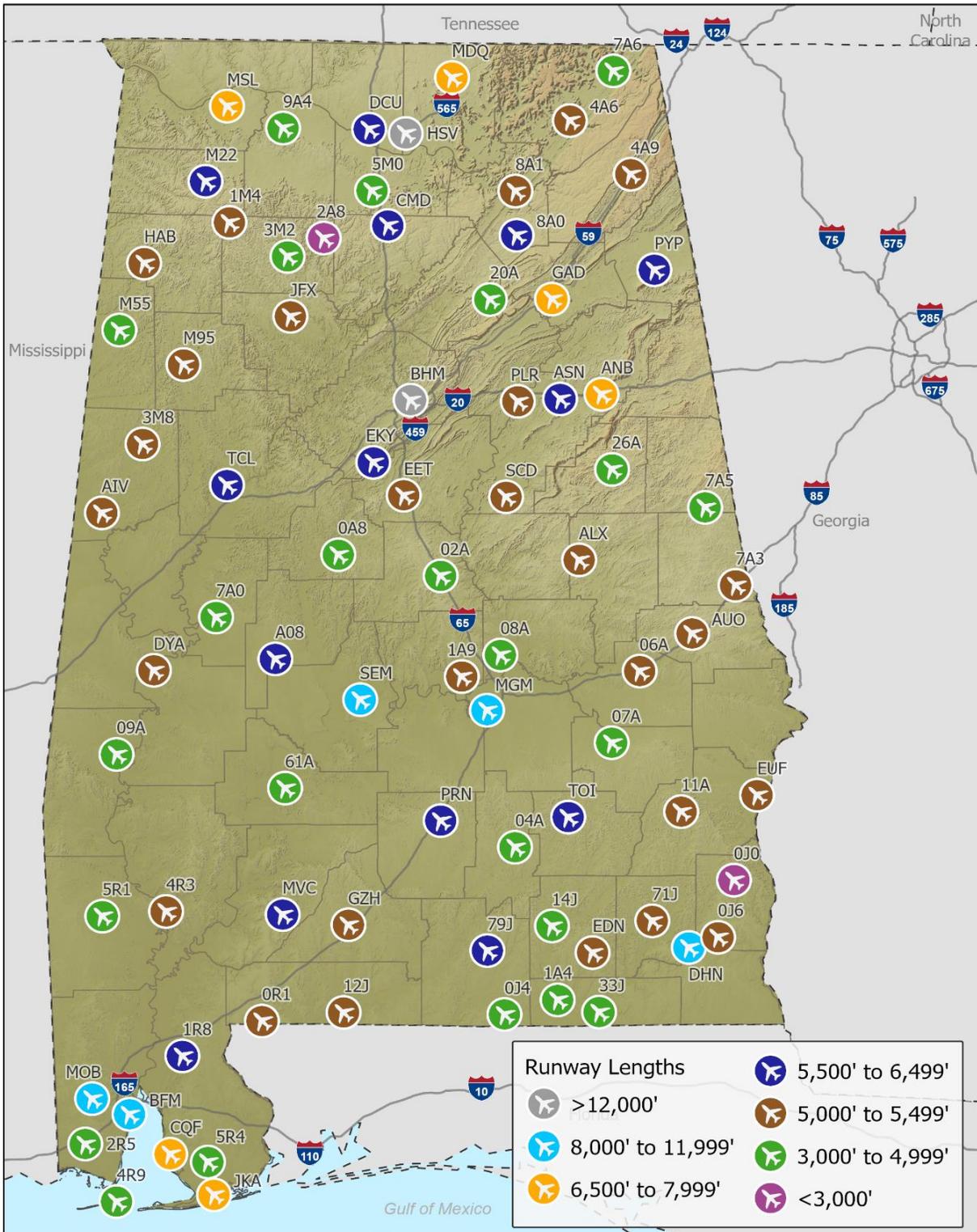
Figure 2-5: Summary of Runway Widths (in Feet) for Alabama System Airports



Source: FAA 5010, Airport Management, Jviation



Figure 2-6: Primary Runway Lengths within Alabama



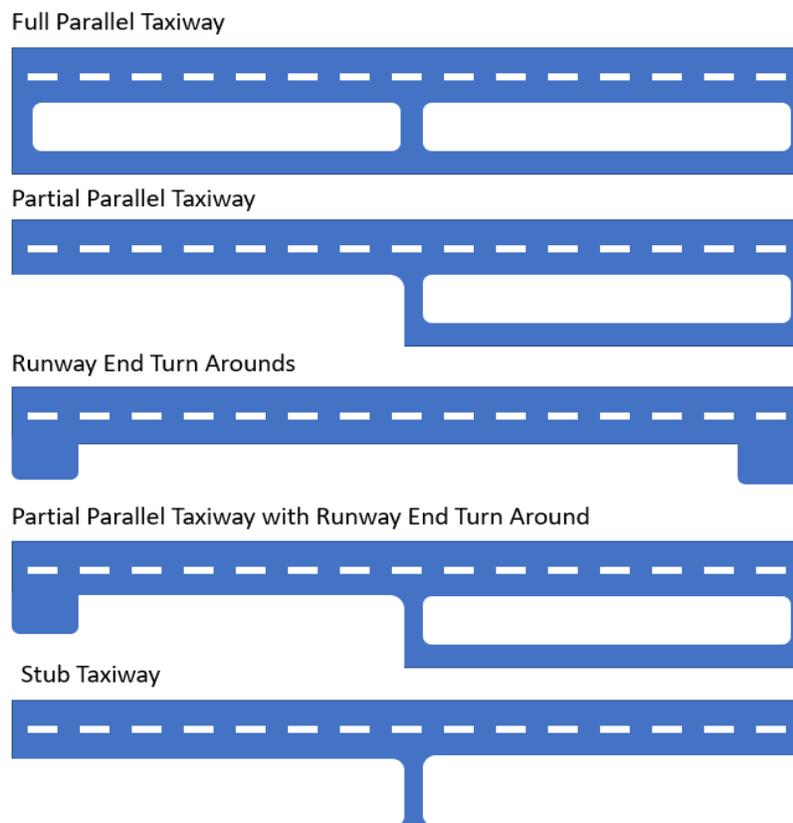
Source: Jviation

2.6.2 Taxiway Information

Taxiway information collected as part of this study included the type of taxiway system and taxiway width. The types of taxiways vary from full parallel, partial parallel, to turnarounds and stubs that provide access to apron areas. All taxiways contribute to an airport's safety and operating efficiency. Current taxiway information for each airport's primary runway is shown in **Appendix B, Table B-2**.

Note that according to FAA guidelines, full parallel taxiways are considered to be the most effective taxiway type and are most often needed at the busiest of airports or at airports that have a precision approach. A full parallel taxiway improves both runway safety and operational capacity. Because many of the study airports have lower activity levels, they do not have, nor do they need to have, a full parallel taxiway. Nevertheless, to support safety and operational needs, over 80 percent of study airports have at least a taxiway turnaround or taxiway exit at the end of the runway. Note that turnarounds are located on runway ends and provide landing aircraft with the ability to turn around and back-taxi on the runway to reach hangar areas or other landside facilities. **Figure 2-7** below depicts the various types of taxiway systems.

Figure 2-7: Types of Taxiway Systems

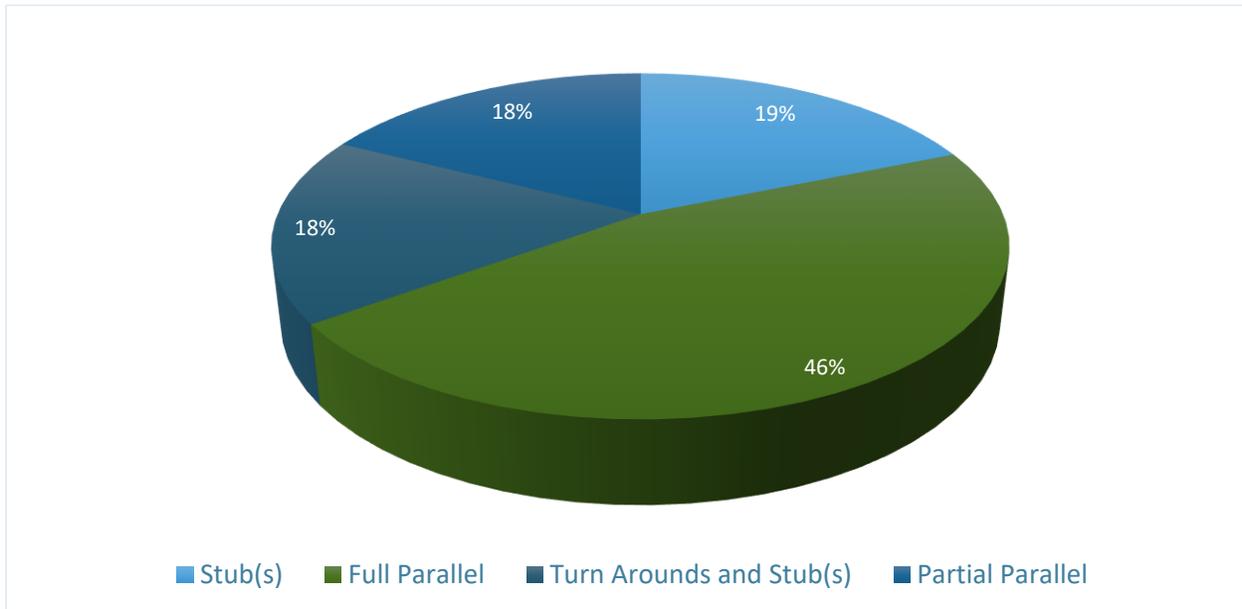


Source: Jviation

For the Alabama system, **Figure 2-8** details the percentage of system airports that have each of the various types of taxiways. Nearly half of the system airports (49 percent) have a full parallel taxiway, with an additional nine percent having a partial parallel taxiway. Over half of the airports have a turnaround at one or both runway ends. Some airports may have both a partial parallel taxiway system and turnarounds at a runway end.



Figure 2-8: Percentage of Alabama Airports by Taxiway Type



Source: FAA 5010 data, Jviation

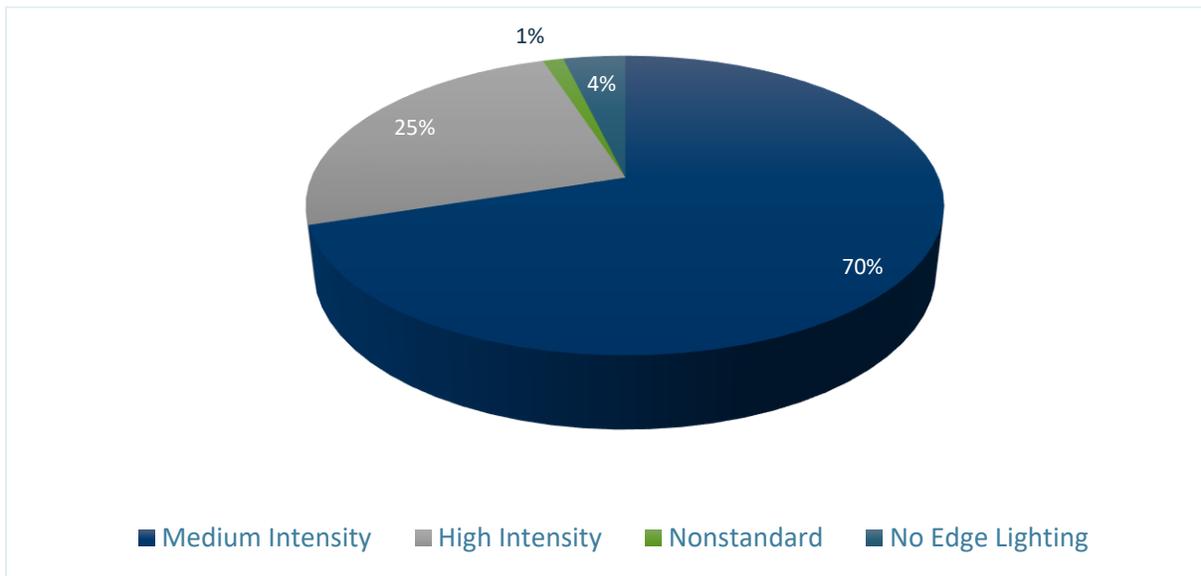
2.6.3 Runway Lighting

Runway lights help airports remain operational during periods of reduced visibility and throughout nighttime hours. **Figure 2-9** provides a summary of airfield lighting at Alabama system airports. Runway lighting comes in low (LIRL), medium (MIRL) and high (HIRL) forms. These lights are often controllable by the pilot in the aircraft if the pilot-controlled lighting (PCL) is installed at the airport. In total, 25 percent of Alabama system airports are equipped with HIRL lighting while 70 percent (56 airports) are equipped with MIRL or medium intensity lighting. Only 4 percent (3 airports) have no edge lighting while one airport indicates it has nonstandard edge lighting.

The inventory also collected information on approach lighting systems at study airports. Approach lighting systems are needed only when an airport has a precision instrument approach, but even non-precision runways benefit from the various types of approach aids that were inventoried as part of the System Plan. Runway and approach lighting inventoried in this study includes runway edge lighting and approach lighting:

- Visual Glide Slope Indicators (VGSI) are ground devices that use lights to assist a pilot in landing. The lights define a vertical approach path during the final approach to a runway and can help the pilot determine if the airplane is too high or too low for an optimum landing. There are several types of VGSI:
 - Precision Approach Path Indicators (PAPI): PAPIs are a lighting system consisting of two or four lights located to the side of the runway touchdown zone. The system uses red and white lights to provide visual glide path indication to the approaching aircraft.
 - Visual Approach Slope Indicators (VASI): VASIs are a lighting system located to the side of the runway touchdown zone. The light from this system provides visual approach slope guidance that ensures clearance of all obstructions in the approach area.
 - Approach Path Alignment Panels (APAP): APAPs are a system of panels used for alignment of an approach path, which may or may not be lighted.

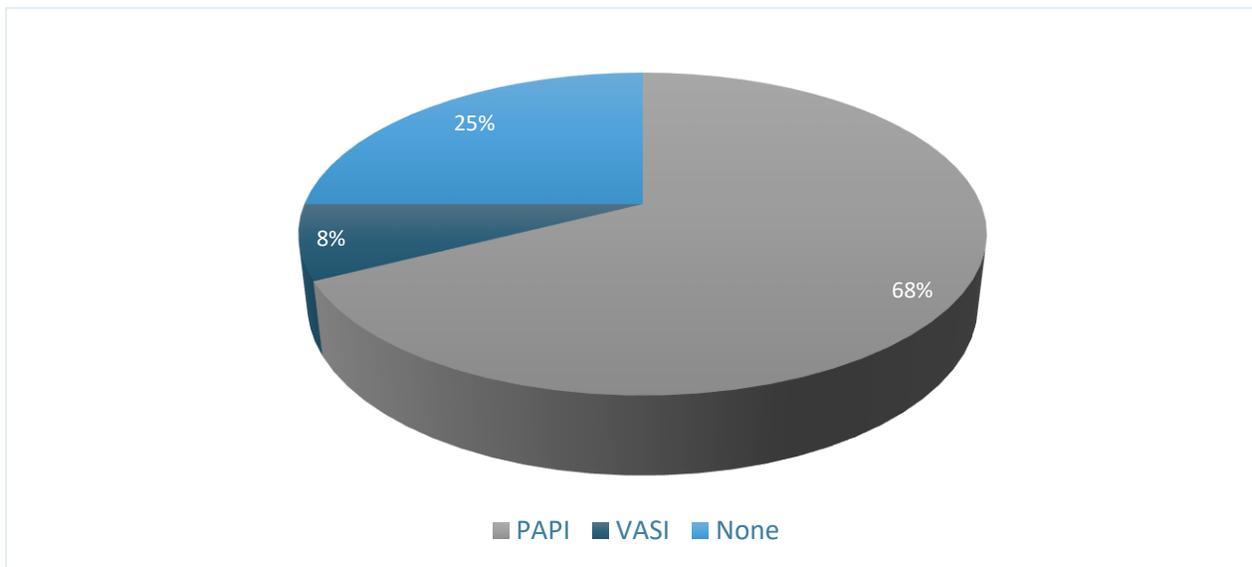
Figure 2-9: Summary of Runway Lighting Intensity for Alabama System Airports



Source: FAA 5010 data, Jviation

Figure 2-10 and Figure 2-11 summarize the approach aids at Alabama system airports. Analysis of inventory data indicates 8 percent of system airports have VASI while 68 percent have PAPI. Airports with approaches with vertical guidance often require approaching lighting. Airports with visual approaches often do not have approach lighting. Inventory data indicates 25 percent of airports in the state lack approach (VASI/PAPI) lighting. In Alabama, 26 percent of airports in the system with vertical guidance NAVAIDS are equipped with either MALSR or MALSF lighting. Current approach lighting information for each airport including REILs, Edge Lights, VGSI, Approach Lighting equipment is shown in **Appendix B, Table B-3**.

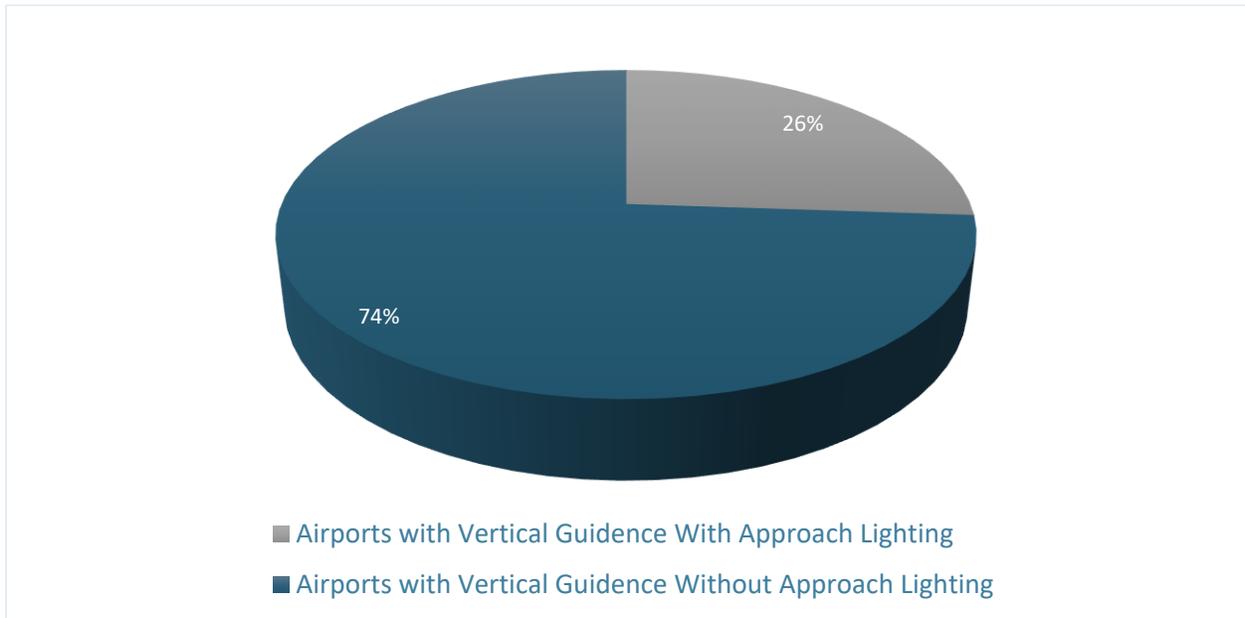
Figure 2-10: Summary of Approach Lighting for Alabama System Airports



Source: FAA 5010 data, Jviation



Figure 2-11: Approach Lighting at Airports with Vertical Guidance Approaches



Source: FAA 5010 data, Jviation

2.7 Navigational Aids

A variety of navigational aids (NAVAIDs) support operations at study airports. NAVAIDs provide information for enroute and ground-based pilots and include instrument approach aids, visual aids, and automated weather systems. NAVAIDs improve safety and help airports remain operational during periods of reduced visibility.

2.7.1 Instrument Approach Aids

Instrument approach aids are categorized by precision and non-precision. Precision instrument approaches provide both lateral and vertical guidance to aircraft, while non-precision approaches primarily provide only lateral guidance. The most common approach types include:

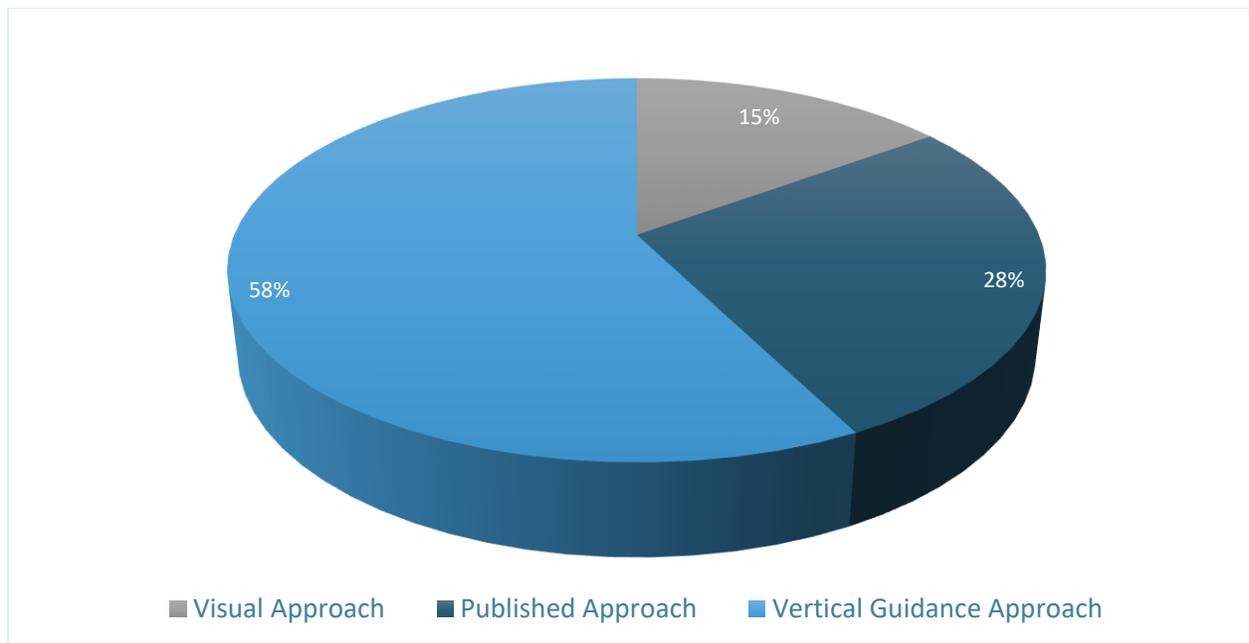
- Instrument Landing System (ILS): ILS is a precision approach that provides precise vertical and horizontal guidance information to approaching aircraft. The ILS provides guidance through the use of a localizer, a glide slope, and other ground-based facilities.
- Global Positioning System (GPS): GPS is a non-precision approach. It is a space-based radio navigation system that consists of a network of satellites and ground stations. GPS satellites are capable of providing aircraft with three-dimensional position (latitude, longitude, and altitude), velocity, and time of day, in all weather conditions.
- Area Navigation/Required Navigation Performance (RNAV/RNP): RNAV/RNP is a non-precision approach and performance-based navigation that allows aircraft to fly on a desired path within the coverage of ground or space-based NAVAIDs. RNP-capable aircraft are equipped with onboard performance monitoring and alerting capabilities.
- Localizer Performance with Vertical Guidance (LPV): LPV is not an approach in and of itself; an LPV provides minimum approach heights for GPS/RNAV approaches through the use of wide area augmentation system (WAAS) and very precise GPS capabilities. In most cases, approaches with LPV

have minimums comparable to if not better than an ILS approach. An LPV approach provides both lateral and vertical guidance.

- Very High Frequency Omni-Directional Range (VOR): VOR is a non-precision approach. It is a ground-based radio navigation aid that provides 360 degrees of continuous directional information and supplies aircraft with location relative to the VOR station.
- Localizer (LOC): The LOC is a non-precision approach using a radio transmitting antenna that supplies aircraft with lateral course guidance to the runway.
- Distance Measuring Equipment (DME): DME is a non-precision approach, ground based, Ultra High Frequency NAVAID that corresponds to aircraft DME avionics; it enables aircraft to determine the slant range between the aircraft and ground station.
- Non-Directional Beacon (NDB): The NDB is a non-precision approach, ground-based, low- or medium-frequency radio beacon that broadcasts non-directional signals on an assigned frequency signal. Pilots can use NDBs to determine their location in relation to the ground station.

Figure 2-12 shows that study airports are currently served by a variety of approach aids. Study airports that do not have either a precision (vertical guidance) or a non-precision published approach have a visual approach. For this study, airports with an ILS or LPV approach are considered to have an approach with vertical guidance or a precision type approach. Analysis of the data indicates 58 percent of Alabama system airports (46 airports) have either an ILS or LPV approach, while 28 percent (22 airports) have a published approach such as a GPS based RNAV approach, and an additional 15 percent (12 airports) have visual approaches. **Figures 2-13** present these navigational aids geographically. Additionally, 76 airports have a rotating beacon and 74 airports have a lighted windsock. Current NAVAID and visual aids equipment for each airport are shown in **Appendix B, Table B-4**.

Figure 2-12: Airport Approach by Type



Source: FAA data, Jviation

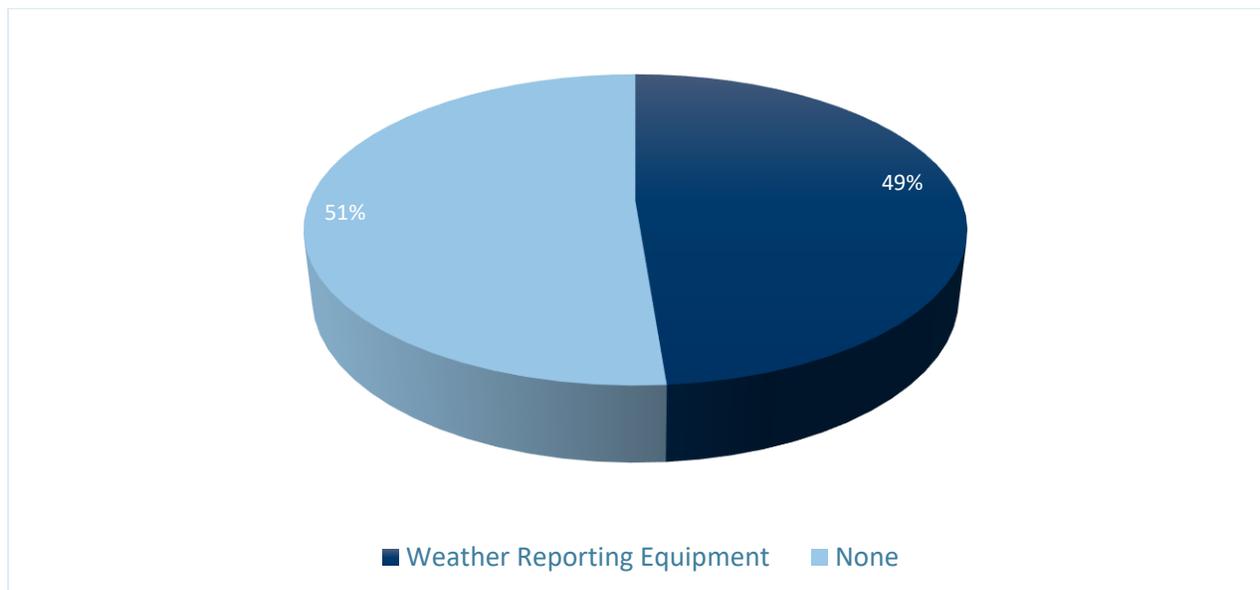
2.7.2 Weather Reporting Equipment

Additionally, automated weather systems can be located on airports to provide operators with basic weather data such as temperature, dew point, density altitude, altimeter setting, and wind speed and direction. These can also be equipped with Hazardous Inflight Weather Advisory Service systems. The two types of automated weather systems are defined below:

- Automated Weather Observation System (AWOS): The AWOS automatically collects weather data from various locations on and around the airport. The information is then transmitted to pilots via a computer-generated voice message on a specified frequency.
- Automated Surface Observation System (ASOS): The ASOS collects minute-by-minute weather observations, from which it generates aviation weather information. This information is disseminated to pilots by a computer-generated voice message via a specified radio frequency.

Of the 80 Alabama study airports, 39 (49 percent) have weather reporting systems (see **Figure 2-14** and **Figure 2-15**). Based on their respective system roles, each airport will be reviewed in a subsequent section to assess the adequacy of their current visual aids and weather reporting. Airport Visual Aids and Weather Reporting equipment are identified in **Appendix B, Table B-5**.

Figure 2-14: Weather Reporting Equipment



Source: FAA 5010 data, Jviation

2.8 Services

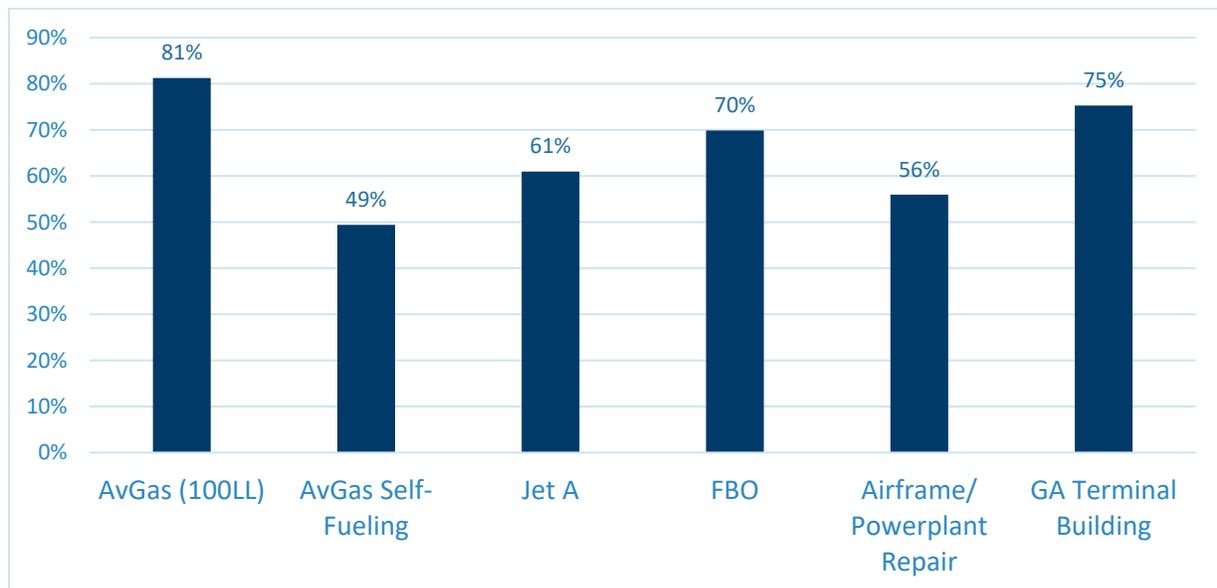
2.8.1 Aircraft Fuel Services

Nearly all study airports (81 percent) currently have some type of aircraft fuel available. The two most common types of fuel used for aviation activities are 100LL (AvGas) and Jet A. AvGas is most often used by smaller general aviation, piston-engine aircraft, while Jet A fuel is used by all turbine (e.g., turboprop and jet) aircraft. **Figure 2-16** indicates 81 percent (65 airports) have AvGas while 61 percent have Jet A. All airports with Jet A also provide AvGas. An additional 22 percent of airports provide only AvGas, while 19 percent of Alabama airports (15 Airports) have no fuel sales at all. Nearly half of Alabama’s airports have self-fueling credit card pumps. Based on their respective system roles, each airport will be reviewed to assess the adequacy of their current aircraft fueling capabilities. **Figure 2-17** geographically identifies airports with AvGas and Jet A fuel availability. Airport Fuel Services and FBO Services are identified in **Appendix B, Table B-6**.

2.8.2 Aircraft and Pilot Services

Aircraft owners and pilots often require on-airport services when using airports in Alabama. Fixed Base Operators act as a “filling station” and may sell fuel, aircraft repair services, pilot supplies, aircraft parts, and food and beverages. Other services FBOs provide include pilots lounge, conference rooms, restrooms, and a pilot briefing station. These activities are accommodated within the FBO building and or airport administration building. A general aviation terminal building may host the FBO as well as airport administrative offices. **Figure 2-16** indicates 70 percent (56 airports) of the system provide FBO facilities while 51 percent of the state’s 80 system airports provide aircraft airframe and powerplant repair services. Analysis of inventory data indicates 74 percent of Alabama’s airports have a general aviation terminal building. **Figure 2-18** identifies the range of building sizes for airports with terminals. Of the total, the most typical size (35 percent or 22 airports) for a terminal building is from 2,000 to 5,000 square feet. The largest terminal in the state is at Auburn University Regional Airport (AUO) with a 26,000 square foot general aviation terminal, while the smallest terminal is located on Roy Wilcox Airport (5R1) with a modest 300 square foot terminal. Complete terminal building details are identified in **Appendix B, Table B-10**.

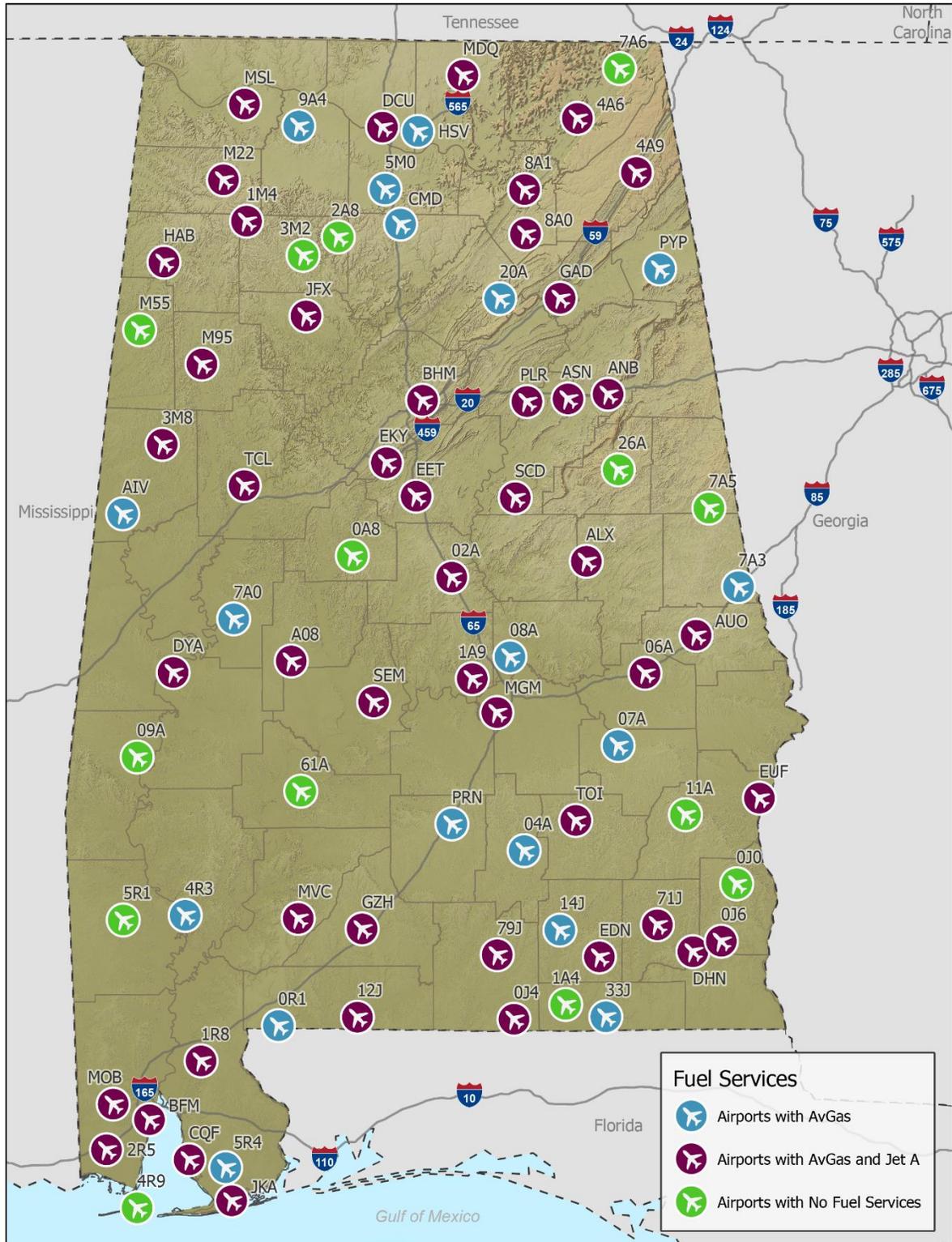
Figure 2-16: On-Airport Services Reported



Source: FAA 5010 data, Airport Manager Survey, Airnav.com, Jviation

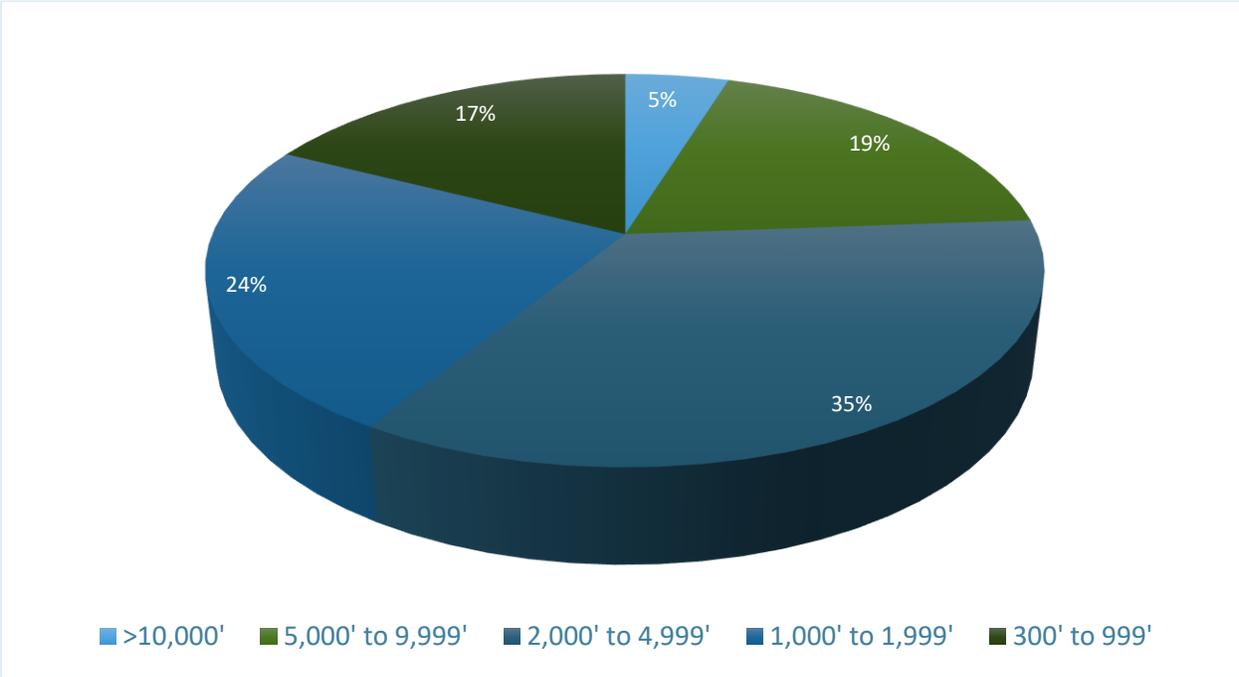


Figure 2-17: Aviation Fuel Availability in Alabama



Source: Jviation

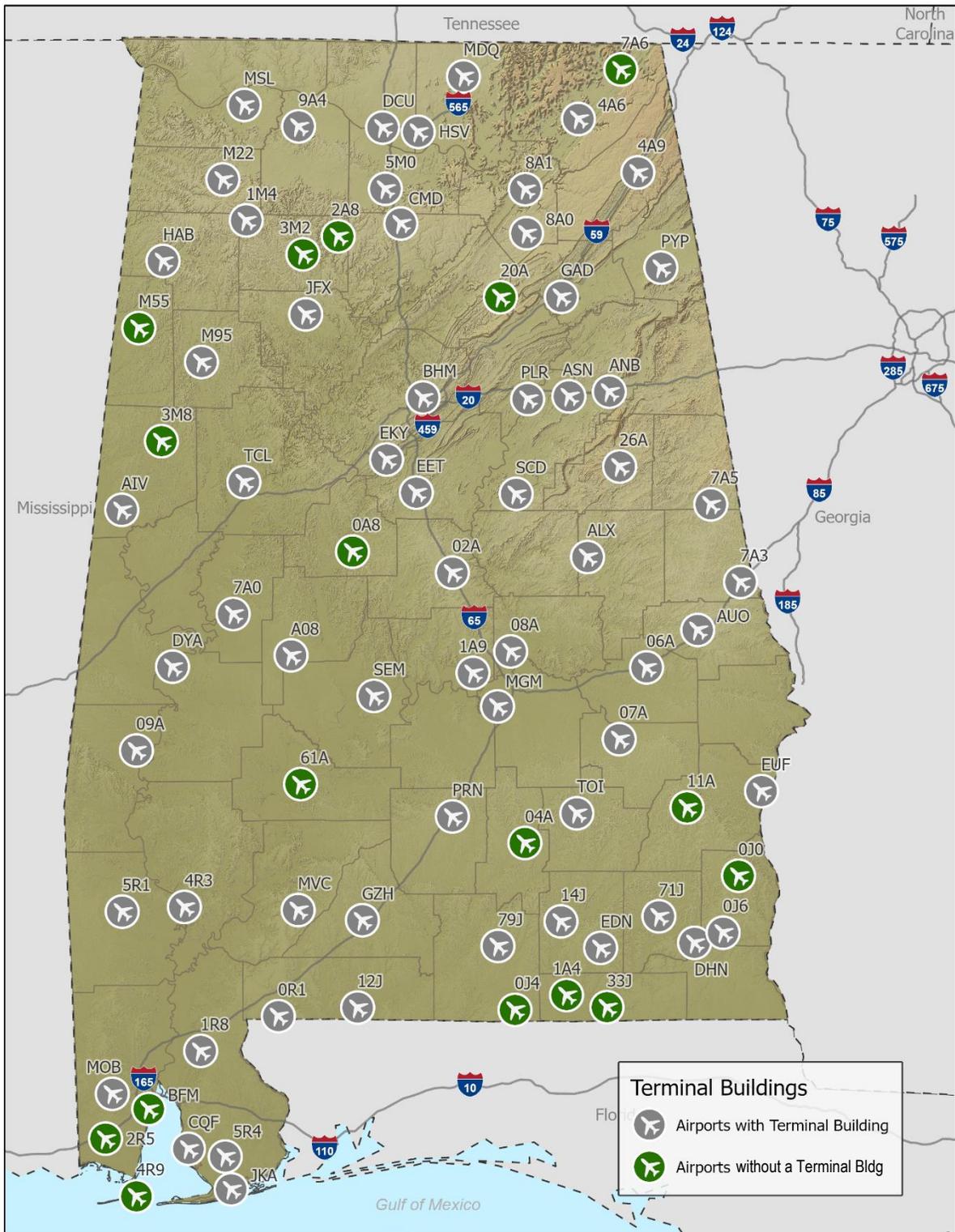
Figure 2-18: Terminal Building Sizes in Square Feet



Source: Airport Manager Survey, Jviation



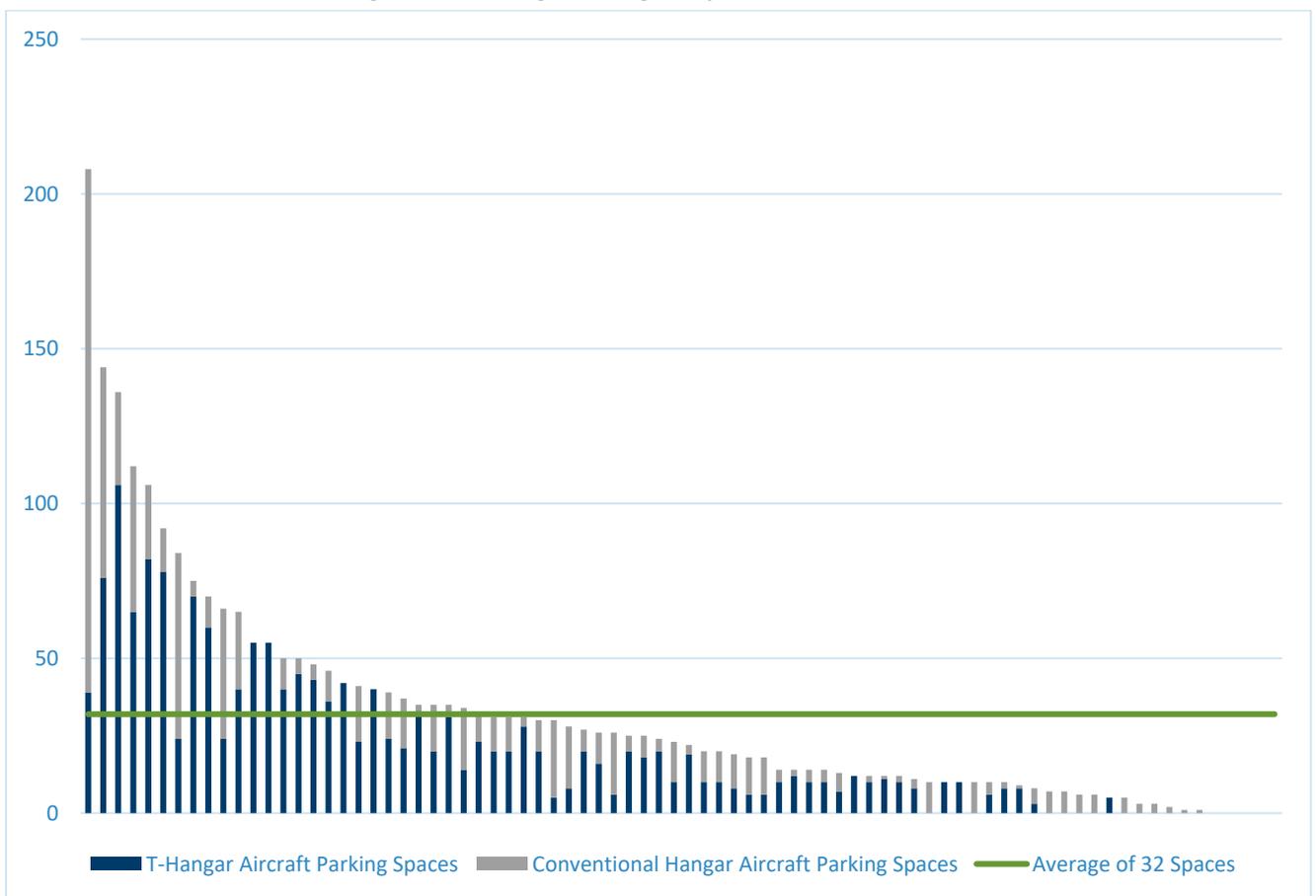
Figure 2-19: General Aviation Terminal Buildings in Alabama



Source: Jviation

Aircraft hangars on airports provide aircraft owners and businesses places to store their aircraft and provide safety and security for their investments. Airport managers were requested in the data collection process to provide estimates of T-hangar and conventional hangar spaces on their airport. Analysis of the data indicates 94 percent (75 airports) have hangars. Inventory data indicates there are 1,629 T-hangar spaces in Alabama and approximately 928 conventional hangar spaces. Conventional hangar spaces are estimates and some larger aircraft may be occupying more than one average sized space. There are 32 hangar spaces on average at system airports with Tuscaloosa National Airport having the most at over 200 spaces. **Figure 2-20** below identifies airport hangar spaces for all system airports in a graduated format. Aircraft apron also provide space for aircraft storage (tie-downs). Inventory data indicates there are 2,444 aircraft apron tie-down spaces at Alabama system airports with Craig Field, in Selma providing an estimated 1,000 aircraft parking spaces due its extensive apron areas. **Appendix B, Table B-7** identifies T-Hangar aircraft parking spaces, conventional hangar aircraft parking spaces, and aircraft apron parking spaces.

Figure 2-20: Hangar Storage – System Overview



Source: Airport Manager Survey, Jviation



2.8.3 Airport Master Plans

Airports conduct master plan periodically to provide guidance on airport development, project future levels of activity and to preserve and protect land for future use. Airport management and FAA Grant History data indicate over 50 airport master plans, airport layout plans and updates have occurred since 2005. **Appendix B, Table B-8** identifies Alabama airports and years they were completed or funded by the FAA.

2.9 Summary

Information presented in this chapter is essential to subsequent steps in the system planning process. In following chapters, various system performance measures/benchmarks and facility and service objectives are used to evaluate the current performance for Alabama's airport system and individual study airports. Information gathered as part of the inventory effort helps the ALDOT Aeronautics Bureau better understand how current airport system and individual airport performance may need to be enhanced in the future.



3. Projections of Demand

3.1 Overview

Projections of demand or forecasts help validate existing airport roles and provide a framework to establish future system needs. Some of the key findings included in this chapter include the following:

- Since 2000, the number of aircraft operations and based aircraft within Alabama have declined, generally following regional and national trends, albeit at higher rates.
- Nationally, general aviation aircraft and operational levels are anticipated to remain relatively flat over the next ten years with small, piston-engine aircraft continuing a slight decline, but larger business-class turbine aircraft continuing their industry-leading levels of growth.
- Alabama is anticipated to generally reflect national general aviation trends with business-class aircraft continuing to be the primary growth sector within the state.
- Alabama socioeconomic trends indicate that the state has multiple areas of existing and projected economic growth. While many of these are centered on metropolitan areas, some are located in more rural areas. These economic centers are important to business class aircraft activities.
- Many Alabama airports could experience a shift in their fleet mix as they evolve to incorporate a greater percentage of business class aircraft. This will be particularly true for airports located near economic centers.

3.2 Introduction

This chapter includes an examination and projection of multiple facets of general aviation activity at Alabama's system airports. Forecasts developed as part of the Alabama State Aviation System Plan (AL SASP) help validate airport roles and provide a framework to guide an analysis for future system needs to best support general aviation. Projections of general aviation activity for the state were prepared for the 5-year (2024) and 10-year (2029) periods (with a base year of 2019). Commercial service operations and enplanement projections were not developed as a part of the AL SASP since commercial service airports will typically develop their own forecasts that are specifically tailored to their own conditions and markets. These are often completed as part of airport master plans to help them identify those facilities needed to support their airline service.

Projections of aviation demand developed for the AL SASP system airports are presented in the following sections:

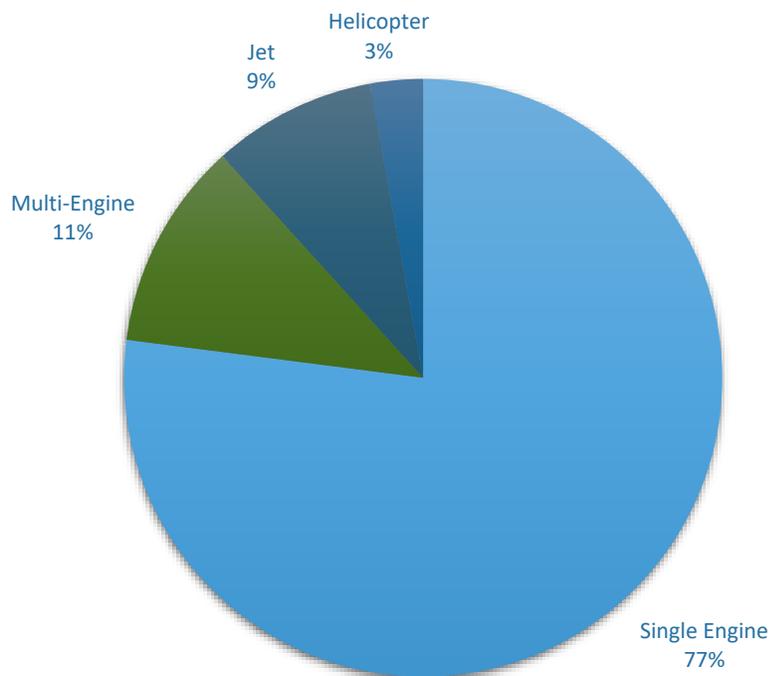
- Current and Historic General Aviation Activity in Alabama
- Industry Trends and Issues that May Impact Future Aviation Growth
- Socioeconomic Trends that May Impact Future Aviation Growth
- Projections of Aviation Demand
 - Based Aircraft
 - General Aviation Aircraft Operations

3.3 Current and Historic General Aviation Activity in Alabama

3.3.1 Based Aircraft

As defined by the Federal Aviation Administration (FAA), a based aircraft for a given airport is one that is operational, air worthy, and that is located at that facility for a majority of the calendar year. Based on FAA data, Alabama’s 80 system airports had a reported 2,521 based aircraft in 2019. When compared to the 2005 System Plan, this represents a total decline of nearly 14 percent (an average annual loss of 0.8 percent). It should be recognized that this decline is reasonably attributable to several key factors. First, this trend mirrors the overall declining number of active general aviation aircraft that has been experienced in the United States over the last two decades. Second, since the 2005 AL SASP, the FAA has changed the way it tracks and assigns based aircraft to specific airports. Prior to the establishment of the FAA’s current National Based Airport Inventory Program, based aircraft were frequently assigned to more than just one airport. This inevitably resulted in the “double-counting” of aircraft and a resultant over-estimation of the actual number of based aircraft within a state and in the country. While Alabama has likely experienced a declining based aircraft population consistent with that experienced throughout the country since 2000, it is also reasonable that some of the decline is actually attributable to the FAA’s more precise based aircraft counting program. Unfortunately, historical based aircraft data lacks enough granularity to determine the degree these two factors have specifically impacted Alabama. **Table 3-1** presents the percent of aircraft by equipment type based at Alabama’s study airports. As shown, more than three-fourths of the aircraft in the state are single engine aircraft (1,942). Multi-engine aircraft (284) make up 11 percent of the statewide fleet, while jets (223) represent 9 percent. Additionally, there are 72 rotorcraft based at study airports, representing three percent of the overall fleet.

Figure 3-1: Alabama Based Aircraft Fleet Mix (2019)



Source: FAA National Based Aircraft Inventory Program, FAA AirportIQ 5010



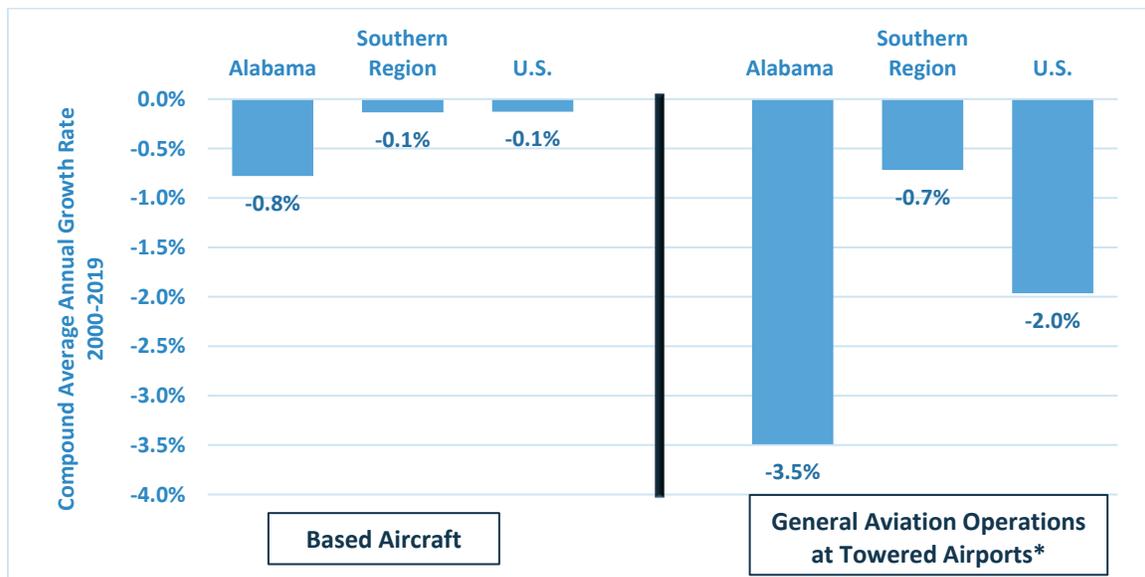
3.3.2 Aircraft Operations

The projection of aircraft operational demand is a key factor in determining the need for airside improvements throughout the Alabama airport system. An aircraft operation is defined as either an individual aircraft takeoff or a landing. Current general aviation aircraft operational data for this system plan was derived from two sources. For those airports with an air traffic control tower (ATCT), FAA Air Traffic Activity Data System (ATADS) was utilized, while non-towered airport operational data originated from the FAA Form 5010 system. Eight airports in Alabama have an ATCT.¹ It should also be noted that ATCT data is generated by actual aircraft counts, while FAA 5010 data are essentially estimated and are not verified. Based on these data sources, the annual general aviation operations at Alabama system airports for 2019 are estimated to be 1.85 million.

To better understand the state’s historical trends regarding based aircraft and general aviation operations, comparative information for the United States and the FAA’s Southern Region² was reviewed. As described previously and as shown in **Figure 3-2**, based aircraft in Alabama declined an average of 0.8 percent per year between 2000 and 2019. This compares to an average annual decline of 0.1 percent in the Southern Region and nationally. Similarly, Alabama experienced a decline in its general aviation operations at its towered airports (3.5 percent average annual) that exceeded the declines realized by the Southern Region (0.7 percent average annual) and by the United States (2.0 percent average annual).

The overall trend in based aircraft and general aviation operations for the state show that Alabama experienced larger declines when compared to the both the region and United States overall. Based on these trends, it is reasonable to project that future aviation activity at Alabama system airports may be equal to or lower than national trends projected by FAA.

Figure 3-2: Comparison of Alabama, FAA Southern Region, and U.S. General Aviation Activity Trends 2000-2019



¹ Towered airports in Alabama included Birmingham-Shuttlesworth International, Dothan Regional*, Huntsville International-Carl T Jones Field, Mobile Downtown*, Mobile Regional, Montgomery Regional, Tuscaloosa Municipal*, Troy Municipal*.
*Indicates these airports have federal contract towers.

² FAA Southern Region includes Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, Tennessee, South Carolina, Puerto Rico, and the U.S. Virgin Islands.

Sources: Based Aircraft: National Based Aircraft Inventory and FAA 5010, FAA Terminal Area Forecast (TAF), and *FAA Aerospace Forecasts Fiscal Years 2020-2040*. Operations: FAA ATADS database and *FAA Aerospace Forecasts Fiscal Years 2020-2040*.

Notes: *Does not include air taxi operations, since this category is typically a mix of regional airlines operations and air taxi operations. Only itinerant and local general aviation operation as recorded in the ATADS database.

Southern Region includes Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, Tennessee, South Carolina, Puerto Rico, and the U.S. Virgin Islands.

Over the past 20 years, overall general aviation demand in Alabama and across the country has been marked by declining general aviation usage. Several key national events have significantly contributed to the decline in overall general aviation operations in Alabama and across the country, including the September 11, 2001 terrorist attacks and the 2007-2009 economic recession. At the writing of this chapter (May 2020), the Coronavirus-19 pandemic has resulted in the most dramatic negative impact on the aviation industry as well as most other business activities across the world. Economic uncertainty resulting from COVID-19 implications remains and it is anticipated that non-essential travel will be discouraged for the remainder of 2020. As a result, airlines have had to concede load factors, make capacity reductions, withdraw from markets, and lay off workers. According to Airports Council International-North America, it is estimated that passenger enplanements will decline 73 percent in the March to June 2020 timeframe and total enplanements in the United States could decrease by 349 million for the year³. Additionally, general aviation activity and aircraft orders have also slowed drastically with corporate travel having been reduced and other aviation-related business having to operate with limited capacity or be temporarily closed. The continued uncertainty regarding the duration and impact of COVID-19 remains the key factor in determining how and when the world economy will start to recover. Given the still unknown long-term implications of the pandemic on the aviation industry, its potential implications with respect to the AL SASP are too difficult to quantify at this time. However, even with this uncertainty, it is critical to recognize that the aviation industry in Alabama and the country has a long history of resiliency and it is anticipated that overall aircraft activity levels will eventually return to levels and trends that are consistent with pre-pandemic conditions.

As shown in **Figure 3-3**, general aviation operations at towered airports⁴ in Alabama fell 4.0 percent in the years following September 11th (2001-2003) and then declined another 19.5% during the economic recession (2007-2010). These specific events coupled with increasing fuel prices, the rising cost of general aviation aircraft and operations, the declining numbers of pilots and flight training, as well as systemic changes in how companies conduct business all contribute to the overall decline in general aviation activity levels. While general aviation operations have not recovered from September 11th and the recession, they have entered a period of stability beginning in 2014.

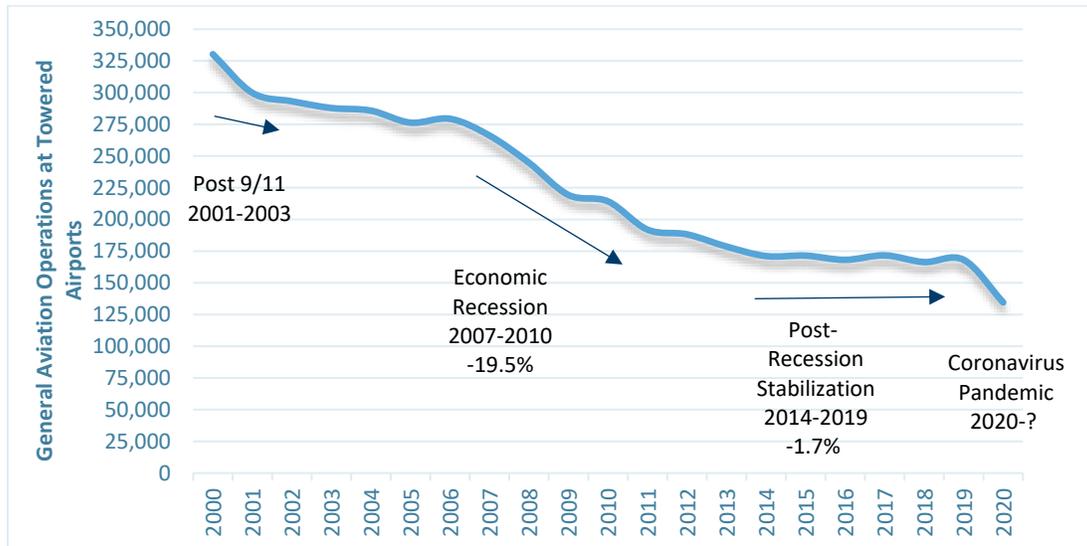
Due to the COVID-19 pandemic, Alabama and the country will experience another decline in general aviation operations at its airports in 2020 and likely into 2021 as the industry slowly recovers from the suspension of most travel. These trends further indicate that general aviation operations in Alabama may continue to decline in the future.

³ <https://airportsCouncil.org/wp-content/uploads/2020/03/Economic-Impact-of-Coronavirus-on-U.S.-Commercial-Airports.pdf>

⁴ A year over year comparison of general aviation operations in Alabama was only available for the larger airports with air traffic control towers that report operations by type to the FAA. In 2017, general aviation operations at towered airports accounted for 30% of the total general aviation operations in the state estimated as part of the AL SASP



Figure 3-3: Change in General Aviation Operations at Towered Airports in Alabama



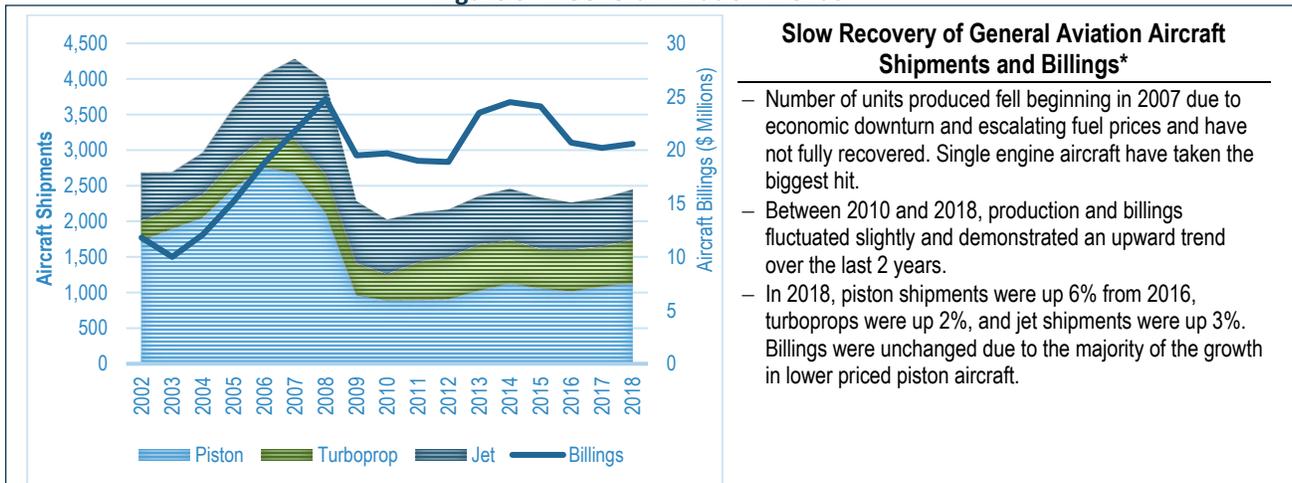
Source: FAA ATADS database

Note: Only itinerant and local general aviation operations are included in analysis. General aviation operations in the Commuter/Air Taxi category are not included.

3.4 General Aviation Industry Trends and Issues that May Impact Future Aviation Growth

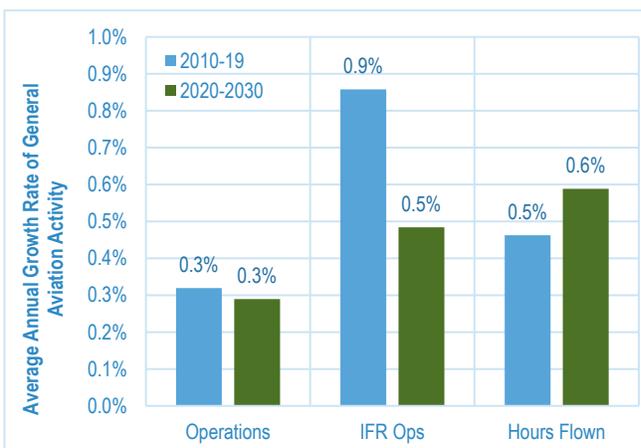
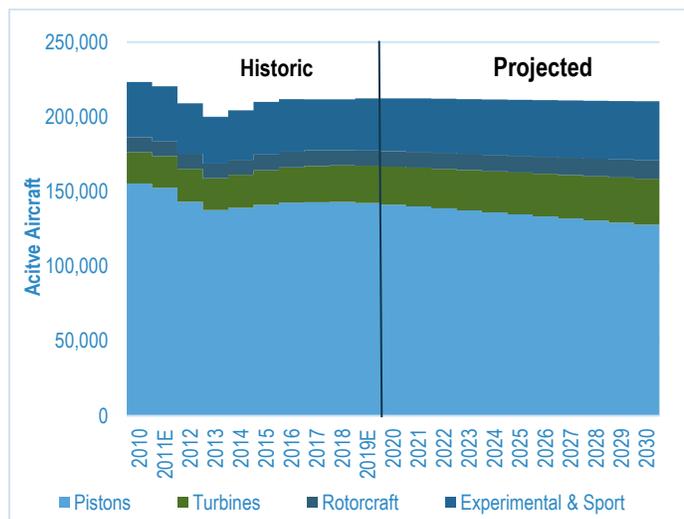
At the national level, fluctuating trends regarding general aviation usage and economic upturns/downturns have significant impacts on general aviation demand levels. Economic uncertainties have and will continue to impact general aviation demand over the next several years. Some of the national trends that will impact aviation demand at Alabama airports are shown in **Figure 3-4** and discussed below. These include recent and projected trends in general aviation aircraft orders, active aircraft fleet, and operations.

Figure 3-4: General Aviation Trends



No Growth in National Active Fleet Over Next 10 Years**

- 2010-2019: -0.6% average annual (CAGR¹) decline in total aircraft, driven by -1.0% CAGR in single engine and multi-engine pistons.
- Projected growth in jets and turboprops offsets piston declines.
- Experimental and light sport aircraft¹ are growing in popularity and becoming an increasingly larger part of the GA fleet.
- Over the next 10 years (2020-2030) the following CAGRs:
 - Total aircraft: 0.0%
 - Single engine: -1.0%
 - Multi-engine: -0.4%
 - Turboprop: 0.8%
 - Jet: 2.6%
 - Rotorcraft: 1.7%
 - Experimental: 1.0%
 - Sport: 3.9%



Continued Slow Growth Projected for General Aviation Activity over Next 10 Years**

- General aviation operations at towered airports to grow 0.3% per year, the same rate of growth from 2010-2019
- General aviation instrument flight rules (IFR) operations to increase 0.5% per year.
- Hours flown by general aviation aircraft projected to increase 0.6% per year.
- 2020-2030 projected growth in turbine (2.4% CAGR), rotorcraft (2.3% CAGR), and experimental aircraft (1.8% CAGR) hours flown is expected to offset a decline in fixed wing piston hours flown (-1.4% CAGR).

Sources: * GAMA Quarterly Shipments and Billings; ** FAA Aerospace Forecasts, Fiscal Year 2020-2040

Note: ¹Light sport aircraft are defined as 1-2 person simple-to-operate, easy-to-fly aircraft that have a max weight of 1,320 lbs.

[^]CAGR=compound annual growth rate



Table 3-1 presents several of the recent and projected national aviation trends as opportunities for general aviation growth in the Alabama system or threats to its growth. Such national trends have shown to impact Alabama in the past and will continue to impact future growth. It is again important to note that the long-term impact of the COVID-19 pandemic on these trends is unknown at this time but will undoubtedly have a short-term detrimental impact on business flying, air charter activity, flight training, and aircraft sales. National trends have been taken into consideration during the development of demand projections presented later in this chapter.

Table 3-1: National Trends Influencing General Aviation Growth

Opportunities for General Aviation Growth	Threats to General Aviation Growth
<p>Increased Delivery of Several Aircraft Types 2020-2030 (FAA): Delivery of some types of GA aircraft is expected to increase:</p> <ul style="list-style-type: none"> - Turbo Jet: 2.6% CAGR^A - Rotorcraft: 1.7% CAGR - Turboprop: 0.8% CAGR <p>Because of lower entry and operating costs, industry growth is also projected for light sport and experimental aircraft.</p> <ul style="list-style-type: none"> - Light Sport: 3.9% CAGR - Experimental Aircraft: 1.0% CAGR 	<p>Decline in Single Engine Piston Fleet (FAA): The single engine piston fleet makes up the largest percentage of GA fleet. FAA projects contraction of this portion of the fleet at a rate of -1.0% over the next 10 years.</p> <ul style="list-style-type: none"> - 2010: 139,520 - 2019E: 129,535 - 2030 Projected: 115,710 <p>According to GAMA, new piston airplane sales dropped dramatically following the economic recession and have not recovered.</p>
<p>Increase in Business Flying: Business use of general aviation aircraft as a tool to increase efficiency and productivity remains strong. The Tax Cuts and Jobs Act of 2017 provided tax savings on new and used aircraft for corporate use and oil prices remain low. Business aviation:</p> <ul style="list-style-type: none"> - Provides time efficiencies for companies - Tends to purchase more fuel - Is more a consistent activity and higher revenue generators for airports 	<p>Limited Growth in Annual GA Operations at Towered Airports (FAA): GA operations at all towered airports experienced low growth of 0.3% per year between 2010 and 2019. A small increase is expected over the next 20 years.</p> <ul style="list-style-type: none"> - 2010: 26.6 million - 2019: 27.4 million - 2030 Projected: 28.8 million
<p>On-Demand Charter Activity Remains Strong: WheelsUp, NetJets, XOJet and other companies have experienced more aircraft share sales and an increase in flight hours in the last 10 years. Companies are investing more often in a variety of products including fractional ownership, jet cards, and club membership programs. These items allow businesses of all sizes to utilize business aviation without purchasing an aircraft.</p>	<p>Decline in Active Private Pilots (FAA) The number of active private pilots in the U.S. has declined 0.9% on average since 2010 due to new medical requirements for certification and the cost to fly. The number of pilots is expected to remain flat over the next 20 years. The pilot shortage will impact business aviation operations as pilot salaries will rise due to high demand from commercial airlines, who are hiring more pilots than ever.</p>
<p>Flight Training Materializing at Record Pace: Airline pilot hiring has surged since 2013 to keep up with growing demand and pilot retirements. Airlines hired more than 5,000 pilots in 2019. This has meant large increases in flight training-related operations at many general aviation airports around the country.</p>	<p>Phase Out of 100 LL Fuel to Non-Leaded Fuel: AvGas production was down 30% in 2016 compared to 10 years earlier. It is anticipated that plans to replace 100LL fuel with a non-leaded aviation fuel will result in further reduction in the piston GA fleet as older engines are phased out of the fleet.</p>
<p>Evolution of Electric Aircraft: The growing concern over aviation emission has shifted the focus of manufacturers toward the development of all-electric aircraft. New electric aircraft models are being developed to be used as a flying taxi. The development of flying taxis is expected to increase the demand for the general aviation market in the future.</p>	<p>Increase in Cost of New GA Aircraft: The cost to purchase a new single engine piston plane has increased significantly.</p> <ul style="list-style-type: none"> - Piper Seneca: \$650,000 (2005) v. \$1 million (2018) - Cirrus SR22 GTS: \$335,000 (2005) v. \$760,000 (2018) - Cessna 172 Skyhawk: \$230,000 (2005) v. \$379,000 (2018)

Sources: FAA Aerospace Forecast Fiscal Years 2020-2040, GAMA Quarterly Shipments and Billings, other industry sources

Note: ^ACAGR=compound annual growth rate

3.5 Socioeconomic Trends That May Impact Future Aviation Growth

Other factors that may influence future aviation activity that are independent of historical airport activity and other aviation industry trends include socioeconomic and demographic trends. Socioeconomic characteristics are often examined to derive an understanding of the dynamics of projected aviation growth. It has been generally observed that there is a correlation between socioeconomic trends and that of general aviation activity in that population and economic growth tend to spur aviation activity. A summary of Alabama's historical and projected trends in population and employment is presented below. These trends were considered when projections of aviation demand for each system airport were developed.

3.5.1 Population

Over the 20-year historic period of 1997 and 2017, statewide population grew at an average annual rate of 0.6 percent per year. In 2017, Alabama's estimated population was 4.87 million, up from 4.37 million in 1997 (see

Figure 3-5). Over the last 10 years, statewide population grew at a slightly lower annual rate of 0.4 percent. Based on generalized national projection methodologies, the population is estimated to increase at 0.6 percent per year on average⁵ between 2017 and 2027

The rates of historical and projected population growth experienced in Alabama are slightly below those experienced in the United States overall. Between 1997 and 2017, U.S. population grew at an average annual rate of 0.9 percent, while it is projected that that the national population growth rate will be 0.7 percent per year over the next 10 years. The narrowing of these population growth rate gaps is a reflection of the anticipated rate of population growth in Alabama to more closely mirror national trends, largely spurred by birth rates and immigration.

On a more localized level, Alabama has experienced population growth in its urban areas at the expense of its more rural areas with people tending to migrate to metropolitan areas. Specifically, four counties (Baldwin, Madison, Lee, and Shelby) have grown by more than 110,000 people since 2010. **Figure 3-6** presents generalized projected rates of population change in Alabama by county. As noted, much of the highest growth is projected to occur near the metropolitan areas of Auburn, Birmingham, Huntsville, and Mobile. Shelby County in the Birmingham-Hoover metropolitan statistical area (MSA) and Baldwin County in the Daphne-Fairhope-Foley MSA are expected to experience the highest rates of population growth between 2017 and 2027. These largely offset static populations levels or declines that are anticipated in several rural counties around the state.

3.5.2 Employment

Between 1997 and 2017, employment in Alabama increased at a compound annual growth rate (CAGR) of 0.7 percent per year. This compares to a 1.2 percent CAGR experienced overall in the United States. In 2017, it was estimated that Alabama's employment was 2.65 million, up from 2.32 million in 1990 (

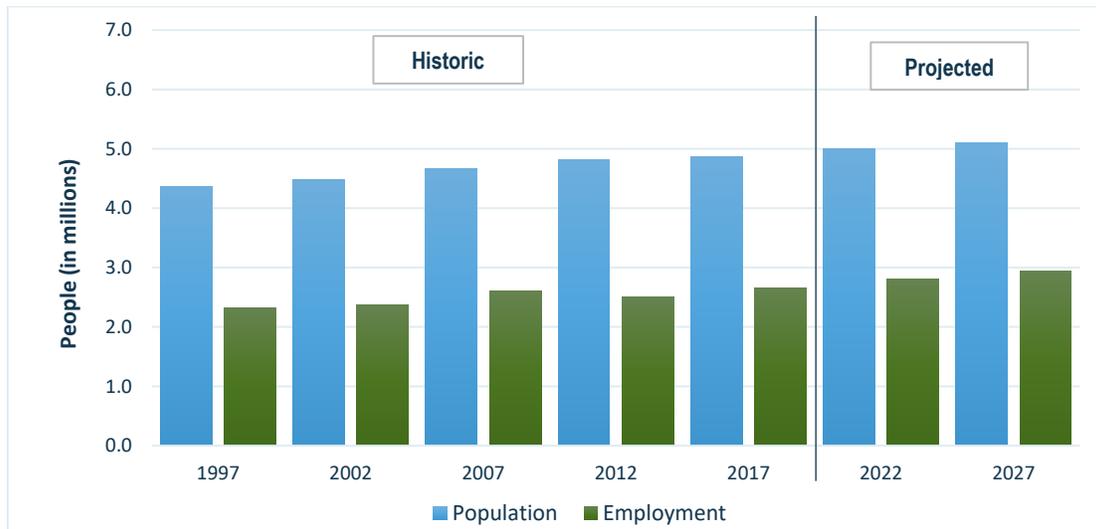
Figure 3-5). Specific to the last 10 years, overall statewide employment grew at a slightly lower rate of 0.2 percent per year on average. Based on generalized national projection methodologies, it is projected that overall employment in Alabama will grow at an average annual rate of 1.0 percent between 2017 and 2027, slightly below the projected national average annual growth rate of 1.3 percent over that same period.⁶

⁵ U.S. Census Bureau and Woods & Poole Economics, Inc.

⁶ U.S. Department of Commerce; Woods & Poole Economics, Inc.



Figure 3-5: Historical and Projected Alabama Population and Employment



Sources: U.S. Census Bureau, U.S. Department of Commerce, Woods & Poole Economics, Inc.

Generally, employment growth rates by county reflect trends that are similar to that as population (see **Figure 3-7**) with the highest growth rates being experienced in larger metropolitan areas and the lowest rates being experienced in selected rural counties around the state. Shelby and Baldwin counties as well as St. Clair County (Birmingham-Hoover MSA) are anticipated to realize the highest rates of employment growth over the next two decades.

However, it is important to also recognize that these projections are general in nature and may require further examination to derive an appropriate and accurate conclusion. For example, understanding relationships between population and employment growth may be particularly relevant for those areas with limited or declining population, but that also have higher employment growth projections. Counties such as Colbert, Clarke/Marengo, and other surrounding counties forecast no population growth (and possible declines), yet they project relatively robust employment growth rates. These projected trends run contrary to the typical patterns of employment growth resulting from population growth, and reasonably imply industrial and economic development above what might otherwise be expected due to simple shifts in population.

In further analyzing this information and projected trends, economic data from the Alabama Department of Commerce’s Business Development Division was also considered. The Division teams with public and private development partners to annually compile key economic metrics that reflect historical economic activity and growth, including jobs created and investments made within every Alabama county. The Division’s most recent publication encompasses economic growth from 2012 to 2018 and largely supports the economic development patterns presented in the 2017-2027 projections.

Additionally, as shown in **Figure 3-8** and **Figure 3-9**, this data provides a much more robust level of understanding of historical economic development patterns within the state, and by extension, their future development potential. An example of this would be Clarke County, whose generalized population and employment projection data appear to be relatively flat and unremarkable, but when viewed through the lens of Alabama Department of Commerce data, it shows that this county has recently generated over 700 jobs and was the recipient of over \$375 million of economic investment since 2012. These would indicate that Clarke

County will continue to be a growth area for the State of Alabama and one that would benefit from enhanced aviation services.

Figure 3-6: Projected Population Growth by Alabama County (2017-2027)



Source: Woods & Poole, Inc.



Figure 3-7: Projected Employment Growth Rate by Alabama County (2017-2027)



Source: Woods & Poole, Inc.

3.6 Projections of Aviation Demand

For the AL SASP, projections of aviation demand were developed for based aircraft and general aviation operations. The following assumptions were used to establish demand projections for system airports:

- The decline in aviation activity due to the COVID-19 pandemic has not been quantified in this report as it is too early to predict when travel will resume and if and how long an economic recession will continue.
- Other economic disturbances may cause year-to-year demand variations.
- In many instances, aviation activity at system airports will generally reflect the national aviation industry. The FAA projects very low growth, no growth, or declining levels of activity for most aspects of aviation.
- Local economies may grow, and population and employment increase; changes in aviation demand will most likely not be directly related to, but may be supported by, these increases.
- Fuel prices will continue to fluctuate and the future availability of 100LL fuel (needed to operate piston-engine aircraft) may further impact the general aviation projections.
- Projections are unconstrained with respect to facilities.

Projections of based aircraft and general aviation operations are presented in this section. Several methodologies were reviewed that considered historic trends, socioeconomic growth, and national aviation projections. As discussed above, declines in Alabama-based aircraft and operations have historically exceeded those experienced by the rest of the region and country. It is reasonably anticipated that this trend will continue over the next 10 years. Therefore, a conservative approach to projected activity in the state has been utilized.

3.6.1 Based Aircraft

Estimating the number of aircraft anticipated to be based at system airports over the next 10 years helps the state plan for future facility and infrastructure needs. The *FAA Aerospace Forecasts, Fiscal Years 2020-2040*, published in March 2020 includes projections of active general aviation and air taxi aircraft by equipment type. Additionally, the FAA Terminal Area Forecast (TAF) provides forecasts of based aircraft by NPIAS airport. Overall, the FAA projects the total national fleet to decline by 0.1 percent per year on average over the next 10 years. As shown previously in **Figure 3-4**, segments of the fleet will grow (or decline) at various rates based on future demand trends. While the single engine aircraft population is anticipated to fall 1.0 percent per year over the next 10 years, growth will be experienced in business jets, turboprops, and helicopters. It should be noted that single engine aircraft in Alabama comprise 77 percent of the current based aircraft fleet. When focusing specifically on Alabama growth rates the FAA TAF presents based aircraft annual growth rate of 0.33 percent.

Based aircraft projections for this system plan have been established that are rooted in population growth trends by county and FAA TAF growth rates. Within Alabama, there are 67 counties of which 36 are experiencing growth in population (note that these are generally located in metropolitan areas or along interstate corridors) with the remaining 31 largely rural counties having no growth or declining population. For the purposes of this based aircraft forecast, the FAA TAF based aircraft growth rate of 0.33 percent was utilized for airports located within counties with growing population. For those airports located within counties having a declining population, the FAA Aerospace Forecast for single engine aircraft of -1.0% was utilized.

Table 3-2 presents the Alabama statewide annual projection by aircraft type through 2029, based on this methodology. Overall, the total number of based aircraft across the state are projected to increase an average of 0.17 percent annually over the next 10 years. Based on this projection, Alabama will gain a total of 33 single



engine aircraft by 2029, as well as 23 multi-engine aircraft, 13 helicopters, and 64 jet aircraft. It should be recognized that increases in based jet aircraft account for nearly as many as all other aircraft types combined. This reflects the changing dynamics of the general aviation industry where growth in jet and turbine aircraft are anticipated to far outpace the growth of other aircraft types. Net increases in based aircraft will also be expected to occur largely at airports in proximity to areas of growing economic activity. When combined, there will be a total of 133 additional aircraft based in the state by 2029. Overall, based aircraft growth in Alabama will increase from 2,521 aircraft to 2,564 by 2029 and represents an average annual growth rate of 0.17 percent. Additionally, the individual results by airport of the based aircraft forecasts presented below in

Table 3-3.

Table 3-2: Projections of Statewide Based Aircraft, By Equipment Type

	Single Engine	Multi-Engine	Jet	Helicopter	Total
2019 Alabama Aircraft	1,942	284	223	72	2,521
FAA Aerospace CAGR 2020-30		0.80%	2.60%	1.70%	
ALDOT Aeronautics Bureau SASP Forecast 2020	0.17%				
Projected Alabama Aircraft					
2020	1,942	286	225	73	2,526
2021	1,949	288	235	74	2,530
2022	1,952	291	241	76	2,535
2023	1,956	293	247	77	2,539
2024	1,959	295	253	78	2,544
2025	1,963	297	260	79	2,548
2026	1,966	300	266	81	2,552
2027	1,969	302	273	82	2,556
2028	1,973	304	280	84	2,561
2029	1,975	307	287	85	2,564
Alabama Statewide CAGR 2019-2029					0.17%

Source: Marr Arnold Planning, Aviation, FAA Terminal Area Forecast (TAF), FAA National Based Aircraft Inventory, FAA Aerospace Forecasts, Fiscal Years 2020-2040

Note: CAGR = compound annual growth rate

It is also important to recognize that since this forecast employs a top-down methodology that results in a broad estimate of future activity, the more nuanced elements that would be captured in a detailed forecast have not been considered. For example, while the total number of based aircraft have been projected for each airport and the system as a whole, potential fleet mix changes related to existing based aircraft have not been assessed. This is important in that while a given airport’s total number of based aircraft may change only slightly, or if at all, that same airport nevertheless could be experiencing a significant evolution in the types of aircraft based there as well as their operational levels and patterns.

This may be particularly true of areas in Alabama that are projected to experience a decline in their overall population but have also demonstrated higher levels of economic activity in the form of new jobs and investment. For an airport located in such an area, the projected reduction of population could result in a flat or declining number of total based aircraft, which would be reasonable given the correlation between population and airport activity. However, the strong area economic factors would also indicate that same airport would experience an increase in business jet activities and possibly even have an increasing number of

based jets. So, while the overall number of aircraft based at that airport may remain generally static, the types of aircraft that comprise that total can change dramatically. Note that this phenomenon is also directly supported by the national general aviation aircraft industry patterns discussed previously where smaller general aviation aircraft are projected to experience a steadily decline in overall numbers while business aircraft are projected to experience robust growth.

3.6.2 General Aviation Aircraft Operations

There are a wide variety of factors that can impact the number of operations being experienced at an airport. These can include, but are not limited to:

- Total based aircraft
- Activity by aircraft type
- Airport facilities and services such as a control tower, fuel, and an FBO
- Airport location
- Activity and facilities at neighboring or competing airports
- Area demographics including business density
- National trends

These factors were considered in the development of projections of annual operations for each system airport. While several methodologies were considered, a bottom-up methodology that combines each airport's jet activity with FAA projections of general aviation hours flown was selected and is presented here. This scenario analyzed FAA Traffic Flow Management System Counts (TFMSC) data at each Alabama airport. Each airport was given a rating of high, medium, low, limited, or none in terms of the number of jet operations that were captured by FAA's TFMSC system in 2019. Each airport was then assigned a percentage of the *FAA Aerospace Forecasts, Fiscal Years 2019-2039* projections of general aviation hours flown, based on the number of jet operations they currently accommodate. Consistent with FAA projections, this methodology considers that jet activity and business aviation are anticipated to be the fastest growing segments of aviation and applies a future rate of growth at individual airports based on the level of jet activity. Airports with no current recorded jet operations are assumed to follow the projected rate of hours flown by single engine aircraft. (Note that for those airports that currently do not have jet operations but that could in the future due to fleet mix evolution, it is reasonable that such levels of jet activity would be likely encapsulated within the single engine aircraft forecast.)

Under this methodology, total general aviation operations in Alabama are estimated to grow 0.17% per year on average over the next 10 years.

Table 3-3 presents the general aviation operations projections for each Alabama airport for five-year (2024) and ten-year (2029) forecast period.

3.7 Summary

Projections of demand presented in this chapter help establish future systemwide needs. This system plan takes a conservative approach to projecting the future aviation demand for system airports and is consistent with national aviation trends.

Table 3-3 presents based aircraft and general aviation operations projections for each system airport. In general, it is anticipated that general aviation activity in the state will largely remain static or slightly decline at most airports, but with several airports experiencing slight increases largely based on the evolution of the fleet



mix. It is important to acknowledge that these projections are developed on a macro system planning level of detail and should not replace those airport-specific forecasts developed during individual airport master plans that should consider local market area factors to a much greater degree.

Table 3-3: Projections of General Aviation Based Aircraft and Operations in Alabama By Airport

ID	Airport Name	Associated City	County	Existing (2019)		Forecast			
				Based Aircraft	GA Operations	Based Aircraft		GA Operations	
						2024	2029	2024	2029
0J0	Abbeville Municipal	Abbeville	Henry	10	400	10	10	400	300
2A8	Addison Municipal	Addison	Winston	4	1,416	4	4	1,300	1,200
EET	Shelby County	Alabaster	Shelby	117	20,648	119	121	21,300	22,100
8A0	Albertville Regional-Thomas J Brumlik Field	Albertville	Marshall	38	25,400	39	39	26,300	27,100
ALX	Thomas C Russell Field	Alexander City	Tallapoosa	29	30,312	30	30	30,800	31,300
AIV	George Downer	Aliceville	Pickens	3	5,400	3	3	5,400	5,400
79J	South Alabama Regional At Bill Benton Field	Andalusia/Opp	Covington	20	11,650	20	21	11,800	12,000
ANB	Anniston Regional	Anniston	Calhoun	26	22,364	27	27	23,100	23,900
26A	Ashland/Lineville	Ashland/Lineville	Clay	9	2,788	9	8	2,700	2,600
0R1	Atmore Municipal	Atmore	Escambia	13	3,870	12	12	3,900	3,900
AUO	Auburn University Regional	Auburn	Lee	95	64,945	97	98	67,100	69,400
1R8	Bay Minette Municipal	Bay Minette	Baldwin	17	148,920	17	18	148,900	148,900
EKY	Bessemer	Bessemer	Jefferson	63	102,600	64	65	106,000	109,600
BHM	Birmingham-Shuttlesworth International	Birmingham	Jefferson	217	52,140	221	224	53,900	55,700
12J	Brewton Municipal	Brewton	Escambia	22	15,500	21	20	15,500	15,500
09A	Butler-Choctaw County	Butler	Choctaw	0	1,920	0	0	1,900	1,800
61A	Camden Municipal	Camden	Wilcox	3	3,248	3	3	3,100	3,000
PYP	Centre-Piedmont-Cherokee County Regional	Centre	Cherokee	19	16,056	19	20	15,000	14,000
0A8	Bibb County	Centreville	Bibb	10	3,542	10	10	3,300	3,100
5R1	Roy Wilcox	Chatom	Washington	6	3,694	6	6	3,600	3,500
02A	Chilton County	Clanton	Chilton	28	23,924	29	29	23,100	22,300
11A	Clayton Municipal	Clayton	Barbour	1	1,560	1	1	1,500	1,500
9A4	Courtland	Courtland	Lawrence	17	10,900	16	15	10,500	10,200
CMD	Cullman Regional-Folsom Field	Cullman	Cullman	78	37,710	79	81	38,300	39,000



ID	Airport Name	Associated City	County	Existing (2019)		Forecast			
				Based Aircraft	GA Operations	Based Aircraft		GA Operations	
						2024	2029	2024	2029
4R9	Jeremiah Denton	Dauphin Island	Mobile	0	3,650	0	0	3,500	3,400
DCU	Pryor Field Regional	Decatur	Limestone	109	155,626	111	113	160,800	166,200
DYA	Demopolis Regional	Demopolis	Marengo	21	5,175	20	19	5,200	5,200
DHN	Dothan Regional	Dothan	Dale	81	23,223	82	84	24,000	24,800
3M2	Double Springs-Winston County	Double Springs	Winston	1	3,750	1	1	3,600	3,500
14J	Carl Folsom	Elba	Coffee	28	5,110	29	29	4,800	4,500
EDN	Enterprise Municipal	Enterprise	Coffee	56	18,456	57	58	18,500	18,500
EUF	Weedon Field	Eufaula	Barbour	16	27,138	15	15	27,100	27,100
GZH	Evergreen Regional - Middleton Field	Evergreen	Conecuh	11	6,008	11	10	6,000	6,000
CQF	H L Sonny Callahan	Fairhope	Baldwin	41	45,800	42	42	47,300	48,900
M95	Richard Arthur Field	Fayette	Fayette	9	15,300	9	8	14,800	14,300
0J4	Florala Municipal	Florala	Covington	11	1,940	11	11	1,800	1,700
5R4	Foley Municipal	Foley	Baldwin	27	24,700	28	28	23,100	21,500
4A9	Isbell Field	Fort Payne	De Kalb	38	16,470	39	39	16,700	17,000
GAD	Northeast Alabama Regional	Gadsden	Etowah	38	23,456	39	39	23,800	24,200
33J	Geneva Municipal	Geneva	Geneva	23	8,445	23	24	7,900	7,400
7A0	Greensboro Municipal	Greensboro	Hale	11	2,088	11	10	1,900	1,800
PRN	Mac Crenshaw Memorial	Greenville	Butler	9	3,774	9	8	3,800	3,800
JKA	Jack Edwards National	Gulf Shores	Baldwin	68	62,571	69	70	64,700	66,800
8A1	Guntersville Municipal - Joe Starnes Field	Guntersville	Marshall	51	9,117	52	53	9,100	9,100
1M4	Posey Field	Haleyville	Winston	9	10,185	9	8	10,200	10,200
HAB	Marion County-Rankin Fite	Hamilton	Marion	9	21,800	9	8	22,200	22,500
5M0	Hartselle-Morgan County Regional	Hartselle	Morgan	21	15,295	21	22	14,800	14,300
0J6	Headland Municipal	Headland	Henry	37	37,203	38	38	36,000	34,700
HSV	Huntsville International-Carl T Jones Field	Huntsville	Madison	80	19,351	81	83	20,000	20,700
MDQ	Huntsville Executive Airport Tom Sharp Jr Field	Huntsville	Madison	106	33,660	108	110	34,800	36,000
4R3	Jackson Municipal	Jackson	Clarke	5	2,800	5	5	2,800	2,800
JFX	Walker County-Bevill Field	Jasper	Walker	18	33,516	17	16	34,100	34,600

Chapter 3, Projections of Demand

ID	Airport Name	Associated City	County	Existing (2019)		Forecast			
				Based Aircraft	GA Operations	Based Aircraft		GA Operations	
						2024	2029	2024	2029
7A3	Lanett Municipal	Lanett	Chambers	4*	3,280*	4	4	3,100	2,900
04A	Frank Sikes	Luverne	Crenshaw	6	5,636	6	6	5,300	4,900
A08	Vaiden Field	Marion	Perry	9	10,200	9	8	10,200	10,200
BFM	Mobile Downtown	Mobile	Mobile	26	14,940	27	27	15,400	16,000
MOB	Mobile Regional	Mobile	Mobile	6	11,389	6	6	11,800	12,200
MVC	Monroe County Airport	Monroeville	Monroe	14	19,100	13	13	19,400	19,700
MGM	Montgomery Regional (Dannelly Field)	Montgomery	Montgomery	79	35,107	80	82	36,300	37,500
MSL	Northwest Alabama Regional	Muscle Shoals	Colbert	57	42,260	54	52	43,700	45,100
20A	Robbins Field	Oneonta	Blount	10	2,776	10	10	2,700	2,600
71J	Ozark Airport - Blackwell Field	Ozark	Dale	38	91,500	39	39	88,400	85,500
PLR	St Clair County	Pell City	St. Clair	66	33,572	67	68	33,600	33,600
1A9	Prattville - Grouby Field	Prattville	Autauga	33	21,633	34	34	21,600	21,600
3M8	North Pickens	Reform	Pickens	14	3,466	13	13	3,300	3,200
7A5	Roanoke Municipal	Roanoke	Randolph	11	3,116	11	11	3,000	2,900
M22	Bill Pugh Field	Russellville	Franklin	11	20,125	11	11	20,100	20,100
1A4	Logan Field	Samson	Geneva	5	8,480	5	5	7,900	7,400
4A6	Scottsboro Municipal-Word Field	Scottsboro	Jackson	26	7,745	25	24	7,700	7,700
SEM	Craig Field	Selma	Dallas	13	34,550	12	12	34,600	34,600
2R5	St Elmo	St Elmo	Mobile	23	20,400	23	24	20,400	20,400
7A6	Stevenson	Stevenson	Jackson	7	6,340	7	6	5,900	5,500
SCD	Merkel Field Sylacauga Municipal	Sylacauga	Talladega	21	27,916	21	22	27,900	27,900
ASN	Talladega Municipal	Talladega	Talladega	39	38,300	40	40	39,600	40,900
TOI	Troy Municipal Airport At N Kenneth Campbell Field	Troy	Pike	32	40,928	33	33	42,300	43,700
TCL	Tuscaloosa National	Tuscaloosa	Tuscaloosa	103	32,893	105	107	34,000	35,100
06A	Moton Field Municipal	Tuskegee	Macon	10	19,530	10	9	19,500	19,500
07A	Franklin Field	Union Springs	Bullock	10	6,545	10	9	6,100	5,700
M55	Lamar County	Vernon	Lamar	1	1,604	1	1	1,500	1,400



ID	Airport Name	Associated City	County	Existing (2019)		Forecast			
				Based Aircraft	GA Operations	Based Aircraft		GA Operations	
						2024	2029	2024	2029
08A	Wetumpka Municipal	Wetumpka	Elmore	68	39,400	69	70	36,800	34,400
State Totals				2,521	1,849,246	2,544	2,564	1,864,100	1,881,000

Source: Marr Arnold Planning, Aviation

Note: Operations may not sum to totals due to rounding

* Lanett Municipal Airport undertook significant airport projects in 2019/2020 that effectively closed the airport. Thus, for a period of time, the total based aircraft at the airport was zero with a commensurate reduction in aircraft operations. Based aircraft and operational levels are anticipated to return once the construction is completed.



4. System Performance Evaluation

4.1 Overview

This chapter of the Alabama Statewide Airport System Plan (AL SASP) provides an evaluation of Alabama's airport system's current performance. The linkages of economic activity within the state and airport activity and facilities were reviewed using geographic information system (GIS) mapping applications that captured estimates of resident population within proximity of the airport system. This chapter also provides an analysis of five of the fastest growing industry sectors in the state and their proximity to commercial service and general aviation airports. Finally, this chapter also details airports that are capable in serving medium- and light-business jets and their proximity to business centers in the state. Key findings from this analysis include the following:

- Alabama's population is estimated at 4.9 million people with approximately 75 percent residing in the state's metropolitan areas. Population analyses using GIS mapping applications indicate that 71 percent of Alabama's residents are located within 60 minutes or less of one or more of Alabama's commercial service airports and 94 percent of Alabama residents are within 90 minutes.
- There are 80 system airports in Alabama which include six commercial service airports and 74 general aviation airports. Population analysis also shows that 91 percent of all Alabamians are located within a 30-minute drive time of an Alabama system airport.
- Analysis of the data indicates that since 2012 the state has averaged \$5.4 billion annually in business expansion investment. This includes new business locating to the state as well as existing business expansion. Many industries rely on aviation commercial service airports and general aviation airports for the transport of personnel as well as goods. The National Business Aircraft Association (NBAA), an industry advocacy organization, recommends key characteristics for medium business jets such as runway length and width and navigational aids. Analysis in this chapter finds that 38 percent of the system airports currently meet the select NBAA medium business jet airport characteristics, while 44 percent meet NBAA light business jet airport characteristics.

4.2 Introduction

Previous chapters have outlined the study's process, established system goals, summarized existing facilities and activities, and provided forecasts of anticipated airport. This chapter identifies how Alabama's existing airport system is currently performing as well as some of the factors that have the potential to influence that performance. Specifically, this chapter presents an overview of five of Alabama's most important industries, including their locations, concentrations, and proximity to system airports; a GIS analysis over a range of measures to assess the current performance of the airport system; and a summary of the analysis results.

In terms of establishing appropriate context for this analysis, Alabama's current (2019) population is estimated at 4.9 million people with approximately 75 percent of those residents residing within the state's various metropolitan areas. Alabama's land area mass is 50,744 square miles and is over 300 miles in length from north to south. Alabama is the 30th largest state based on land mass but is the 24th highest in population. Additionally, the physical geography of Alabama is comprised of several areas. In the north and northeastern regions of Alabama, and along much of its border with Georgia, the lands are hilly and mountainous. The central, west, and southwestern areas are covered by rolling grassland plains that slope gently west into Mississippi, and south to the Gulf of Mexico. The Cumberland Plateau in the north is an elevated, somewhat flat area, dissected by the massive Tennessee River system and many small tributaries. The Piedmont Upland is dominated by several flat-topped mountains, averaging about 1000 feet above sea level, while the Piedmont Plateau in the southeast is generally less elevated land.

4.3 Alabama Industry Clusters and Economic Development Trends

Airports and economic development have been inexorably intertwined since the early 20th century when commercial air transportation first gained national and international relevance due to its potential to improve mail services and facilitate the integration of the various economic regions within countries. As the United States developed, air transportation gained increasing public acceptance as the economic benefit of the speed and efficiency of air travel was realized. As the business community gained economic advantages from air travel, the public also realized the benefits of leisure travel both nationally and globally.

Studies like this Airport System Plan and the associated Statewide Economic Impact of Airports Study provide an overview of the importance of both commercial and general aviation airports to the business community. Airports can serve as powerful economic generators with commercial service airports typically serving as the most powerful engines and general aviation airports providing a diverse range of impacts. This portion of the system plan study identifies the state's economic "hot spots," or areas where newer businesses are locating, and existing businesses are expanding. These hot spot locations are then compared to airport locations throughout the state to identify opportunities of common interest and potential mutual support between airports and those areas of economic development.

The focus of this section of the report, however, is not on the economic impact of airports on the community, but rather on the role that Alabama's commercial service and general aviation airports can play with respect to local economic prosperity. Within academia, particularly amongst economists, there is ongoing debate as to whether infrastructure (such as ports and airports) actually spur economic development or if they are only casually related. For example, a direct correlation between airport passenger traffic and economic development is not entirely clear since regional economic development is often driven by other factors that can lead to more air traffic. However, it is also possible that by generating passenger traffic, airports act as a catalyst for local business site selection and investment.

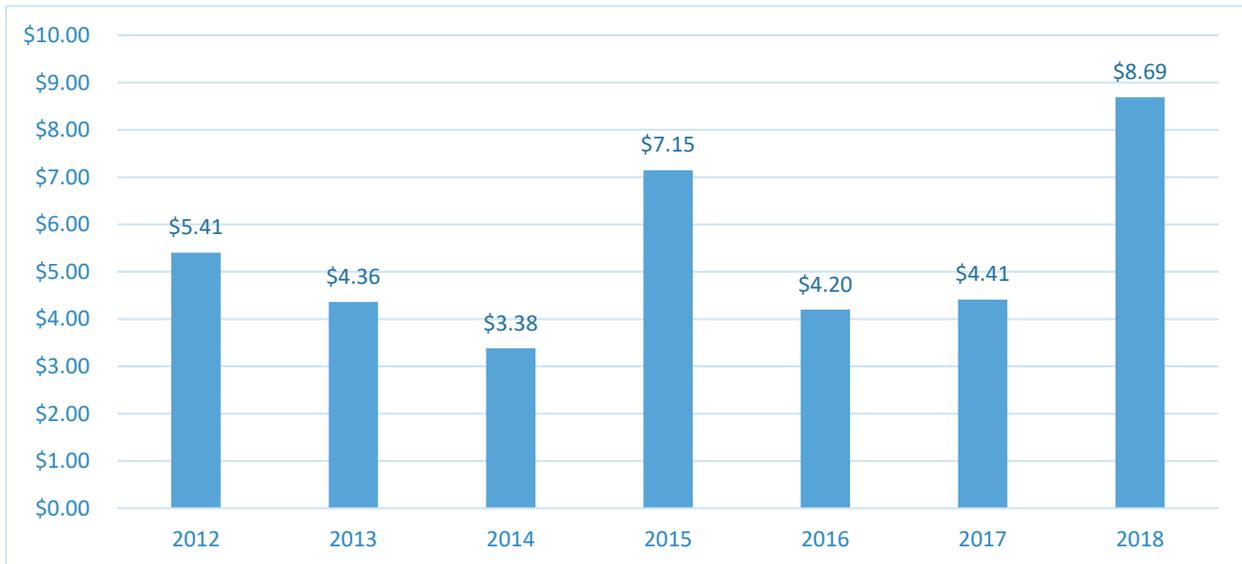
The Alabama Department of Commerce provides detailed economic information on key industries in the state that are either growing and/or have developed into mainstays for the state's economy. These industries, in addition to others that may not have yet been identified, rely on aviation in their operations to transport personnel to facilities around the United States and the world. They also rely on airports for the transport of materials in the form of air cargo to reach distant markets and customers, as well as an integral part of their manufacturing supply chain logistics. Analysis of these industries in Alabama is considered in the chapter and include the geographic location of businesses, those areas of the state that have industry clusters, as well as other economic investment hot spots. Specific industries include the following:

- Forestry Products
- Aerospace Manufacturing
- Automotive Manufacturing
- Bioscience
- Metals and Metal Fabrication

Since 2012, the Alabama Department of Commerce has annually published *The New & Expanding Industry Report*, which provides a detailed look at economic development across the state. The report features county-by-county breakdowns and rankings, along with information about foreign direct investment in the state. The most recent report is based on 2018 data and indicates that since 2012, the state has averaged \$5.4 billion annually in business expansion investment. This includes new businesses locating to the state as well as existing business expansions. In terms of employment, this new investment and expansion adds approximately 17,500 new jobs annually in the state. **Figure 4-1** and **Figure 4-2** provide summaries of new investments and jobs in Alabama since 2012.

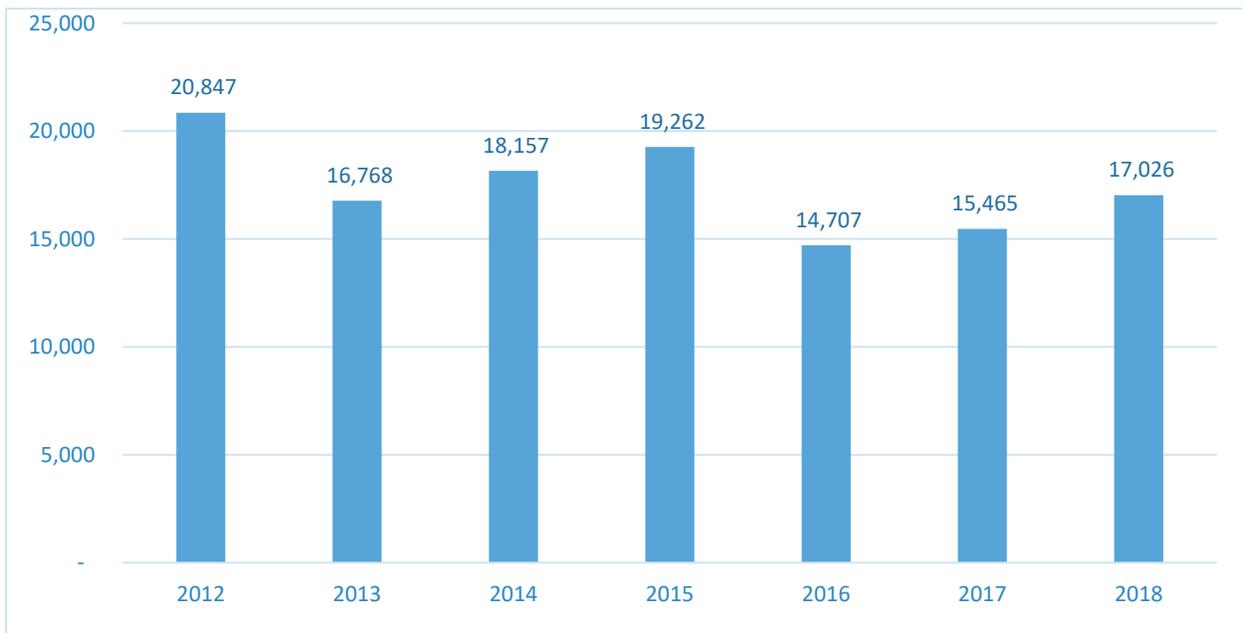


Figure 4-1: New Investments in Alabama, 2012 to 2018 in U.S. \$ Billions



Source: Alabama Department of Commerce.

Figure 4-2: New Jobs in Alabama, 2012 to 2018



Source: Alabama Department of Commerce.

4.3.1 Alabama Forestry Products Industry

As of 2019, Alabama has more than 650 forest manufacturing companies that employ over 42,000 people and export over \$900 million of Alabama forest products. Forest products employment in the state is primarily based on the wood product manufacturing, paper manufacturing, logging, and the household and/or institutional furniture and kitchen cabinet manufacturing sectors. Aviation directly supports Alabama's forestry products industry by providing industry personnel direct and immediate access to lumber mills, manufacturing facilities, forest stands, and other timber resources located throughout the state. Such access is particularly important for this industry where forestry operations are often located in more remote parts of the state that are not readily accessible by car. Additionally, this industry is directly supported by aerial application aircraft that quickly apply fertilizers and herbicides to tree stands, as well as aerial photography that is used to help manage resource areas.

Highlights of Alabama's forestry products sector include the following:

- There are over 42,000 people directly employed in the forestry products industry including both the wood products manufacturing and the timber harvesting sectors.
- Alabama exported approximately \$910 million in forest product in 2019.
- Alabama has the second largest timberland base in the United States with over 23 million acres of timberland areas located within the state.
- Alabama is the largest producer of wood panels within the United States, as well as the second largest producer of pulp and paper.
- Overall, Alabama is the country's seventh largest producer of lumber.

Some of the most prominent employers in Alabama's forestry products sector currently include the following:

- Georgia Pacific
- International Paper¹
- WestRock
- Kronospan
- Brown-Forman Cooperage
- Louisiana-Pacific
- Weyerhaeuser
- Zilkha Biomass Energy

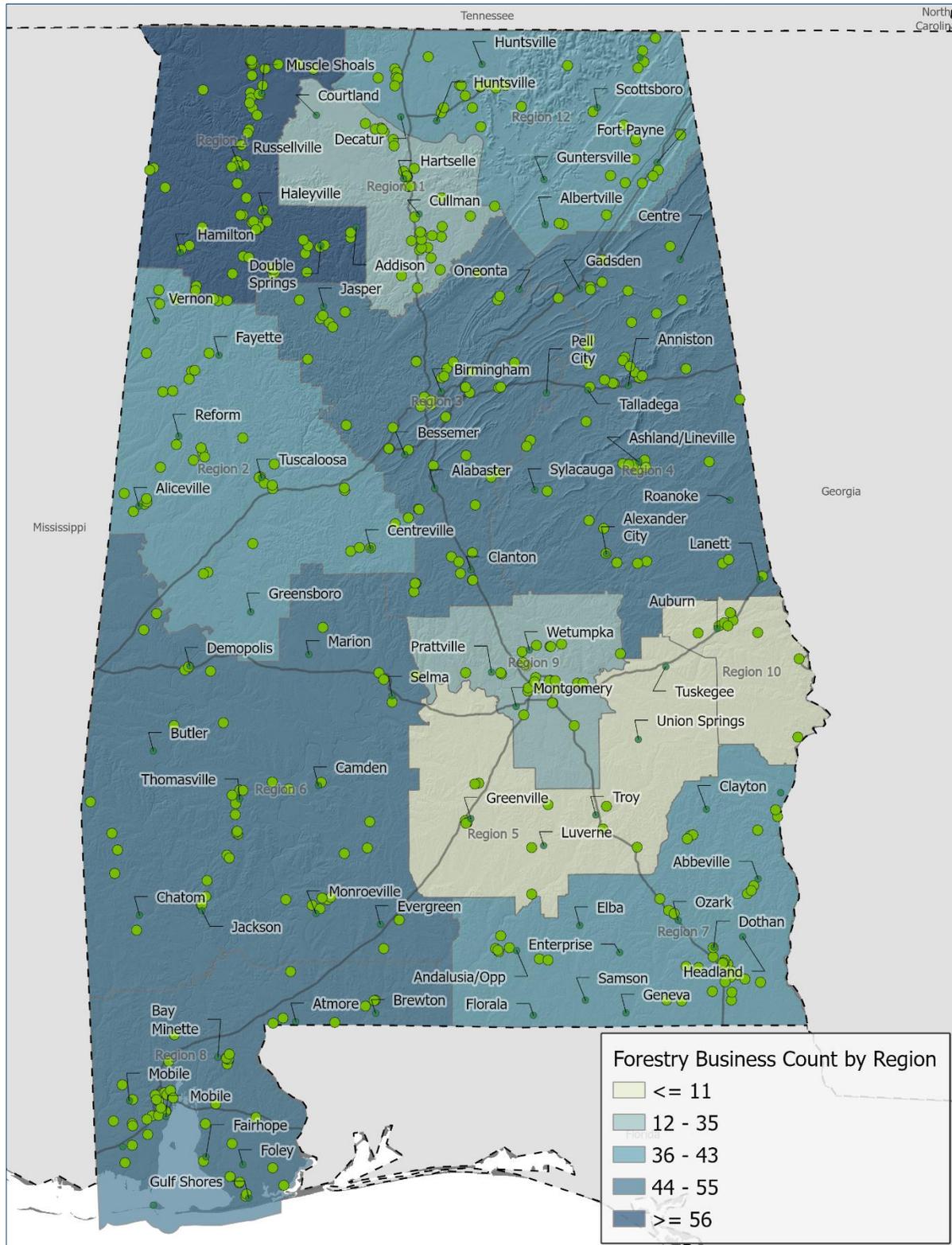
Forestry sector businesses are located throughout the State of Alabama, including metropolitan areas and remote rural communities alike. **Figure 4-3** provides a graphical rendition of the location of forestry products industry clusters and their proximity to Alabama's system airports. Note that this map also incorporates the state's twelve regions as identified by the Alabama Association of Regional Councils boundaries². With respect to forestry, Northwest Alabama (Region 1) has the greatest concentration of forestry products businesses, with over 70 businesses. Significant forestry products business clusters are also located in areas such as Dothan, Mobile, and the US 43 corridor south of Florence.

¹ International Paper is in the top 150 employers in Alabama.

² There are twelve Regional Councils within the State of Alabama. The individual Regional Councils are referred to by several different names, such as regional commission, regional planning commission, regional planning and development commission, or regional council of governments. The generic term "Regional Council" is used to refer to all twelve.



Figure 4-3: Forestry Products Industry and Proximity to Alabama System Airports



Source: Alabama Department of Commerce, JVIation.

4.3.2 Alabama Aerospace Manufacturing

Alabama is home to over 300 aerospace companies that directly employ over 61,000 people and export nearly \$2.4 billion in aerospace equipment and parts annually. These companies represent more than 30 different countries that have invested in the state, with the most prominent United States aerospace firms including Boeing, Lockheed Martin, GE Aviation, Raytheon, and GKN Aerospace. Alabama's most prominent international firm is Airbus, whose \$600 million manufacturing facility serves as the hub of an aerospace industry cluster at Mobile Downtown Airport that produces the A320 family of commercial passenger jets. According to the Alabama Department of Commerce, aerospace manufacturing alone accounts for over 13,000 jobs in the state.

Highlights of Alabama's aerospace manufacturing sector include:

- More than 300 aerospace companies
- 100+ years of aerospace and aviation history
- 61,000+ directly employed in aerospace and defense
- Aerospace manufacturing employed 13,200 people in 2019
- 4,660 aerospace engineers (Top 5 in the United States)
- Home to businesses from 30 countries
- Second largest research and technology park in the U.S. (Cummings Research Park)
- Nearly \$2.4 billion in aerospace equipment and parts exported in 2018
- More than \$8.4 billion in Department of Defense contracts in FY 2015

Alabama universities which offer degrees in Aerospace Engineering include:

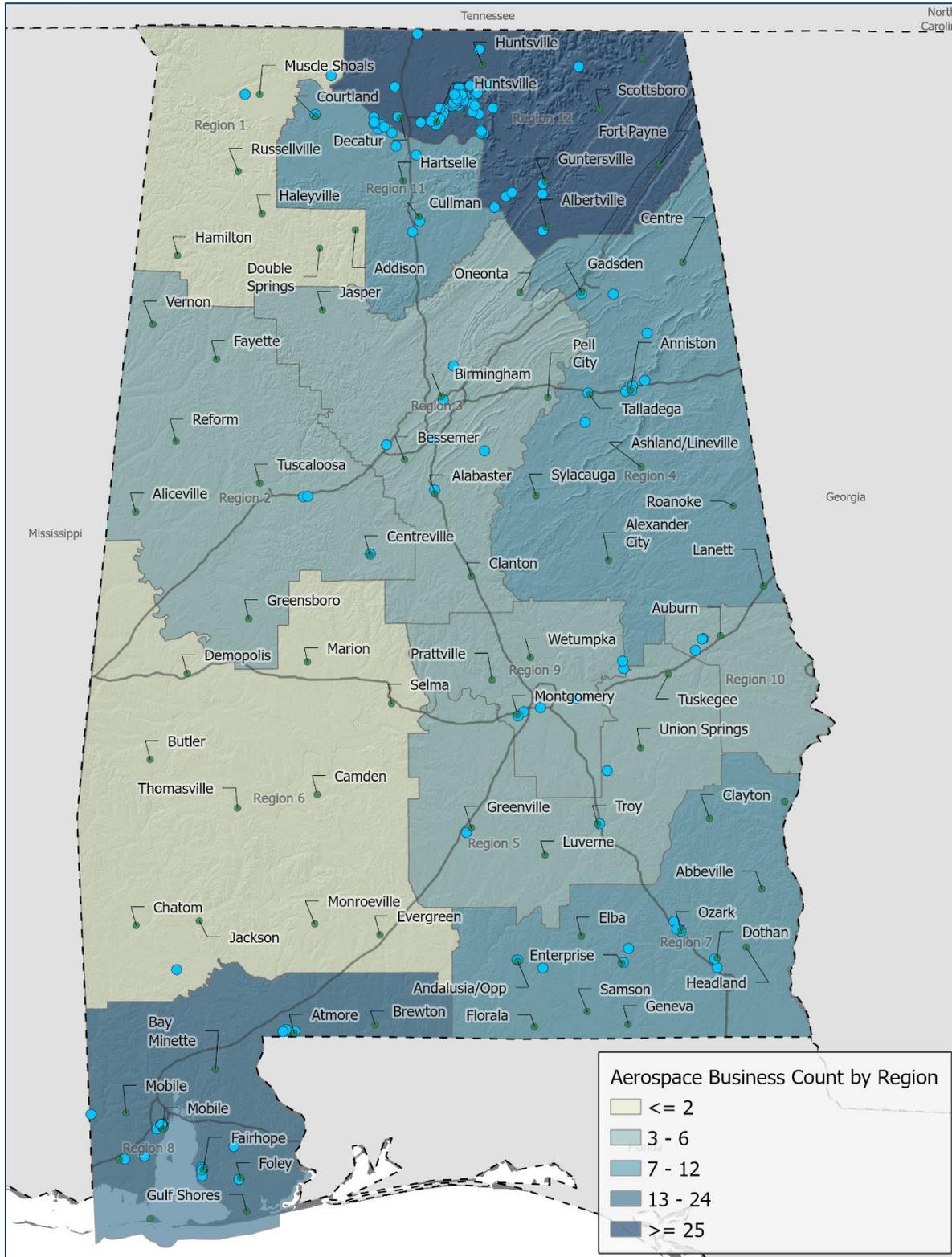
- Auburn University
- University of Alabama
- Tuskegee University
- University of Alabama at Huntsville

Aerospace manufacturers rely heavily on aviation to support their operations. In addition to corporate general aviation aircraft activities that provide industry leaders with direct and immediate access to companies, daily air cargo operations serve as an integral part of the manufacturing process. For example, Boeing 747 freighter aircraft at Huntsville International Airport are used to transport vital aircraft components for assembly in addition to delivering parts for aircraft repair to airlines and aircraft maintenance facilities around the world. Aerospace parts and manufacturing in the state include those for both civilian and U.S. Department of Defense aircraft. Defense contractors often fly on commercial aircraft to visit manufacturers, suppliers, and government agencies based in Alabama. Military aircraft requiring servicing and maintenance often fly to maintenance facilities located at several of Alabama's airports.

Aerospace manufacturing sector businesses tend to be concentrated in several areas in the state. **Figure 4-4** identifies the location of aerospace manufacturing clusters and their proximity to Alabama's system airports. Unsurprisingly, the northernmost area of Alabama (Region 12) which has a long history in aerospace has by far the most significant concentration of aerospace manufacturing plants, particularly focused on areas of space travel, rocketry, and defense. The South Alabama region near Mobile (Region 8) also has multiple aerospace manufacturers, largely centered on Airbus manufacturing operations.



Figure 4-4: Location of Aerospace Manufacturing and Proximity to Alabama System Airports



Source: Alabama Department of Commerce, JVIation.

4.3.3 Alabama Automotive Manufacturing Industry

The Alabama Department of Commerce data indicates employment in Alabama's automotive manufacturing sector now exceeds 40,000 people. It is estimated that 26,000 of these jobs are in Alabama's growing automotive supplier network, which now includes 150 major companies. The automotive manufacturing industry in Alabama consists of automobile and light-duty motor vehicle manufacturing, light truck and utility vehicle manufacturing, motor vehicle body and trailer manufacturing, and motor vehicle parts manufacturing. In addition to the 90 automotive suppliers located in the state, Alabama is home to three major automobile producers: Mercedes-Benz U.S. International (MBUSI), Honda Manufacturing of Alabama (HMA), and Hyundai Motor Manufacturing Alabama (HMMA). The state is also home to two major engine producers (International Diesel of Alabama, and Toyota Motor Manufacturing, Alabama, Inc.) in addition to other major auto-related plants, including Siemens Electronics, Michelin, and Eaton Corporation.

Highlights of Alabama's automotive sector include:

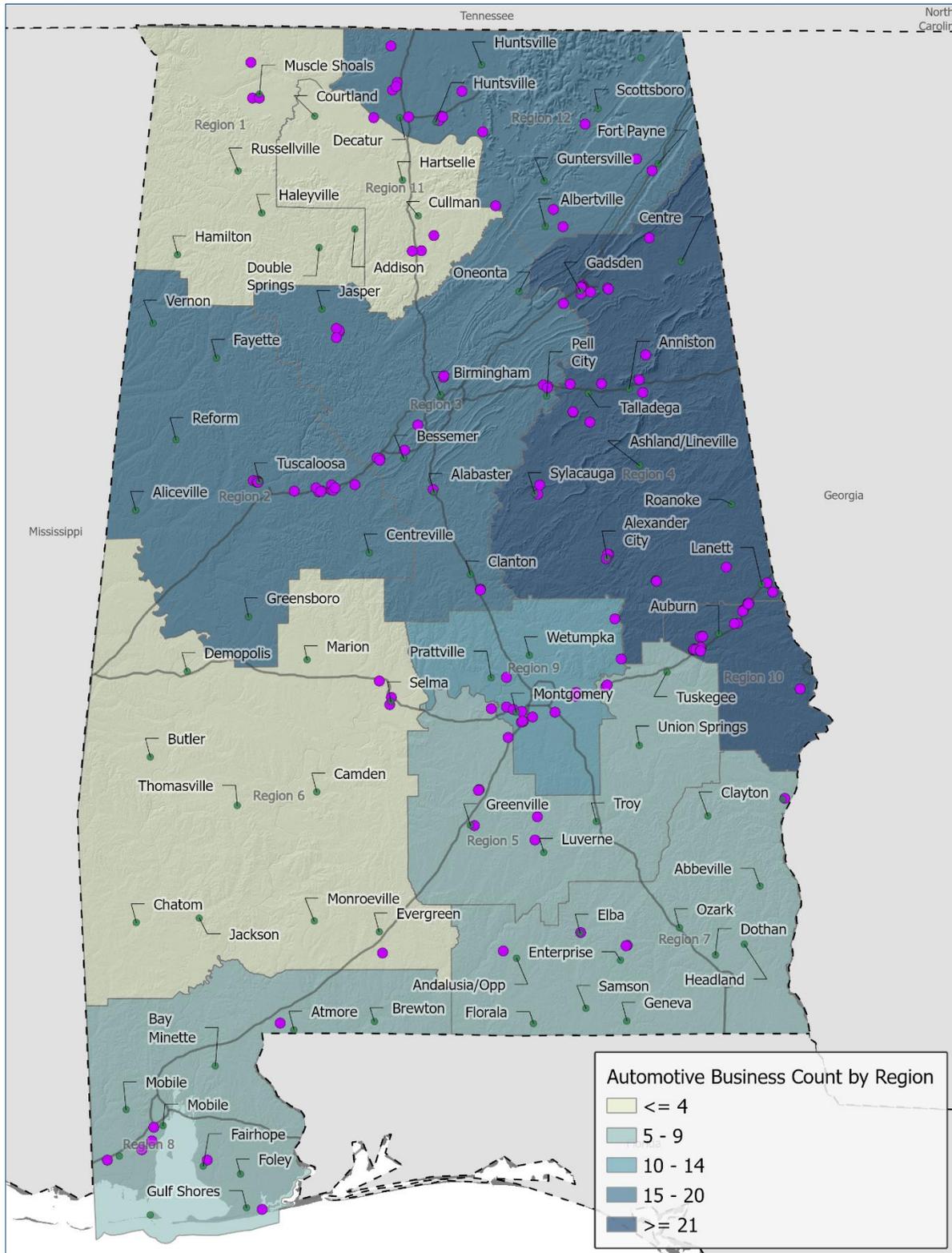
- Nearly 1 million cars and light trucks were produced in 2018
- Over 40,000 direct automotive manufacturing jobs
- More than 150 Tier 1 and 2 automotive suppliers in the state
- Toyota, Honda, and Hyundai produced about 1.6 million automotive engines in 2018
- Exports of Alabama-made vehicles and parts totaled \$7.5 billion in 2018
- Alabama produced 11 different passenger vehicle models in 2019
- Transportation equipment is Alabama's number one export category
- Alabama is the number three auto exporting state in the country

Aviation supports automotive manufacturing in multiple ways. General aviation aircraft (i.e., corporate jets) are used to transport executives, engineers, and middle management employees to and from assembly plants throughout the state. Automotive businesses and suppliers also use commercial airlines on a daily basis to reach automotive customers in Alabama as well as visit their network of suppliers. Automotive manufacturers rely on air cargo businesses such as FedEx Express, UPS, and DHL to transport supplies and auto parts daily. Scheduled freighter aircraft that operate at Huntsville International airport are routinely used to move automobile parts as well as assembly line components to destinations around the world.

Automotive manufacturing sector businesses are located in several clusters within Alabama. These include major metropolitan areas as well as interstate highway corridors in rural areas. Automotive production jobs in the state can be found in the rubber product manufacturing, engine, turbine, and power transmission equipment manufacturing, motor vehicle manufacturing, motor vehicle body and trailer manufacturing, and motor vehicle parts manufacturing sectors. **Figure 4-5** identifies the location of automotive manufacturing clusters and their proximity to Alabama system airports. East Alabama (Region 4) and Lee-Russell (Region 10) are the regions with the largest concentration of automotive manufacturing plants.



Figure 4-5: Location of Automotive Manufacturing and Proximity to Alabama System Airports



Source: Alabama Department of Commerce, JVIation.

4.3.4 Alabama Bioscience Industry

Bioscience is a diverse and rapidly expanding industry focused on sustaining, restoring, and improving the quality of life for humans, plants, and animals through development of biological solutions ranging from life-saving therapies and procedures, to healthier foods and cutting-edge research. With a track record for breakthrough discoveries, the bioscience industry in Alabama has an annual economic impact estimated at \$7.3 billion according to the Alabama Department of Commerce. Additionally, nearly 18,000 Alabamans are employed in life science or biotechnology jobs with an average annual salary over \$67,000. Medical discoveries in Alabama include multiple FDA-approved drugs used in cancer treatment as well as advances in the treatment of AIDS, polio, and mosquito-borne viruses. Leading research facilities focus on the human genome for thousands of academic, clinical, and commercial clients nationwide. **Figure 4-6** identifies the location of the biosciences clusters within the state and their proximity to Alabama system airports. Most jobs in the biosciences in the state lie in the following sectors:

- Pharmaceutical and Medicine Manufacturing
- Scientific Research and Development Services
- Medical and Diagnostic Laboratories
- Pesticide, Fertilizer, and Other Agricultural Chemical Manufacturing

Like in other industries, general aviation aircraft are frequently used to transport executives, engineers, and middle management employees to and from facilities throughout the state. Note that pharmaceutical and medical device manufacturing is expanding across the state and is an industry sector that is heavily reliant upon air cargo services. For example, medical devices are often transported by overnight shippers such as FedEx and UPS for early morning surgeries at Ohio's Cleveland Clinic or Mayo Clinic in Minnesota. These industries also rely on aviation for medical staff and researcher's commercial airline travel.

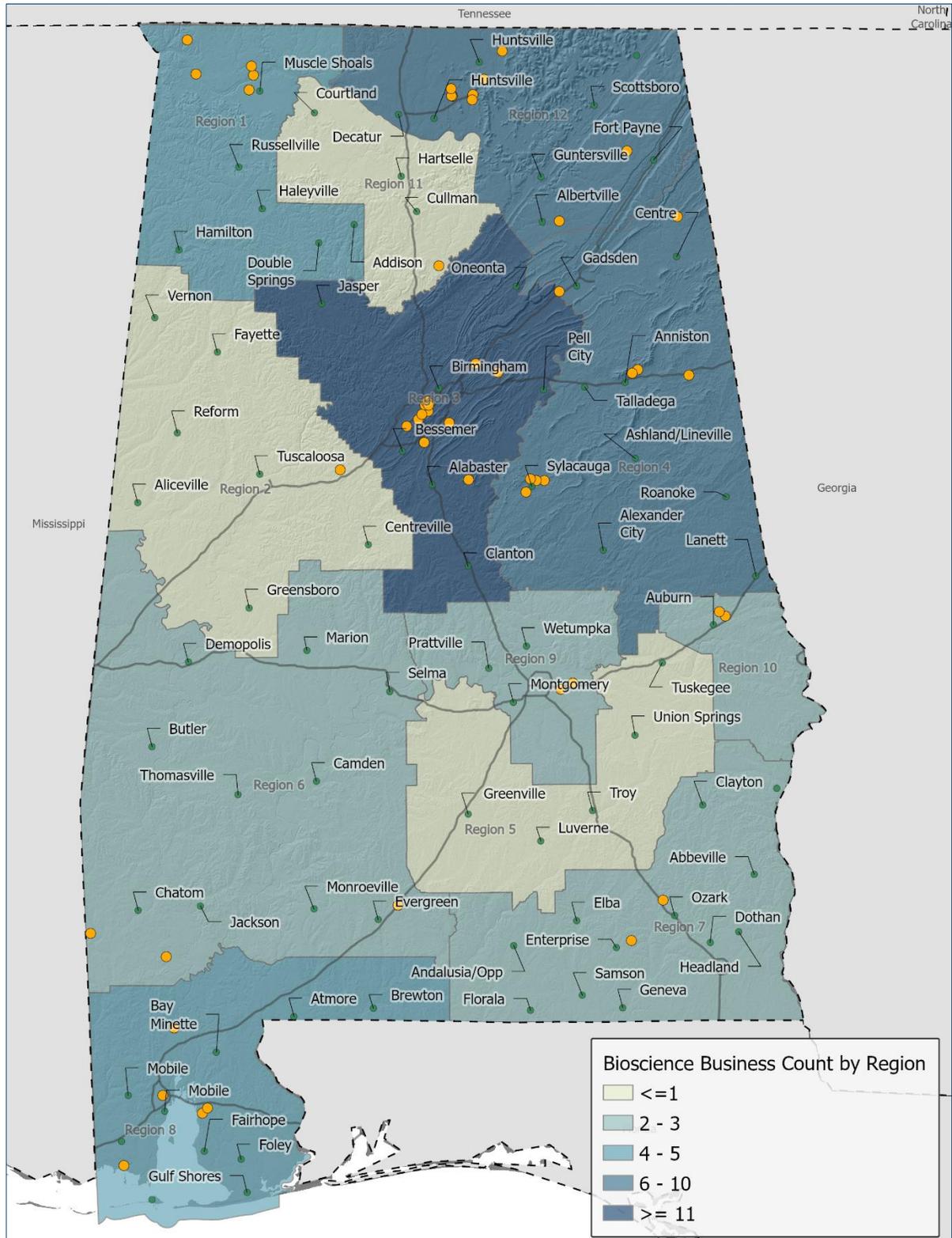
Highlights of the bioscience sector in Alabama include:

- 54 medical device companies
- \$7.3 billion annual economic impact
- NIH Funding totaled \$350 million in 2018
- 17,870 people are employed in bioscience

Figure 4-6 graphically presents the location of bioscience clusters and their proximity to Alabama system airports.



Figure 4-6: Location of Bioscience Cluster and Proximity to Alabama System Airports



Source: Alabama Department of Commerce, Jviation.

4.3.5 Alabama Metals and Metal Fabrication

More than 1,100 primary metal manufacturing companies call Alabama home, including the largest companies in steel, water and sewer pipe, specialty metals, and composites. The Alabama Department of Commerce reports nearly 45,000 Alabama residents are employed in the primary and fabricated metal manufacturing industry, and that industry totals within the state approached \$1.6 billion in primary metal manufactured goods exports in 2018, while fabricated metal manufacturing exports topped \$380 million. **Figure 4-7** on the next page presents the location of the metals industry clusters throughout the state and their proximity to Alabama system airports.

Highlights of Alabama’s metals industry sector include:

- Primary metal manufacturing exports from Alabama were valued at nearly \$1.6 billion in 2018
- The primary metal manufacturing industry accounted for 17,800 Alabama jobs in May 2019
- Fabricated metal manufacturing exports from Alabama were valued at \$382 million in 2018
- The fabricated metal product manufacturing industry accounts for over 27,000 jobs
- 1,100 primary metal companies in Alabama
- Alabama is the home of three of the nation’s seven major pipe-makers
- 44,900 employed in primary and fabricated metal manufacturing

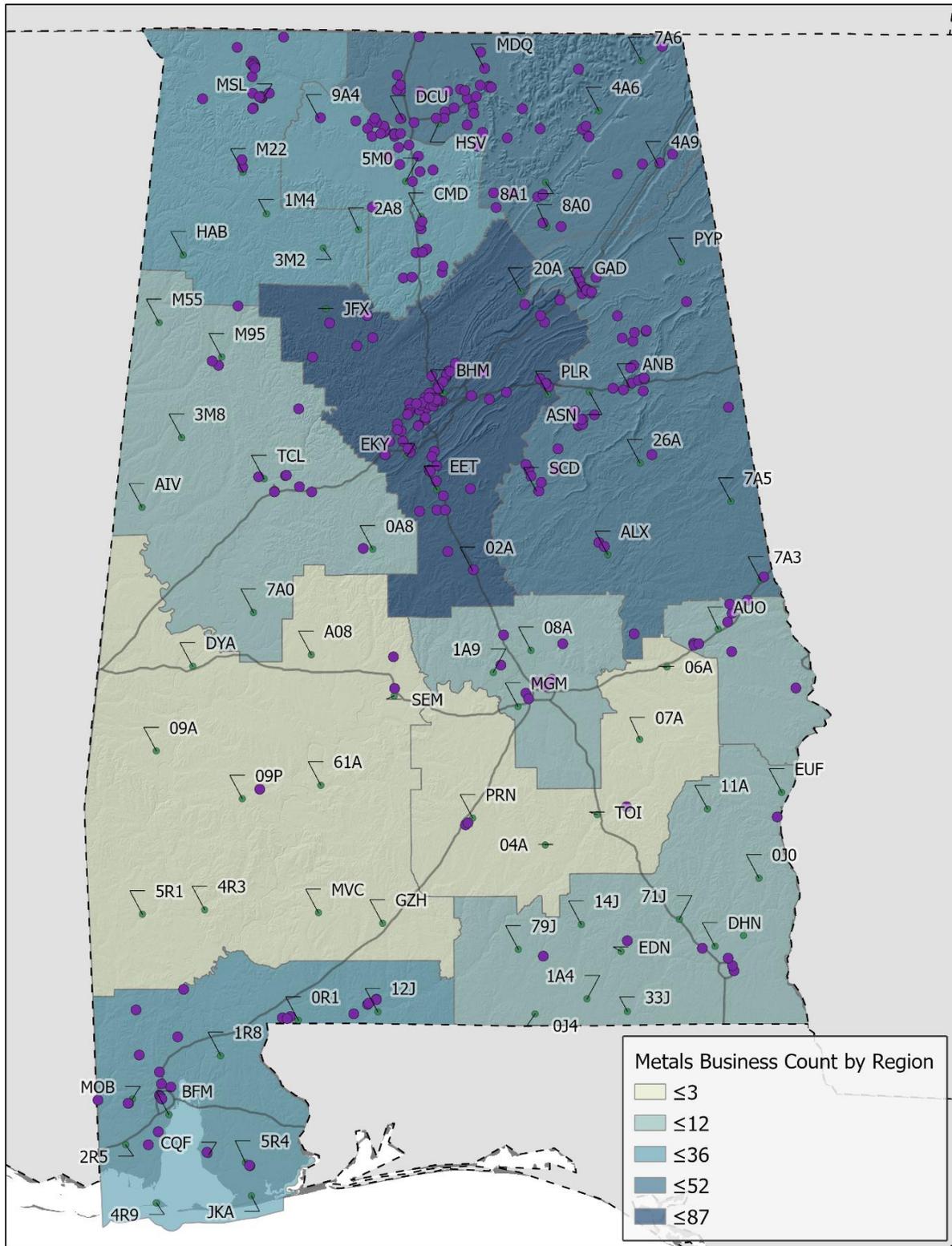
4.3.6 Alabama Combined Industry Cluster Analysis

Alabama has experienced remarkable growth across multiple industries over the past three decades. Major industries in Alabama include auto manufacturing, aerospace and defense, biosciences, steel and chemical manufacturing, forestry, food processing, and automobile and tire manufacturing. Alabama’s expanding automotive manufacturing industry has powered much of the state’s economic growth for the past 30 years, while Boeing, Lockheed Martin, Raytheon, and Teledyne Brown are among 280 aerospace and defense-related companies in Alabama. An Airbus A320 family aircraft assembly plant in Mobile recently located to the state. Redstone Arsenal, a U.S. Army post in Huntsville, is a major employer. Forestry products are a major contributor to the economy and support many jobs in rural communities.

Figure 4-8 illustrates the combined economic activity for the metals, aerospace, forestry, automotive, and biosciences in the state. A graphic heat map represents these combined industry clusters by color and reflects the density of businesses across these sectors. The brighter the color, the greater the density of industry. Alabama’s airports are also shown on the map to demonstrate which general aviation and commercial service airports are best positioned to support these industry clusters. Unsurprisingly, the greatest density of businesses lies within the major metropolitan areas such as Huntsville, Birmingham, Mobile, Montgomery, Florence, Auburn, and Dothan. As depicted on the map, the Huntsville metropolitan area has the greatest density of the state’s primary industries. Each of these metropolitan areas has immediate access to a commercial service airport except for Auburn (although Columbus Airport 40 miles to the east in Georgia does have commercial passenger service). Additionally, many of these metro areas have one or two supporting general aviation airports. It is also noteworthy to recognize that business locations are also concentrated along interstate and limited access highway corridors in proximity to the state’s MSAs. For example, several businesses have located on the Interstate 20 and 59 corridors in the Birmingham area. This again only serves to emphasize the overriding importance immediate proximity to transportation resources has for industry. Whether in the air, on the rails, or on the road, industry depends on efficient transportation.

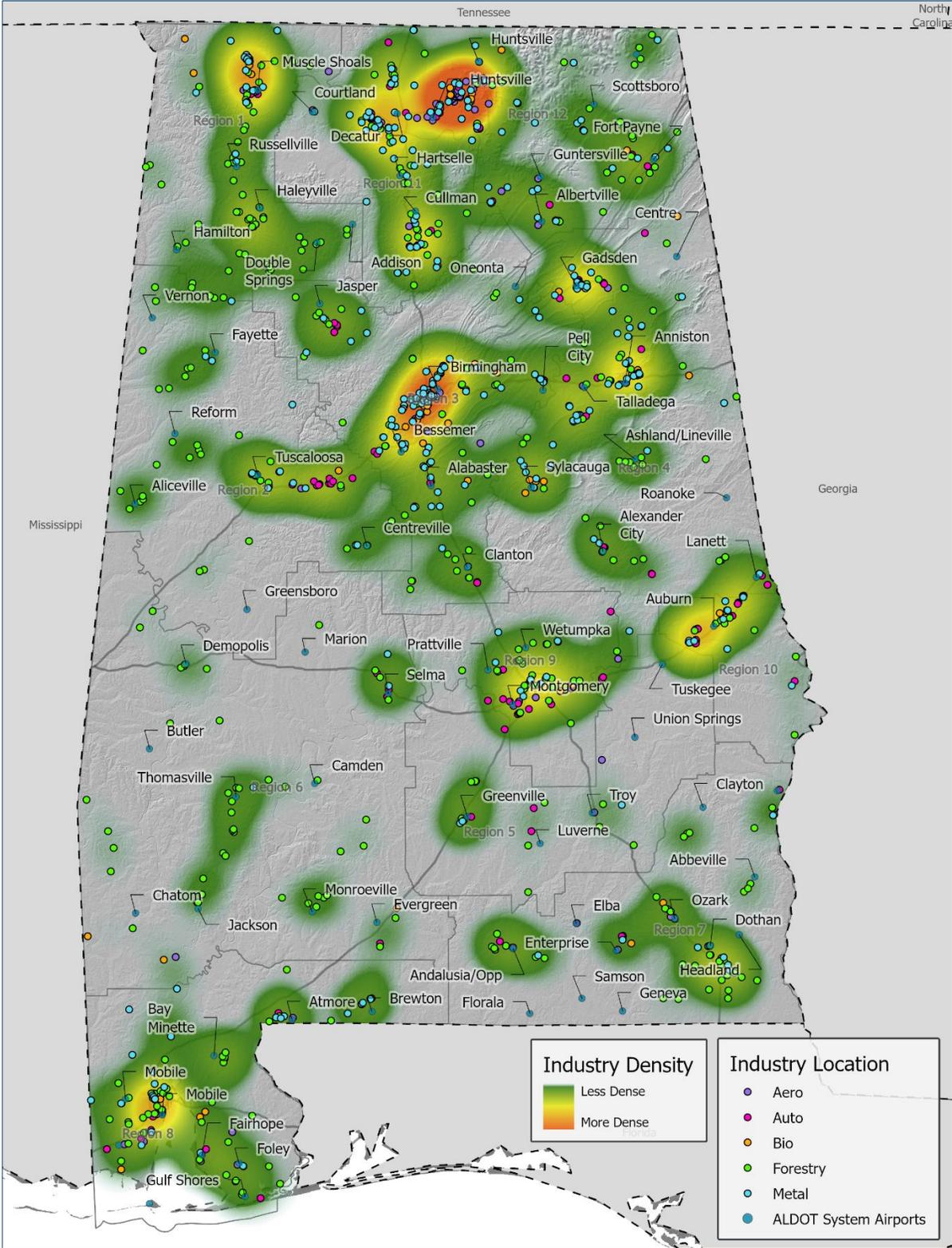


Figure 4-7: Location of Metals and Metals Fabrication and Proximity to Alabama System Airports



Source: Alabama Department of Commerce, Jviation.

Figure 4-8: Combined Industry Cluster Heat Map and Proximity to Alabama System Airports



Source: Alabama Department of Commerce, Jviation.



4.4 Accessibility to Alabama System Airports

An important aspect of the Alabama Statewide Airport System Plan is an evaluation of the system's current performance. This evaluation is supported using several predetermined system performance measures based on those characteristics that are reflective of a high functioning airport system that meets statewide transportation and economic needs and objectives. For the AL SASP, the following system performance measures were considered:

- 60-minute accessibility to Alabama system airports or public airports in nearby states with scheduled airline service.
- 90-minute accessibility to Alabama system airports or public airports.
- 30-minute accessibility to any Alabama system airport.
- 45-minute accessibility to Alabama system airports or public airports in nearby states meeting NBAA business airport characteristics for Medium Business Jets.
- 30-minute accessibility to Alabama system airports or public airports in nearby states meeting NBAA business airport characteristics for Light Business Jets.
- 30-minute accessibility to Alabama system airports or public airports in nearby states with precision-like approach (Instrument Landing System (ILS) or localizer performance with vertical guidance (LPV))
- 30-minute accessibility to Alabama system airports or public airports in nearby states with any published approach.
- 30-mile radius from each Alabama airport

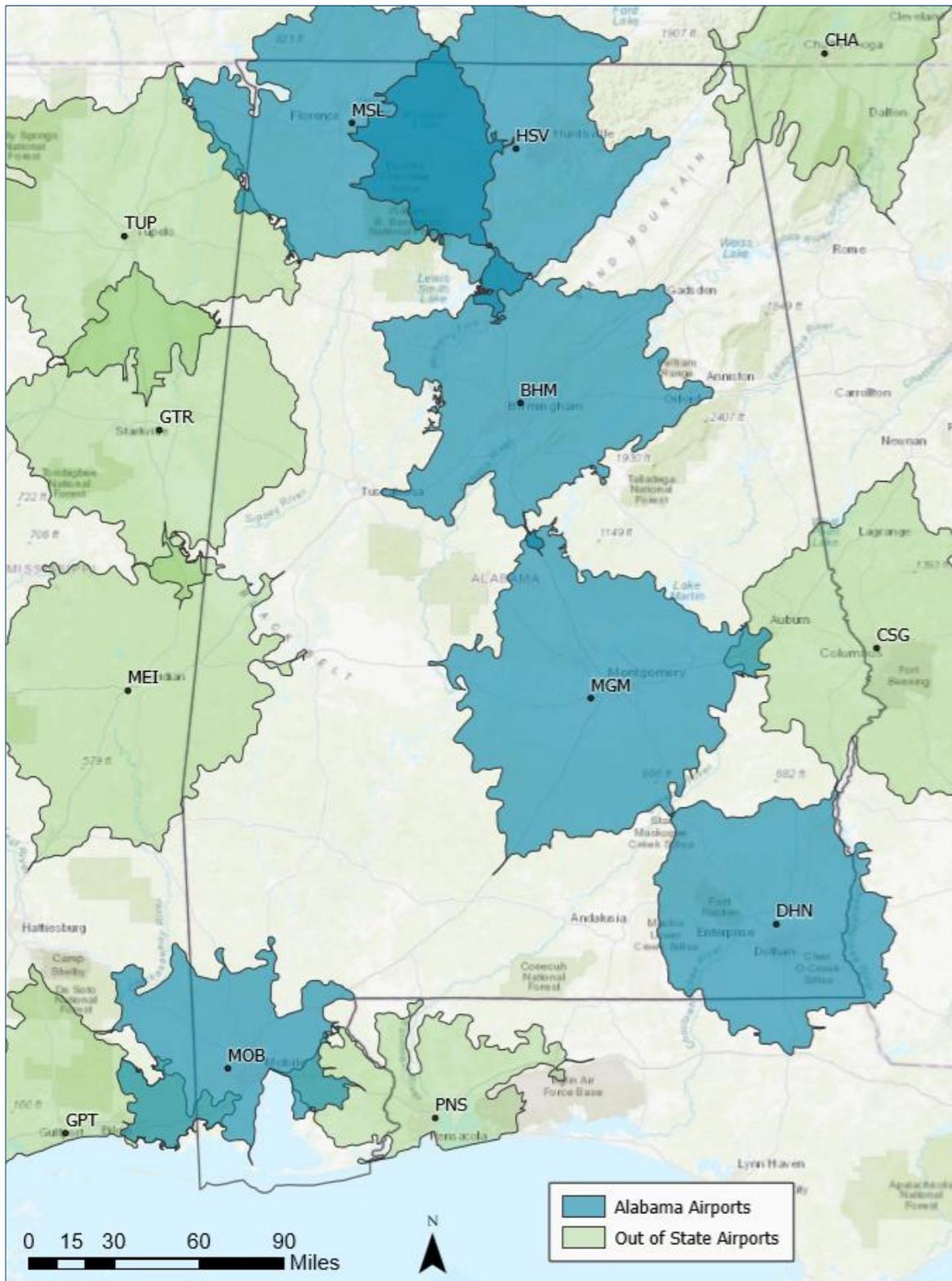
Using these performance measures, a GIS mapping effort was undertaken to determine current accessibility to airports exhibiting these factors. The drive time service areas consider posted speed limits and normal driving conditions/congestion. The results of the mapping analysis are discussed in the following sections and include both population and geographic coverages.

Note that this type of analysis is useful for community decision makers and airport stakeholders when considering how to best develop their airports to meet the needs of area businesses and their community. Alabama businesses improve their efficiency by utilizing general aviation, commercial aviation, and air cargo/air freight resources. Companies benefit when their employees have reduced travel times to reach both domestic and international destinations, and these are most often realized through commercial service airports that offer non-stop and connecting flights. Additionally, use of general aviation resources enables employees to fly directly to locations not served by commercial airlines. This directly benefits companies by enabling employees to fly on their own timetable and avoid additional travel time for security and airline connections.

The economic benefits associated with businesses that operate at Alabama airports or use general aviation aircraft is discussed in detail in the companion Alabama 2020 Airport Economic Impact Study. For all employers who use general aviation as a business tool, their employees benefit from added efficiency. Many businesses have customers or suppliers who visit them using general aviation. It is also common for Alabama's businesses, manufacturers, and the state's tourism and agricultural industries to use general aviation.



Figure 4-9: 60-Minute Accessibility to Commercial Airports in Alabama and Nearby States



Source: Jviation.

4.4.2 90-Minute Accessibility to a Commercial Service Airport

As suggested in the previous section, depending on the level of service, aircraft gauge, airline schedules, and air fares, travelers may be willing to travel more than 60 minutes to a commercial air service airport. Thus, when considering this potential, current accessibility to Alabama's commercial airports, as well as in neighboring states, is also shown for 90-minute drive time service areas on **Figure 4-10**. Analysis indicates 94 percent of Alabama's residents are within 90 minutes or less of one or more of Alabama's commercial service airports. Geographically, these drive times cover 75 percent of Alabama's area. **Table 4-2** displays the population coverage of each commercial service airport in Alabama. **Figure 4-10** illustrates the significant areas of service area overlap with commercial service airports within Alabama as well as outside the state.

As previously mentioned, the role that airports in bordering states play in meeting Alabama's aviation needs was also considered for all performance measures. When 90-minute drive time service areas are considered, approximately 98 percent of Alabama's residents are located within 90 minutes of a commercial service airport. Geographically, the 90-minute drive time boundaries associated with these airports cover 90 percent of Alabama's total land area. While a portion of Alabama residents are likely to drive to out-of-state commercial service airports, it can be reasonably assumed that Alabama airports (e.g., Huntsville International (HSV), Mobile Regional (MOB), etc.) would likewise attract residents from other adjacent states.

Table 4-2: Alabama Commercial Service Airports Population within 90-Minute Drive

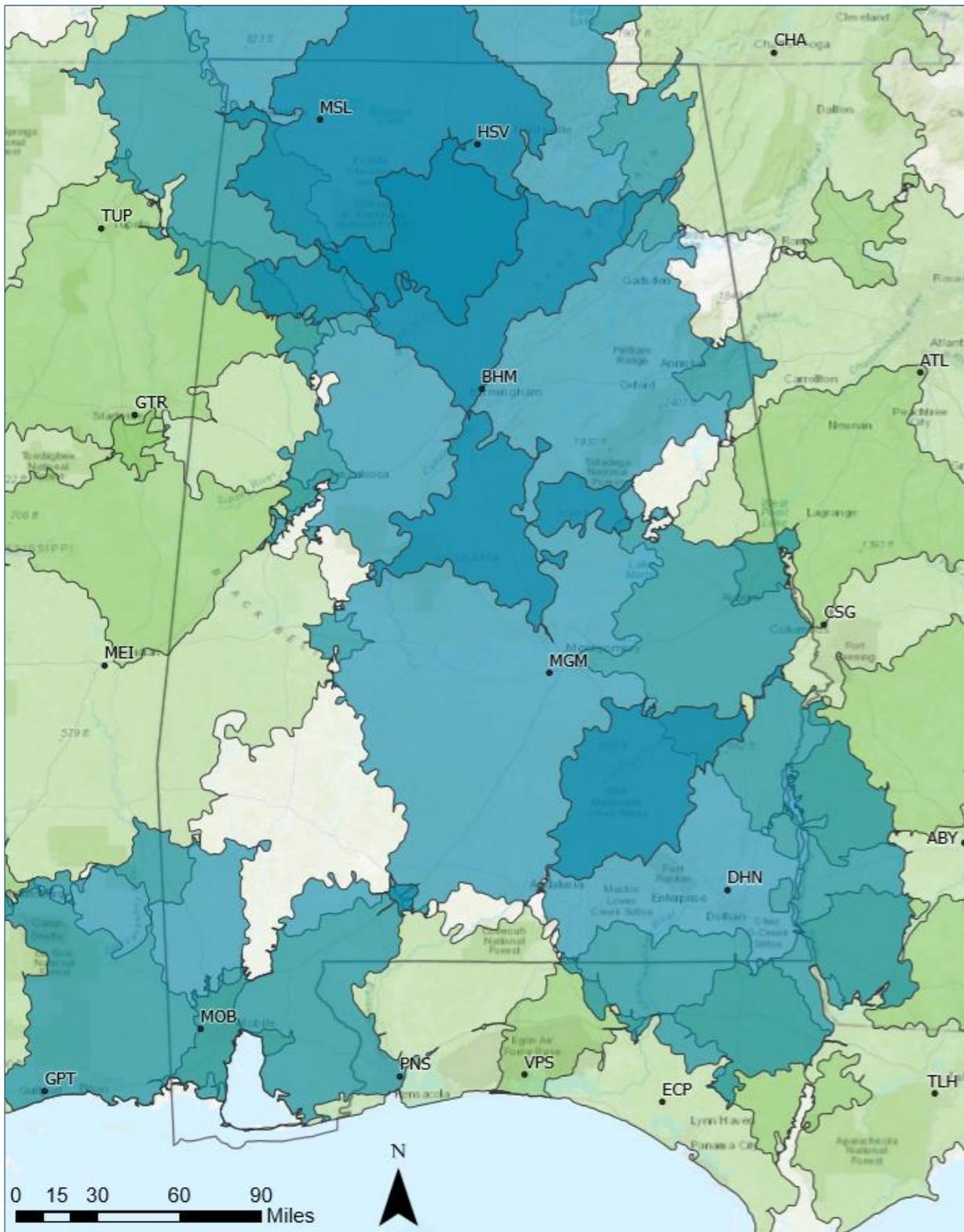
Associated City	Airport Name	FAA ID	Population Coverage ⁴
Birmingham	Birmingham-Shuttlesworth International	BHM	2,281,357
Dothan	Dothan Regional	DHN	864,685
Huntsville	Huntsville International-Carl T Jones Field	HSV	1,927,543
Mobile	Mobile Regional	MOB	1,676,662
Montgomery	Montgomery Regional (Dannelly Field)	MGM	1,322,886
Muscle Shoals	Northwest Alabama Regional	MSL	1,604,026

Source: U.S. Census Data; Jviation.

⁴ Includes population in adjacent states as well as overlapping service areas within Alabama



Figure 4-10: 90-Minute Accessibility to Commercial Airports in Alabama and in Nearby States



Source: Jviation.

4.4.3 30-Minute Drive Time Accessibility to an Alabama System Airport

Another important performance measure considers accessibility to any Alabama system airport given a 30-minute drive time. This measure demonstrates the overall nature of Alabama’s aviation system by measuring the ability of people to access an airport within a relatively short drive time. This is a particularly relevant metric for general aviation airports.

As detailed below in **Table 4-3** and illustrated in **Figure 4-11**, 91 percent of all Alabamans are located within a 30-minute drive time of a Alabama system airport. In terms of geographic coverage, the 30-minute drive time associated with these airports covers approximately 71 percent of Alabama’s total land area. Birmingham-Shuttlesworth International and Huntsville International-Carl T Jones Field airports have the highest residential population within 30-minutes of all Alabama airports with 585,915 and 401,930 residents, respectively. Jeremiah Denton Airport on Dauphin Island has the fewest residents within a 30-minute drive of the airport with just under 10,000 residents. When including 30-minute drive times associated with airports outside of Alabama in adjacent states, 93 percent of Alabama residents are located within 30 minutes of an airports.

Table 4-3: Accessibility to an Alabama System Airports

Associated City	Airport Name	FAA ID	Total Population in Airport 30-Minute Service Area
Abbeville	Abbeville Municipal	0J0	30,469
Addison	Addison Municipal	2A8	49,992
Alabaster	Shelby County	EET	303,632
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	127,329
Alexander City	Thomas C Russell Field	ALX	56,516
Aliceville	George Downer	AIV	10,197
Andalusia	South Alabama Regional at Bill Benton Field	79J	38,799
Anniston	Anniston Regional	ANB	130,499
Ashland/Lineville	Ashland/Lineville	26A	16,677
Atmore	Atmore Municipal	0R1	26,197
Auburn	Auburn University Regional	AUO	170,573
Bay Minette	Bay Minette Municipal	1R8	46,516
Bessemer	Bessemer	EKY	400,511
Birmingham	Birmingham-Shuttlesworth International	BHM	585,915
Brewton	Brewton Municipal	12J	19,531
Butler	Butler-Choctaw County	09A	11,771
Camden	Camden Municipal	61A	10,098
Centre	Centre-Piedmont-Cherokee County Regional	PYP	36,907
Centreville	Bibb County	0A8	33,962
Chatom	Roy Wilcox	5R1	17,187
Clanton	Chilton County	02A	63,386
Clayton	Clayton Municipal	11A	14,368



Associated City	Airport Name	FAA ID	Total Population in Airport 30-Minute Service Area
Courtland	Courtland	9A4	104,076
Cullman	Cullman Regional-Folsom Field	CMD	125,701
Dauphin Island	Jeremiah Denton	4R9	9,796
Decatur	Pryor Field Regional	DCU	376,415
Demopolis	Demopolis Regional	DYA	22,978
Dothan	Dothan Regional	DHN	115,632
Double Springs	Double Springs-Winston County	3M2	38,698
Elba	Carl Folsom	14J	54,903
Enterprise	Enterprise Municipal	EDN	85,999
Eufaula	Weedon Field	EUF	20,243
Evergreen	Evergreen Regional - Middleton Field	GZH	31,108
Fairhope	H L Sonny Callahan	CQF	119,384
Fayette	Richard Arthur Field	M95	28,398
Floral	Floral Municipal	0J4	22,651
Foley	Foley Municipal	5R4	105,933
Fort Payne	Isbell Field	4A9	69,508
Gadsden	Northeast Alabama Regional Airport	GAD	113,603
Geneva	Geneva Municipal	33J	48,852
Greensboro	Greensboro Municipal	7A0	18,264
Greenville	Mac Crenshaw Memorial Airport	PRN	23,933
Gulf Shores	Jack Edwards National	JKA	51,666
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	129,344
Haleyville	Posey Field	1M4	43,778
Hamilton	Marion County-Rankin Fite	HAB	34,272
Hartselle	Hartselle-Morgan County Regional	5M0	171,689
Headland	Headland Municipal	0J6	114,108
Huntsville	Huntsville International-Carl T Jones Field	HSV	401,930
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	329,252
Jackson	Jackson Municipal	4R3	13,734
Jasper	Walker County-Bevill Field	JFX	69,235
Lanett	Lanett Municipal	7A3	92,198
Luverne	Frank Sikes	04A	17,001
Marion	Vaiden Field	A08	34,439

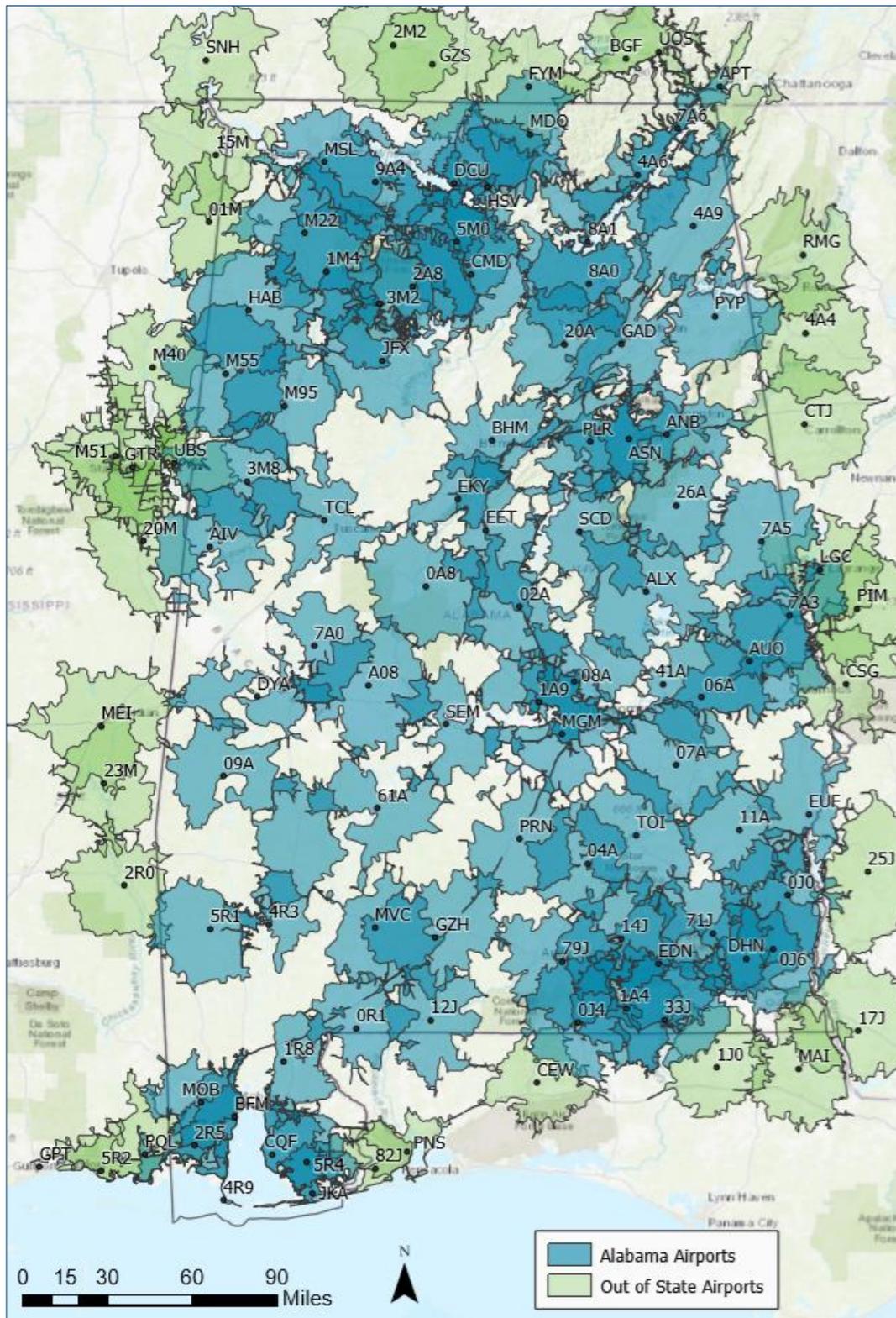
Associated City	Airport Name	FAA ID	Total Population in Airport 30-Minute Service Area
Mobile	Mobile Downtown	BFM	374,549
Mobile	Mobile Regional	MOB	340,791
Monroeville	Monroe County Airport	MVC	23,588
Montgomery	Montgomery Regional (Dannelly Field)	MGM	292,450
Muscle Shoals	Northwest Alabama Regional	MSL	143,584
Oneonta	Robbins Field	20A	76,634
Ozark	Ozark Airport - Blackwell Field	71J	131,452
Pell City	St Clair County	PLR	111,955
Prattville	Prattville - Grouby Field	1A9	201,674
Reform	North Pickens	3M8	24,101
Roanoke	Roanoke Municipal	7A5	25,831
Russellville	Bill Pugh Field	M22	71,303
Samson	Logan Field	1A4	27,896
Scottsboro	Scottsboro Municipal-Word Field	4A6	57,039
Selma	Craig Field	SEM	40,763
St Elmo	St Elmo	2R5	302,377
Stevenson	Stevenson	7A6	33,909
Sylacauga	Merkel Field Sylacauga Municipal	SCD	61,384
Talladega	Talladega Municipal	ASN	135,502
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	40,145
Tuscaloosa	Tuscaloosa Regional	TCL	175,561
Tuskegee	Moton Field Municipal	06A	128,393
Union Springs	Franklin Field	07A	24,116
Vernon	Lamar County	M55	25,973
Wetumpka	Wetumpka Municipal	08A	275,500

Source: U.S. Census Data; Jviation.

Note: Due to coverage overlap, percentages do not total to 100%.



Figure 4-11: 30-Minute Accessibility to Any Alabama System Airport



Source: Jviation.

4.4.4 Accessibility to Airports with NBAA Business Airport Characteristics

As discussed in **Chapter 3, Forecast**, business aviation is the fastest growing segment of the general aviation industry. Alabama actively recruits employers in all business sectors as indicated earlier in this chapter and many employers rely on general aviation to meet their transportation needs.

General aviation is an important business tool that enables companies to improve their efficiency and profitability. Using general aviation enables companies to expand their market areas and enhances efficiency by enabling travelers to fly directly to cities that do not have scheduled commercial airline service, potentially reducing travel time from days to hours. Customers and suppliers around the world also use general aviation to reach businesses that are based in Alabama. Proximity to a business class general aviation airport is one factor that is often important to attracting and retaining jobs.

For this performance measure, information on business airport characteristics obtained from NBAA was considered. NBAA's members include major corporations throughout the United States who use general aviation aircraft to support their travel needs and to improve their efficiency. NBAA seeks input from their members and publishes information on business airport characteristics that are considered desirable. The following reflect business airport characteristics deemed by NBAA to be most advantageous for serving various categories of business class aircraft. These were used to measure system performance and accessibility for this study.

NBAA Characteristics of Airports focused on serving Medium Sized Business Jets

- Minimum runway dimensions of 5,000 feet by 100 feet
- Accommodates aircraft up to 50,000 pounds
- Approach supported by vertical guidance
- Visual Glideslope Indicator (VGSi)
- Medium Intensity Runway Lighting (MIRL)
- On-site weather reporting equipment
- FBO services/aircraft maintenance
- Jet fuel



Bombardier Challenger (medium business jet)

NBAA Characteristics of Airports focused on serving Light Business Jets

- Minimum runway dimensions of 4,000 feet by 75 feet
- Accommodates aircraft up to 25,000 pounds
- Approach supported by vertical guidance
- VGSi
- MIRL
- On-site weather reporting equipment
- FBO services/aircraft maintenance
- Jet fuel



Cessna Citation Mustang (light business jet)

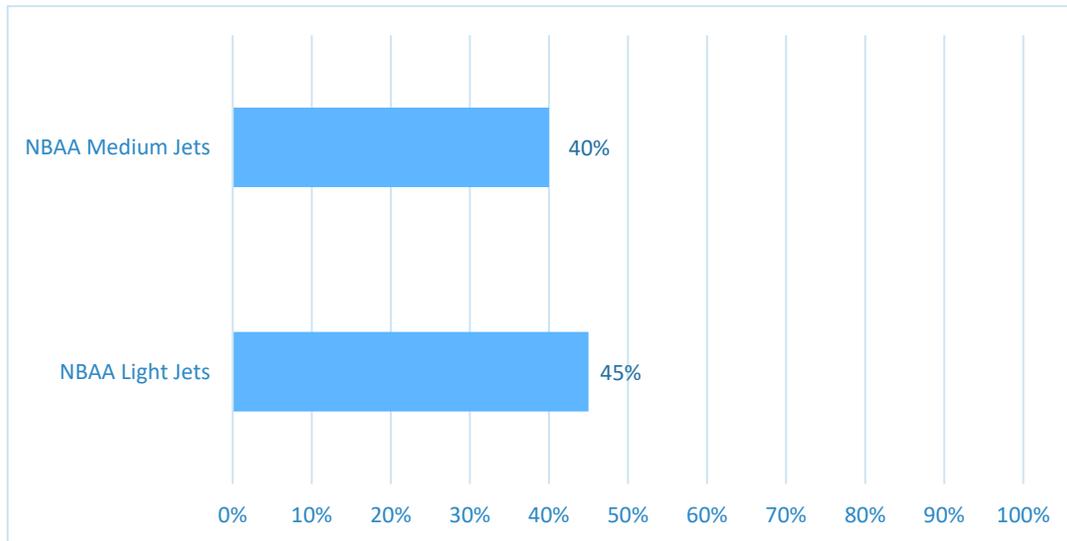
The next step in the evaluation was to identify all Alabama airports currently exhibiting the identified NBAA medium and light business jet airport characteristics, as well as to identify any nearby airports in neighboring states with these characteristics. A GIS analysis was conducted to establish 30-minute drive time service areas for light business jet airports, and 45-minute drive times for medium business jet airports. Note that any airport



that exhibits the more stringent runway dimensions of a medium business jet airport would also meet light business jet airport characteristics.

Figure 4-12 shows the percentage of Alabama airports currently meeting this measure; 38 percent of the system airports currently meet the select NBAA medium business jet airport characteristics, while 44 percent meet NBAA light business jet airport characteristics.

Figure 4-12: Percentage of Alabama Airports with Selected NBAA Medium or Light Jet Characteristics



Source: ALDOT Aeronautics Bureau, NBAA, FAA NFDC, Jviation

Table 4-4 and **Table 4-5** identify those Alabama airports that currently meet NBAA medium- and light-jet criteria. Identifying the system airports that meet these criteria and the amount of population that they serve is important for this analysis since these airports provide an enhanced level of facilities and service that specifically support business aviation operators throughout the state. Collectively, these airports have crucial NBAA business aviation characteristics and provide valuable connectivity for the state’s business aviation users.

Table 4-4: Airports Meeting NBAA Medium Jet Criteria (45-Minute Drive Time)

City	Airport Name	FAA ID	Total Population	Percent of Total State Population
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	127,329	2.6%
Alexander City	Thomas C Russell Field	ALX	197,153	4.1%
Andalusia	South Alabama Regional at Bill Benton Field	79J	38,799	0.8%
Anniston	Anniston Regional	ANB	130,499	2.7%
Auburn	Auburn University Regional	AUO	170,573	3.5%
Bessemer	Bessemer	EKY	400,511	8.2%
Birmingham	Birmingham-Shuttlesworth International	BHM	585,915	12.0%
Brewton	Brewton Municipal	12J	19,531	0.4%
Cullman	Cullman Regional-Folsom Field	CMD	125,701	2.6%
Decatur	Pryor Field Regional	DCU	376,415	7.7%
Demopolis	Demopolis Regional	DYA	22,978	0.5%

Dothan	Dothan Regional	DHN	115,632	2.4%
Enterprise	Enterprise Municipal	EDN	85,999	1.8%
Eufaula	Weedon Field	EUF	98,073	2.0%
Fairhope	H L Sonny Callahan	CQF	119,384	2.4%
Fort Payne	Isbell Field	4A9	69,508	1.4%
Gadsden	Northeast Alabama Regional Airport	GAD	113,603	2.3%
Gulf Shores	Jack Edwards National	JKA	51,666	1.1%
Haleyville	Posey Field	1M4	43,778	0.9%
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	329,252	6.7%
Huntsville	Huntsville International-Carl T Jones Field	HSV	401,930	8.2%
Jasper	Walker County-Bevill Field	JFX	69,235	1.4%
Mobile	Mobile Downtown	BFM	374,549	7.7%
Mobile	Mobile Regional	MOB	340,791	7.0%
Montgomery	Montgomery Regional (Dannelly Field)	MGM	292,450	6.0%
Muscle Shoals	Northwest Alabama Regional	MSL	143,584	2.9%
Prattville	Prattville - Grouby Field	1A9	201,674	4.1%
Selma	Craig Field	SEM	40,763	0.8%
Sylacauga	Merkel Field Sylacauga Municipal	SCD	61,384	1.3%
Talladega	Talladega Municipal	ASN	135,502	2.8%
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	40,145	0.8%
Tuscaloosa	Tuscaloosa Regional	TCL	175,561	3.6%

Source: ALDOT Aeronautics Bureau, FAA NFDC, Jviation

Note: ALX effectively meets NBAA medium jet criteria (it meets all criteria with the exception of four feet of runway width). Due to coverage overlap, percentages do not total to 100%.

Table 4-5: Airports Meeting NBAA Light Jet Criteria (30-Minute Drive Time)

City	Airport Name	FAA ID	Total Population	Percent of Total State Population
Alabaster	Shelby County	EET	303,632	6.2%
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	127,329	2.6%
Alexander City	Thomas C Russell Field	ALX	57,332	1.2%
Andalusia	South Alabama Regional at Bill Benton Field	79J	38,799	0.8%
Anniston	Anniston Regional	ANB	130,499	2.7%
Auburn	Auburn University Regional	AUO	170,573	3.5%
Bessemer	Bessemer	EKY	400,511	8.2%
Birmingham	Birmingham-Shuttlesworth International	BHM	585,915	12.0%
Brewton	Brewton Municipal	12J	19,531	0.4%
Cullman	Cullman Regional-Folsom Field	CMD	125,701	2.6%
Decatur	Pryor Field Regional	DCU	376,415	7.7%
Demopolis	Demopolis Regional	DYA	22,978	0.5%



City	Airport Name	FAA ID	Total Population	Percent of Total State Population
Dothan	Dothan Regional	DHN	115,632	2.4%
Enterprise	Enterprise Municipal	EDN	85,999	1.8%
Eufaula	Weedon Field	EUF	24,099	0.5%
Fairhope	H L Sonny Callahan	CQF	119,384	2.4%
Fort Payne	Isbell Field	4A9	69,508	1.4%
Gadsden	Northeast Alabama Regional Airport	GAD	113,603	2.3%
Greenville	Mac Crenshaw Memorial Airport	PRN	23,933	0.5%
Gulf Shores	Jack Edwards National	JKA	51,666	1.1%
Haleyville	Posey Field	1M4	43,778	0.9%
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	329,252	6.7%
Huntsville	Huntsville International-Carl T Jones Field	HSV	401,930	8.2%
Jasper	Walker County-Bevill Field	JFX	69,235	1.4%
Mobile	Mobile Downtown	BFM	374,549	7.7%
Mobile	Mobile Regional	MOB	340,791	7.0%
Montgomery	Montgomery Regional (Dannelly Field)	MGM	292,450	6.0%
Muscle Shoals	Northwest Alabama Regional	MSL	143,584	2.9%
Pell City	St Clair County	PLR	111,955	2.3%
Prattville	Prattville - Grouby Field	1A9	201,674	4.1%
Scottsboro	Scottsboro Municipal-Word Field	4A6	57,039	1.2%
Selma	Craig Field	SEM	40,763	0.8%
Sylacauga	Merkel Field Sylacauga Municipal	SCD	61,384	1.3%
Talladega	Talladega Municipal	ASN	135,502	2.8%
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	40,145	0.8%
Tuscaloosa	Tuscaloosa Regional	TCL	175,561	3.6%

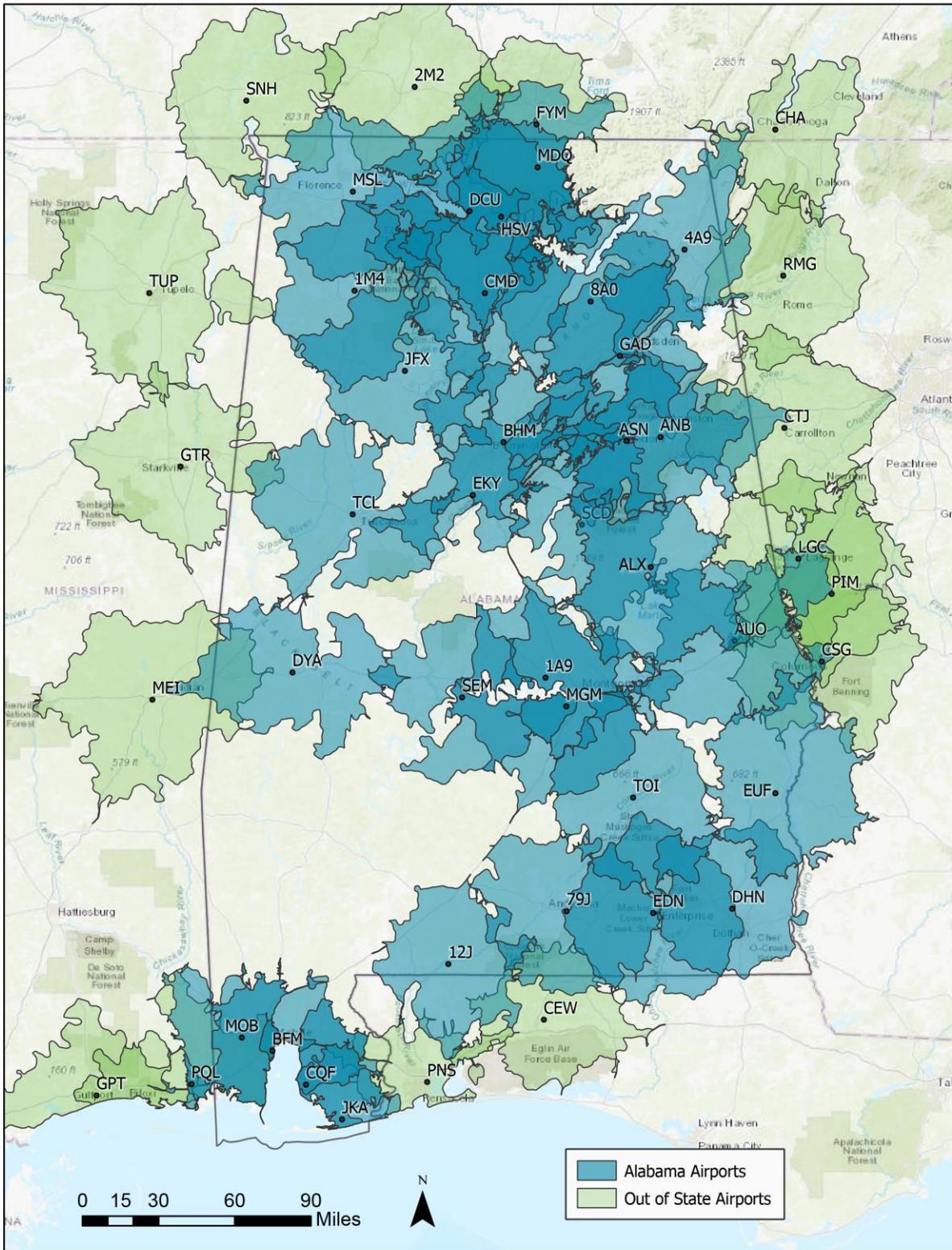
Source: ALDOT Aeronautics Bureau, FAA NFDC, Jviation

Note: ALX effectively meets NBAA medium jet criteria (it meets all criteria with the exception of four feet of runway width). Due to coverage overlap, percentages do not total to 100%.

As **Figure 4-13** shows, current population coverage considering a 45-minute drive time to a Alabama airport meeting NBAA medium business jet airport characteristics is reported at 93 percent. Airports from nearby states that meet these criteria were also considered, including Mississippi, Tennessee, Georgia, and the Florida panhandle. When these are included, population coverage increases slightly to 94 percent.

Figure 4-14 below shows current statewide accessibility to an Alabama airport meeting acceptable characteristic for an NBAA business airport serving light business jets. Current accessibility (considering a 30-minute drive time) to an Alabama airport meeting NBAA business airport characteristic for light business jets is reported at 80 percent for all Alabama residents. Airports from adjacent states that met these criteria were also considered. Combined accessibility provided by both Alabama and nearby airports results in current population accessibility to an airport exhibiting NBAA business airport characteristics for light business jets increases from 80 percent to 81 percent.

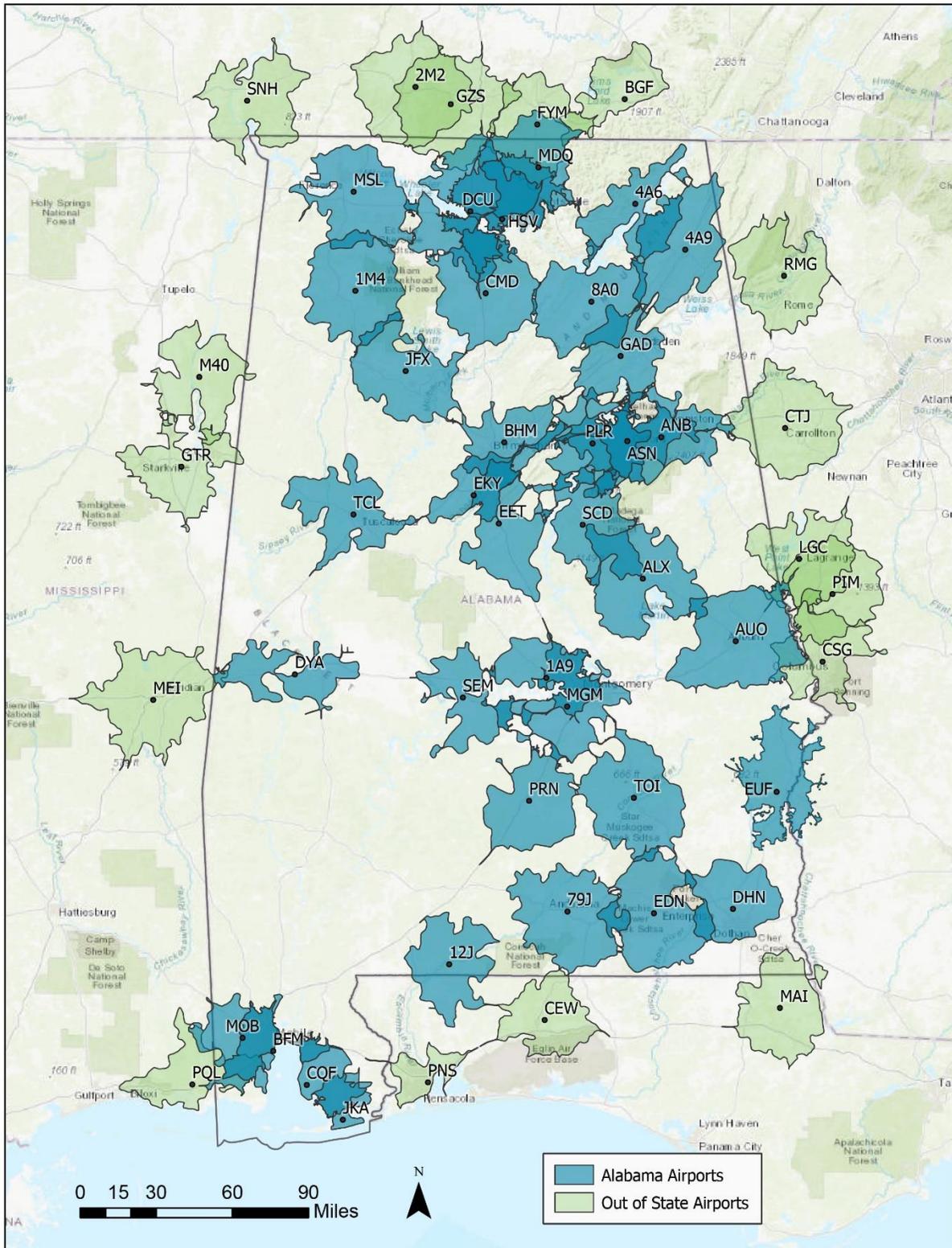
Figure 4-13: 45-Minute Accessibility to Alabama or Nearby Airports Meeting NBAA Medium Jet Characteristics



Source: Jviation, FAA NFDC, NBAA.



Figure 4-14: 30-Minute Accessibility to Alabama or Nearby Airports Meeting NBAA Light Jet Characteristics

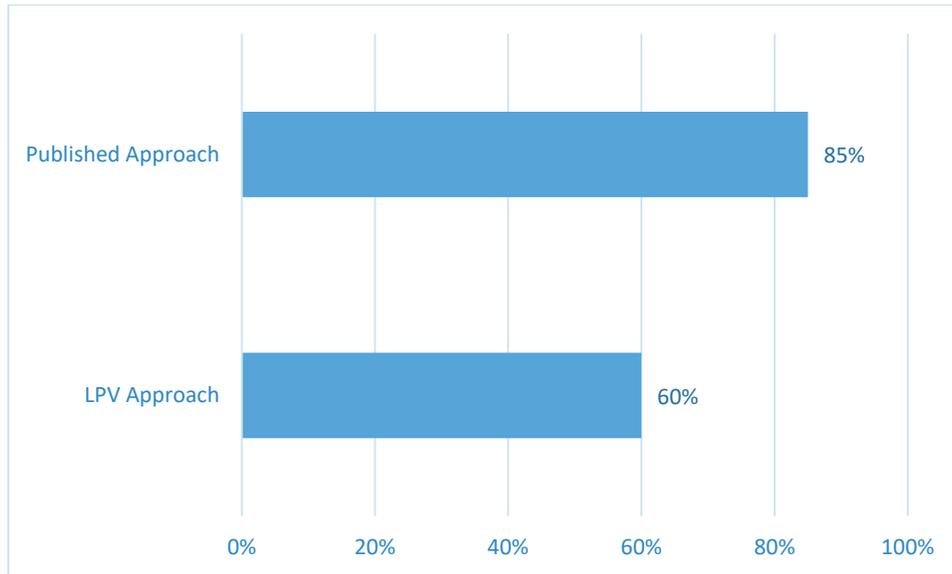


Source: Jviation, FAA NFDC, NBAA.

4.4.5 30-Minute Accessibility to an Airport with Approach Procedures

During periods of reduced visibility and nighttime operating conditions, airports with a published approach have increased operational capability. **Figure 4-15** shows the total system performance for this measure. As shown, 68 airports or 85 percent of all system airports had a published approach to at least one runway end.

Figure 4-15: Percentage of Alabama Airports with a Published Approach



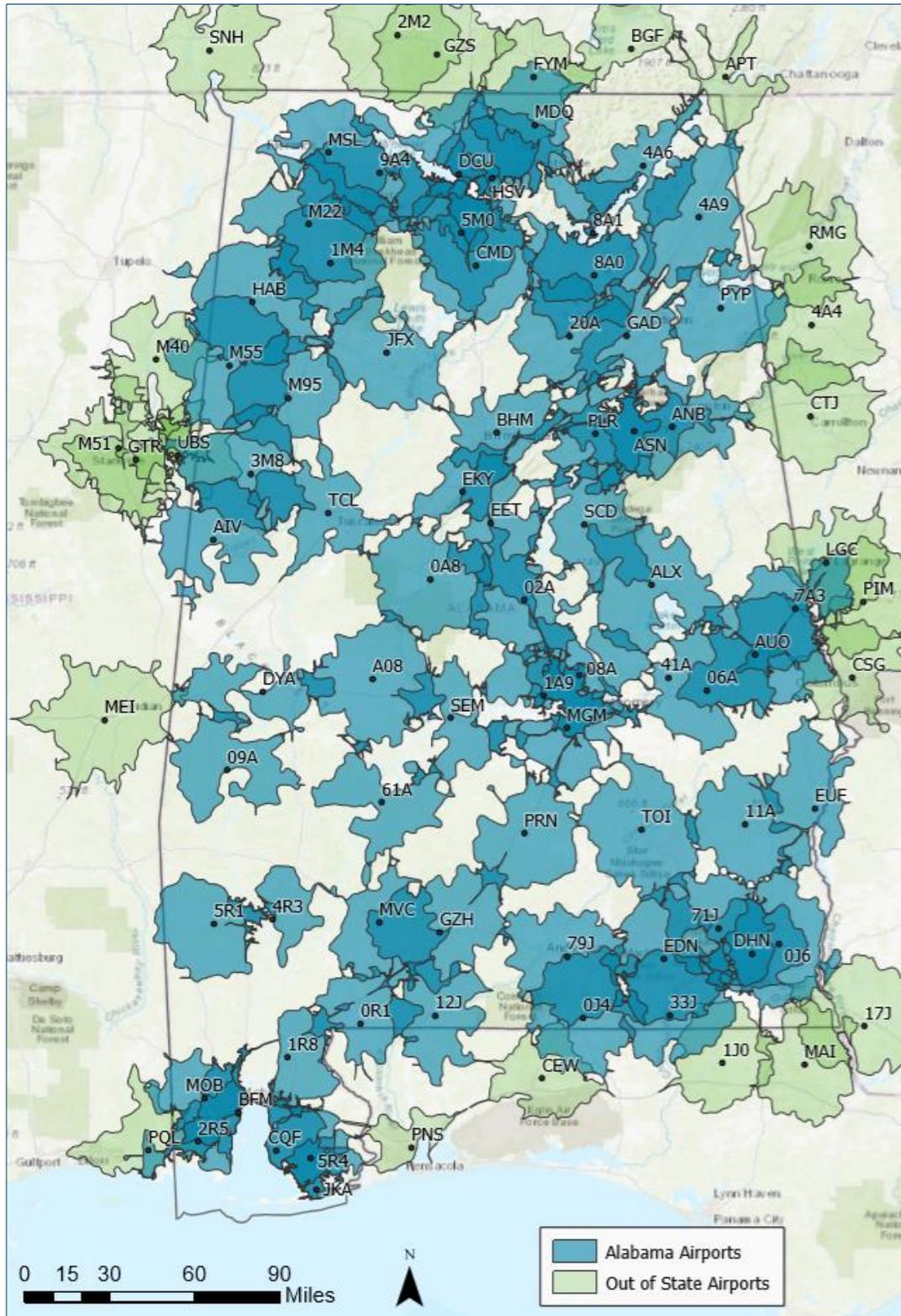
Source: Jviation, ALDOT Aeronautics Bureau, FAA NFDC

Note: Data current as of May 2019.

Data gathered to support this AL SASP shows that system performance for this measure is very robust. graphically depicts current system-wide 30-minute accessibility to an airport with at least one published approach. Based on a GIS analysis, 90 percent of the state's population lies within a 30-minute service area of one or more airports with a published approach. When considering out-of-state airports, current accessibility increases slightly from 90 percent to 91 percent. A complete listing of system airports with published approaches and their respective population coverages is provided below in **Table 4-6**.



Figure 4-16: 30-Minute Current Accessibility to an Alabama or Nearby Airport with a Published Approach



Source: Jviation, FAA NFDC.

Table 4-6: Alabama Airports with a Published Approach

City	Airport Name	FAA ID	Population	Population Coverage
Alabaster	Shelby County	EET	303,632	6.2%
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	127,329	2.6%
Alexander City	Thomas C Russell Field	ALX	56,516	1.2%
Aliceville	George Downer	AIV	10,197	0.2%
Andalusia	South Alabama Regional At Bill Benton Field	79J	38,799	0.8%
Anniston	Anniston Regional	ANB	130,499	2.7%
Atmore	Atmore Municipal	0R1	26,197	0.5%
Auburn	Auburn University Regional	AUO	170,573	3.5%
Bay Minette	Bay Minette Municipal	1R8	46,516	1.0%
Bessemer	Bessemer	EKY	400,511	8.2%
Birmingham	Birmingham-Shuttlesworth International	BHM	585,915	12.0%
Brewton	Brewton Municipal	12J	19,531	0.4%
Butler	Butler-Choctaw County	09A	11,771	0.2%
Camden	Camden Municipal	61A	10,098	0.2%
Centre	Centre-Piedmont-Cherokee County Regional	PYP	36,907	0.8%
Centreville	Bibb County	0A8	33,962	0.7%
Chatom	Roy Wilcox	5R1	17,187	0.4%
Clanton	Chilton County	02A	63,386	1.3%
Clayton	Clayton Municipal	11A	14,368	0.3%
Courtland	Courtland	9A4	104,076	2.1%
Cullman	Cullman Regional-Folsom Field	CMD	125,701	2.6%
Decatur	Pryor Field Regional	DCU	376,415	7.7%
Demopolis	Demopolis Regional	DYA	22,978	0.5%
Dothan	Dothan Regional	DHN	115,632	2.4%
Enterprise	Enterprise Municipal	EDN	85,999	1.8%
Eufaula	Weedon Field	EUF	20,243	0.4%
Evergreen	Evergreen Regional - Middleton Field	GZH	31,108	0.6%
Fairhope	H L Sonny Callahan	CQF	119,384	2.4%
Fayette	Richard Arthur Field	M95	28,398	0.6%
Floral	Floral Municipal	0J4	22,651	0.5%
Foley	Foley Municipal	5R4	105,933	2.2%
Fort Payne	Isbell Field	4A9	69,508	1.4%
Gadsden	Northeast Alabama Regional Airport	GAD	113,603	2.3%
Geneva	Geneva Municipal	33J	48,852	1.0%
Greenville	Mac Crenshaw Memorial Airport	PRN	23,933	0.5%
Gulf Shores	Jack Edwards National	JKA	51,666	1.1%
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	129,344	2.6%



City	Airport Name	FAA ID	Population	Population Coverage
Haleyville	Posey Field	1M4	43,778	0.9%
Hamilton	Marion County-Rankin Fite	HAB	34,272	0.7%
Hartselle	Hartselle-Morgan County Regional	5M0	171,689	3.5%
Headland	Headland Municipal	OJ6	114,108	2.3%
Huntsville	Huntsville International-Carl T Jones Field	HSV	401,930	8.2%
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	329,252	6.7%
Jackson	Jackson Municipal	4R3	13,734	0.3%
Jasper	Walker County-Bevill Field	JFX	69,235	1.4%
Lanett	Lanett Municipal	7A3	92,198	1.9%
Marion	Vaiden Field	A08	34,439	0.7%
Mobile	Mobile Downtown	BFM	374,549	7.7%
Mobile	Mobile Regional	MOB	340,791	7.0%
Monroeville	Monroe County Airport	MVC	23,588	0.5%
Montgomery	Montgomery Regional (Dannelly Field)	MGM	292,450	6.0%
Muscle Shoals	Northwest Alabama Regional	MSL	143,584	2.9%
Oneonta	Robbins Field	20A	76,634	1.6%
Ozark	Ozark Airport - Blackwell Field	71J	131,452	2.7%
Pell City	St Clair County	PLR	111,955	2.3%
Prattville	Prattville - Grouby Field	1A9	201,674	4.1%
Reform	North Pickens	3M8	24,101	0.5%
Russellville	Bill Pugh Field	M22	71,303	1.5%
Scottsboro	Scottsboro Municipal-Word Field	4A6	57,039	1.2%
Selma	Craig Field	SEM	40,763	0.8%
St Elmo	St Elmo	2R5	302,377	6.2%
Sylacauga	Merkel Field Sylacauga Municipal	SCD	61,384	1.3%
Talladega	Talladega Municipal	ASN	135,502	2.8%
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	40,145	0.8%
Tuscaloosa	Tuscaloosa Regional	TCL	175,561	3.6%
Tuskegee	Moton Field Municipal	06A	128,393	2.6%
Vernon	Lamar County	M55	25,973	0.5%
Wetumpka	Wetumpka Municipal	08A	275,500	5.6%

Source: ALDOT Aeronautics Bureau, FAA NFDC, Jviation
 Note: Due to coverage overlap, percentages do not total to 100%.

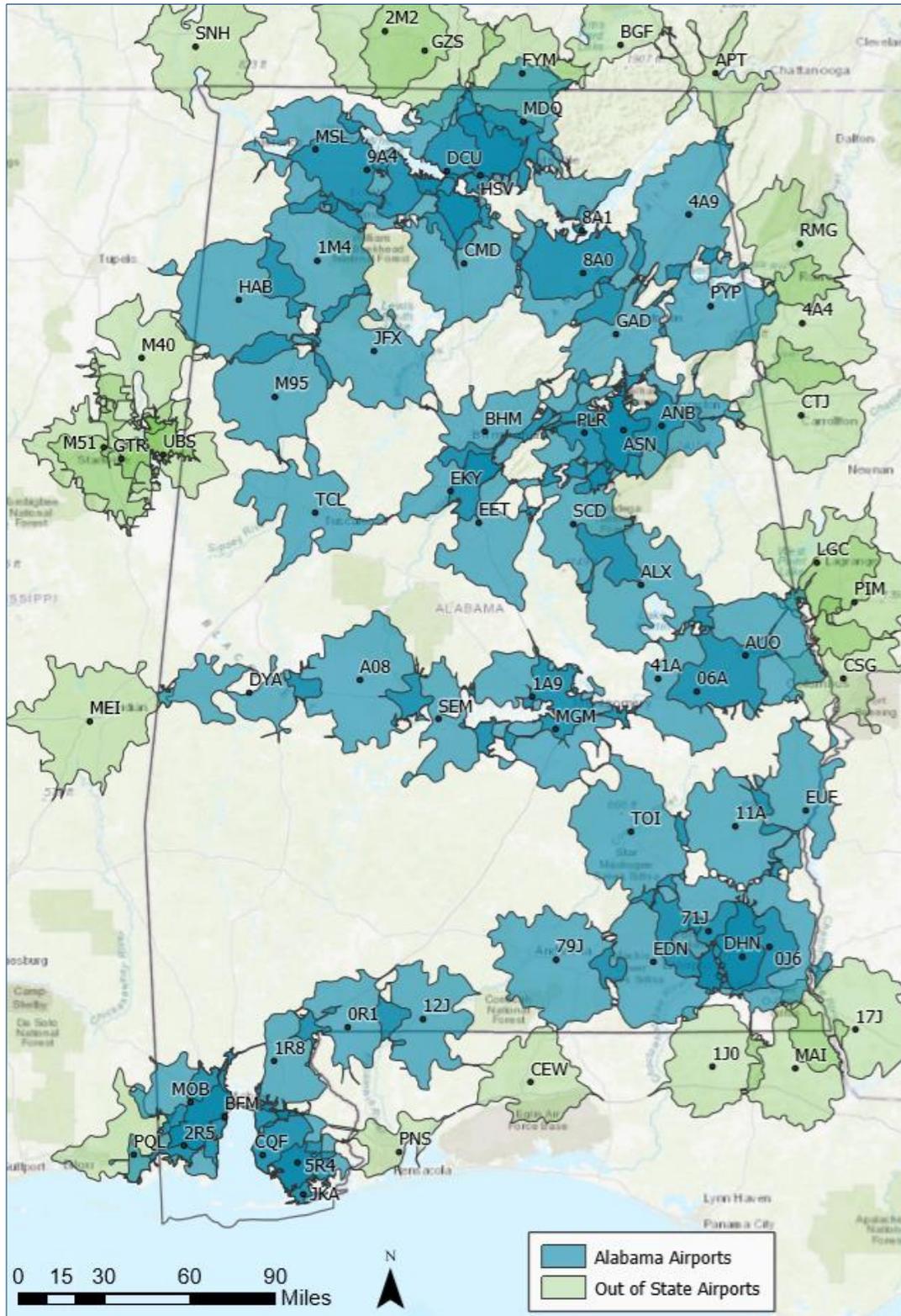
4.4.6 30-Minute Accessibility to an Airport with Precision Like Approach

Since the last system plan, new instrument technology has been established that enables airports to have precision-like approaches that provide *both* lateral and vertical guidance without the ground-based equipment that was previously needed to support a precision approach. These new approaches are based on satellite GPS technology and commonly referred to as an LPV approach. New technology has enabled the Alabama airports to make gains as they relate to performance for this measure. As shown above in **Figure 4-15**, 48 airports (60 percent) in the Alabama system currently have an approach that provides vertical guidance to at least one runway end.

Using a 30-minute drive time service area for each airport, **Figure 4-17** shows the current statewide accessibility to an airport with an approach supported by vertical guidance. 84 percent of Alabama population has access to one or more airports with an approach supported by vertical guidance. **Figure 4-17** also shows additional coverage for this measure when 30-minute service areas for these out-of-state airports included. When this is considered, Alabama population coverage increases slightly to 86 percent. A complete listing of system airports with published approaches and their respective population coverages is provided below in **Table 4-7**.



Figure 4-17: 30-Minute Accessibility to a Alabama or Nearby Airport with a Vertical Guidance Approach



Source: Jviation; FAA NFDC.

Table 4-7: Alabama Airports with a Precision-like Approach

City	Airport Name	FAA ID	Population	Population Coverage
Alabaster	Shelby County	EET	303,632	6.2%
Alexander City	Thomas C Russell Field	ALX	56,516	1.2%
Andalusia	South Alabama Regional At Bill Benton Field	79J	38,799	0.8%
Anniston	Anniston Regional	ANB	130,499	2.7%
Atmore	Atmore Municipal	0R1	26,197	0.5%
Auburn	Auburn University Regional	AUO	170,573	3.5%
Bay Minette	Bay Minette Municipal	1R8	46,516	1.0%
Bessemer	Bessemer	EKY	400,511	8.2%
Birmingham	Birmingham-Shuttlesworth International	BHM	585,915	12.0%
Brewton	Brewton Municipal	12J	19,531	0.4%
Camden	Camden Municipal	61A	10,098	0.2%
Centre	Centre-Piedmont-Cherokee County Regional	PYP	36,907	0.8%
Clayton	Clayton Municipal	11A	14,368	0.3%
Courtland	Courtland	9A4	104,076	2.1%
Cullman	Cullman Regional-Folsom Field	CMD	125,701	2.6%
Decatur	Pryor Field Regional	DCU	376,415	7.7%
Demopolis	Demopolis Regional	DYA	22,978	0.5%
Dothan	Dothan Regional	DHN	115,632	2.4%
Enterprise	Enterprise Municipal	EDN	85,999	1.8%
Eufaula	Weedon Field	EUF	20,243	0.4%
Fairhope	H L Sonny Callahan	CQF	119,384	2.4%
Fayette	Richard Arthur Field	M95	28,398	0.6%
Foley	Foley Municipal	5R4	105,933	2.2%
Fort Payne	Isbell Field	4A9	69,508	1.4%
Gadsden	Northeast Alabama Regional Airport	GAD	113,603	2.3%
Gulf Shores	Jack Edwards National	JKA	51,666	1.1%
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	129,344	2.6%
Haleyville	Posey Field	1M4	43,778	0.9%
Hamilton	Marion County-Rankin Fite	HAB	34,272	0.7%
Headland	Headland Municipal	0J6	114,108	2.3%
Huntsville	Huntsville International-Carl T Jones Field	HSV	401,930	8.2%
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	329,252	6.7%
Jasper	Walker County-Bevill Field	JFX	69,235	1.4%
Marion	Vaiden Field	A08	34,439	0.7%
Mobile	Mobile Downtown	BFM	374,549	7.7%
Mobile	Mobile Regional	MOB	340,791	7.0%
Montgomery	Montgomery Regional (Dannelly Field)	MGM	292,450	6.0%



City	Airport Name	FAA ID	Population	Population Coverage
Muscle Shoals	Northwest Alabama Regional	MSL	143,584	2.9%
Ozark	Ozark Airport - Blackwell Field	71J	131,452	2.7%
Pell City	St Clair County	PLR	111,955	2.3%
Prattville	Prattville - Grouby Field	1A9	201,674	4.1%
Selma	Craig Field	SEM	40,763	0.8%
St Elmo	St Elmo	2R5	302,377	6.2%
Sylacauga	Merkel Field Sylacauga Municipal	SCD	61,384	1.3%
Talladega	Talladega Municipal	ASN	135,502	2.8%
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	40,145	0.8%
Tuscaloosa	Tuscaloosa Regional	TCL	175,561	3.6%
Tuskegee	Moton Field Municipal	06A	128,393	2.6%

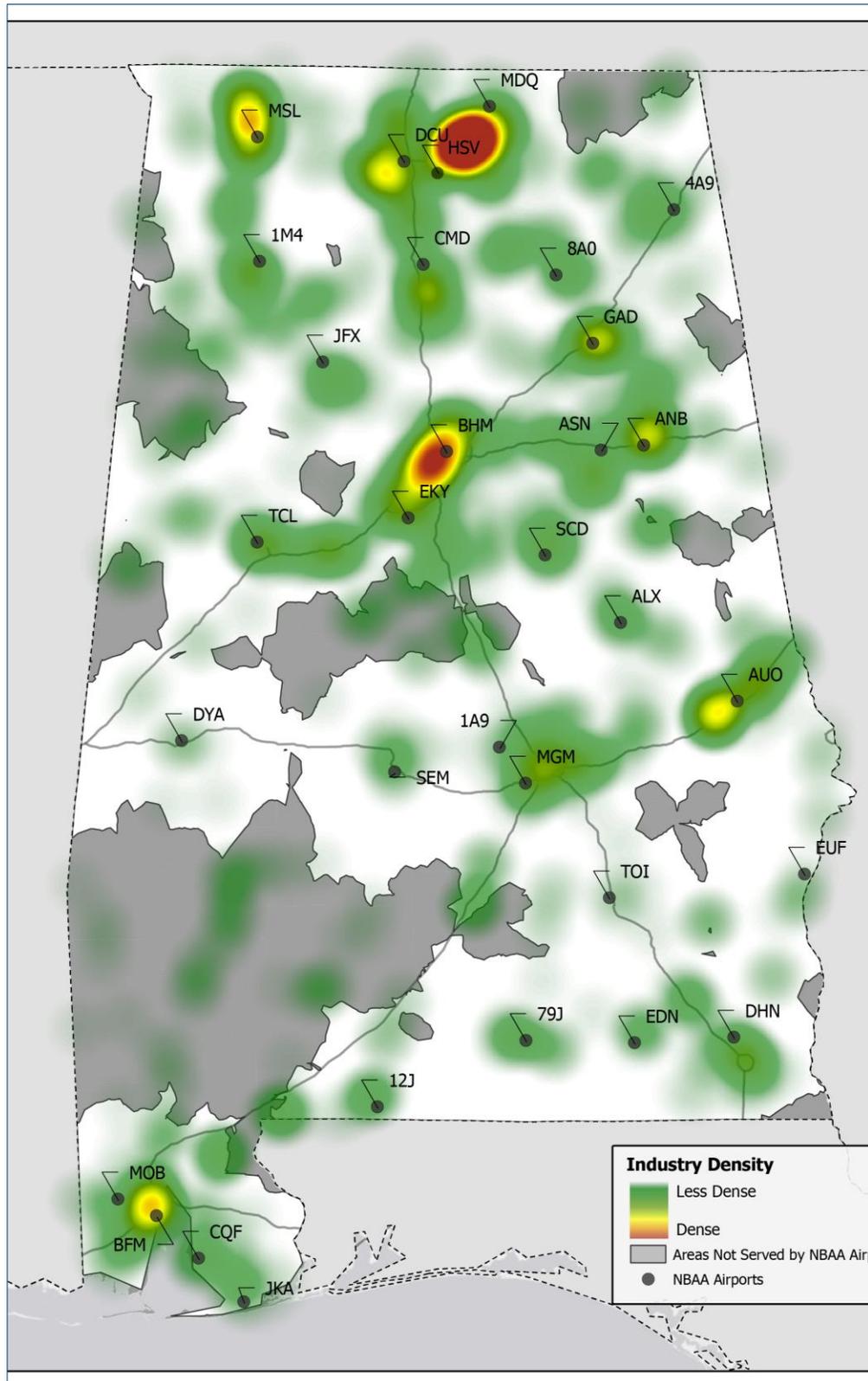
Source: ALDOT Aeronautics Bureau, FAA NFDC, Jviation
 Note: Due to coverage overlap, percentages do not total to 100%.

4.4.7 45-Minute Accessibility to Airports with NBAA Medium Business Jet Airport Characteristics and Economic Development “Hot Spots”

As described previously in Section 4.3, airports, businesses, and economic development are inexorably linked by the fact that business communities gain significant economic advantages by the connectivity and the efficiencies afforded by aviation. Based on data provided by the Alabama Department of Commerce on key state industries (e.g., forestry products, aerospace manufacturing, automotive manufacturing, biosciences, and metals and metal fabrication), industry hot spots have been identified throughout Alabama. These industries, among others, are integrally reliant upon aviation to conduct business.

Figure 4-18 again presents those economic hot spots, but in comparison to areas of the state with 45-minute accessibility to airports (these are the airports having characteristics to serve medium business jets). The graphic heat map shows by color the density of businesses in these sectors; the brighter the colors, the more intense is the concentration of industry. Areas outside of the 45-minute accessibility to airports with the characteristics to serve medium business jets are shaded with a blue boundary. The largest area in the state without accessibility to airports with NBAA characteristics for medium business jet airports is in the southwestern portion of the state and includes Washington, Clarke, and Monroe Counties. The densest industry development in this area is along the US 43 Highway corridor where several forestry mills and forestry products manufacturers are located. A new airport has been identified for construction in Thomasville along this corridor that will help eventually fill the gap in this underserved area. Note that there are other areas of Alabama with a pronounced lack of airports with NBAA characteristics, most of these areas however are rural without much manufacturing activity.

Figure 4-18: 45-Minute Accessibility for Airports Meeting NBAA Medium Business Jets (with Hot Spots)



Source: Alabama Department of Commerce; Jviation



4.5 Summary of System Performance

This chapter provides important information showing how the Alabama airport system currently meets established system performance measures. The system performance evaluation demonstrates that Alabama's current accessibility for each of the established measures provides robust coverage for nearly all of the state's residents.

Table 4-8 below provides a summary of current system performance for each of the system performance measures. There are 80 system airports in Alabama, including six commercial service airports and 74 general aviation airports. For all accessibility performance measures, drive time accessibility for 30-, 60-, and 90-minute drive time analysis currently averages 88 percent of Alabama residents. Population analyses indicate that 71 percent of Alabama's residents are within 60 minutes or less of one or more of Alabama's six commercial service airports and 94 percent of Alabama's residents are within 90 minutes or less of an Alabama commercial service airport. Population analyses also show that 91 percent of all Alabamans are within a 30-minute drive time of an Alabama system airport.

It must also be recognized that there are several regional commercial service airports in Mississippi, Florida, and Georgia in relatively proximity to the Alabama borders. The 90-minute accessibility drive time coverages provided by these airports include significant portions of south-central and southeast areas of Alabama. Note that out-of-state commercial service airports will attract some fare-sensitive Alabamans; however, these airports are an average of 30 miles to the Alabama border and their service area primarily serves rural counties in the state. This analysis reveals that only marginal increases are realized in both population and land coverage from out-of-state airports. Rural areas on both sides of the state border mean that the small towns covered by these drive times do not change the population coverage in a significant way. For example, the 90-minute drive time analysis indicates that commercial service airports outside the state increase accessibility to Alabama population by four percent. With respect to geographical area land coverage, only small increases are realized since most of the airports in surrounding states are close to a 30-minute drive time from the state border, so little additional land in Alabama is covered by these airports' drive times.

Overall, the Alabama system of airports provide its residents with excellent accessibility to airports and aviation. Commercial service airports serve the state's metropolitan areas well with 71 percent of the state's residents within 60-minutes of a commercial service airport. Recommended improvements, presented in a subsequent chapter, may increase the system accessibility as it has been measured and reported in this chapter.

The next chapter identifies recommended state roles for all system airports. Following the identification of recommended airport roles, analysis identifies facility and service improvements that are needed to enable each airport to better fulfill its designated role in the state airport system. If airports are improved to meet their applicable facility and service objectives, the number of airports in Alabama with facilities and services to satisfy NBAA characteristics for business airports meeting medium or light business jet needs would increase. The final recommendations chapter of the AL SASP shows additional accessibility that could be realized in the future, assuming all airports are able to meet their assigned facility/service objectives.

Table 4-8: Current System Performance by Measure

System Performance Measure	Percent of Alabama Residents Located within an Airport Service Area	Percent of Alabama Land Area Covered by an Airport Service Area
60-Minute Accessibility to an Airport with Scheduled Commercial Airline Service		
– 60-Minute Accessibility to Alabama airports with scheduled airline service	71%	39%
– 60-Minute Accessibility to Alabama airports or public airports in nearby states with schedule airline service	78%	48%
90-Minute Accessibility to an Airport with Scheduled Commercial Airline Service		
– 90-Minute Accessibility to Alabama airports with airline service	94%	75%
– 90-Minute Accessibility to Alabama airports or airports in nearby states with airline service	98%	90%
30-Minute Accessibility to a Public Airport		
– 30-Minute Accessibility to any Alabama airport	91%	71%
– 30-Minute Accessibility to any NPIAS Alabama airport or NPIAS airport in nearby state	93%	73%
30-and 45-Minute Accessibility to Airports Exhibiting Selected NBAA Medium & Light Business Jet Airport Characteristics		
– 45-Minute Current Accessibility to Alabama Airports Meeting Acceptable NBAA Medium Business Jet Airport Characteristics	94%	73%
– 45-Minute Current Accessibility to Alabama or Nearby Airports Meeting Acceptable NBAA Medium Business Jet Airport Characteristics	95%	75%
– 30-Minute Current Accessibility to Alabama Airports Meeting Acceptable NBAA Light Business Jet Airport Characteristics	81%	43%
– 30-Minute Current Accessibility to Alabama or Nearby Airports Meeting Acceptable NBAA Light Business Jet Airport Characteristics	82%	44%
30-Minute Accessibility to an Airport with FAA Published Approach Procedures		
– 30-Minute Current Accessibility to an Alabama airport with precision like approach	84%	51%
– 30-Minute Current Accessibility to Alabama or nearby airport with precision like approach	86%	52%
– 30-Minute Current Accessibility to Alabama airport with any published approach	90%	66%
– 30-Minute Current Accessibility to Alabama airport or nearby airport with any published approach	91%	67%

Source: Jviation



5. Airport Roles

5.1 Overview

This chapter of the Alabama Statewide Airport System Plan (AL SASP) focuses on stratifying the 80 study airports into categories by identifying the role that they play within the Alabama system of airports. Roles generally reflect the type of users each airport accommodates and the facilities and services that the airport has in place. These roles can also reflect an airport's relative importance as it relates to meeting the state's transportation and economic needs and objectives. Further, airport roles are often matched to the socioeconomic and demographic characteristics of the communities the airport serves. Finally, airport roles are important within the system planning process since they are necessary to establish facility and service standards or objectives that are desirable at airports in each of the roles.

The process of stratifying the system was based on a role analysis that considered a variety of airport factors representing airport facilities, airport services, and airport activity levels. Each of these factors was then applied a numerical score, and the determination of an airport's role category was ultimately based on its total score. Highlights of this process include the following:

- Five airport role categories have been used to organize the system. These include International, National, General Aviation Regional, General Aviation Community, and Local Service.
- Airport roles descriptions are based on the 2000 Alabama Statewide Airport System Plan.
- Airport role assignments are the results of a stratification of the airport system based on 13 airport factors, including runway length, fuel availability, weather reporting equipment, navigational aids and based aircraft, among others.

Additionally, a separate assessment was also conducted to gauge the relative sustainability of the airports within the state system. This was done to provide the Alabama Department of Transportation (ALDOT) Aeronautics Bureau with an indication of potential future challenges it may face with respect to specific airports so that it can formulate an appropriate response on behalf of those airports as well as for the overall system. Within the overall airport system, 35 airports were identified as having either a low, moderate, or high degree of susceptibility to or at-risk of experiencing negative pressures to their long-term viability and sustainability. 11 airports were specifically identified as being potentially "at risk."

This chapter provides the following:

- An assessment of the current airport roles within the Alabama Airport System.
- A comparison of the Alabama state airport roles with those roles established for the Alabama airports by the Federal Aviation Administration (FAA) in their National Plan of Integrated Airport Systems (NPIAS).
- An assessment of the relative sustainability of the Alabama system airports.

5.2 Introduction

Airport roles should reflect the type of users and aviation activity each airport accommodates as well as the facilities and services that the airport has in place. Roles also typically reflect the airport's relative ability to meet various state and local transportation needs and economic objectives. Further, airport roles should generally be matched with market area characteristics served by the airport.

Alabama currently employs a system stratification of five airport roles that were established as part of its 2000 Statewide Airport System Plan. Through discussions with the ALDOT Aeronautics Bureau personnel, it was

determined that the existing airport role categories remained both relevant and appropriate for their current operational requirements. It was also determined that the airport attributes associated with each role should be reviewed and updated, and that a reassessment of the entire airport system be undertaken. The five role categories of Alabama system airports and their descriptions are presented below:

- *International* - International airports serve as Alabama’s primary gateway to global passenger and air cargo markets.
- *National* – National airports serve a contributing role in enabling the local, regional, and statewide economy to have access to and from the national and global economy. All commercial and reliever airports are contained within this classification, as are other airports initially deemed to contribute significantly to Alabama’s airport system. National airports accommodate the highest level of general aviation activity and serve major population centers in the State.
- *General Aviation Regional* – General Aviation Regional (GAR) airports serve a contributing role in supporting the local and regional economies and connecting them to the State and national economies. GAR airports serve primarily general aviation activity, with a focus on serving business activity, including small jet and multi-engine aircraft. These airports support the system of National airports and should provide significant coverage to the State’s population.
- *General Aviation Community* – General Aviation Community (GAC) airports serve a supplemental contributing role in the local economy. GAC airports focus on providing aviation access for small business, recreational, and personal flying activities throughout Alabama. These airports are located throughout the State to serve rural needs and provide another connection to the State’s transportation infrastructure.
- *Local Service* – Local Service (LS) airports serve a limited contributing role in the local economy. These airports are considered to have local importance, primarily serving recreational and personal flying activities.

5.3 Factors in Airport Role Analysis Evaluation

Classifying system airports into different roles is an important planning process designed to help assess how an airport system is currently performing and where improvements can be made. This classification process is necessary to establish facility and service standards or objectives that are desirable at airports operating in each of the various roles.

How each airport contributes within a state system, or what role it plays in that system is dependent upon a variety of factors. For Alabama, the airport role analysis in this study used a wide variety of airport factors that were purposefully selected based on their ability to reflect an airport’s functionality. Each system airport was then assessed with respect to these factors and a numerical score was subsequently awarded. The compilation of all these scores for each airport was then utilized to stratify the system into one of the five roles categories. (Note that this process provides a means to group the airports by functional role and is not intended to imply a relative level of importance among airports.)

Identified through discussions with the ALDOT Aeronautics Bureau, the 13 factors identified can be categorized into two broader categories:

- Airport Facilities and Services
- Operational Considerations

The following sections present descriptions of each of the factors contained in each of these categories, including how each was scored. Although the effort to classify the Alabama airport system into a set of roles is



primarily concerned with the state’s general aviation facilities, the tables also account for conditions at the commercial service airports.

5.3.1 Airport Facilities and Services

Airport facilities are based on the current physical characteristics of an airport while airport services focus on those activities provided at the airport to enhance safety and operational efficiency – in combination, facilities and services determine the types of aircraft operations that can be accommodated at that airport. The facility and service factors utilized in this analysis are described below.

Primary Runway Length: The length of an airport’s primary runway is an important consideration in determining what types of aircraft and activities can be supported at that airport. In general, larger aircraft are more operationally demanding, requiring longer runways to operate safely and efficiently. Airports with longer runways can serve a greater range of general aviation aircraft, and when required, possible commercial airline and air cargo operations, as well as military activities, all of which are important components of a healthy airport system. For these reasons, when scoring was applied to this factor, those airports with longer runways were assigned higher relative scores. The scoring criteria applied in this analysis with respect to various runway lengths as well as the resultant number of Alabama airports that fall within those lengths are shown in **Table 5-1**. Note that most of the state’s primary runways lie between 3,000 and 5,499 feet in length.

Table 5-1: Airport Role Evaluation Analysis – Runway Length

Runway Length in Feet	Points Assigned	Number of Airports
>10,000*	5	2
7,000 to 9,999	4	6
5,500 to 6,999	3	19
3,000 to 5,499	2	51
≤3,000	1	2

Source: Jviation

Instrument Approach Capabilities: Instrument approaches established at an airport provide an enhanced level of safety and a greater degree of accessibility for aircraft operating at that airport since they permit operations to occur during adverse weather conditions. In general, the greater the quality of an approach, the better the accessibility for aircraft. Existing global positioning satellite-based technology (GPS) and ground-based equipment (Instrument Landing System or ILS) enable airports to provide a precision-caliber approach (one that provides both lateral and vertical guidance), which are the highest quality approaches currently available. Note that GPS-based approaches are more economical since they do not require expensive ground-based equipment that previously supported a precision-type approach (often an ILS). Such GPS approaches are commonly referred to as a localizer performance with vertical guidance (LPV) approach. For this Airport Role Evaluation Analysis, airports with an LPV or ILS published approach were awarded five points. Within Alabama’s system, 46 of the 80 system airports (or 58 percent) currently have either an LPV or an ILS instrument approach.

Air Traffic Control Tower: Airports with significant annual aircraft operations often have an air traffic control tower (ATCT) established either on a part-time or full-time basis to manage aircraft traffic. This service is typically provided by the FAA and managed by ground-based air traffic controllers who direct aircraft operations both on the ground and through controlled airspace. Controllers can also provide advisory services to aircraft in non-controlled airspace. The primary purpose of ATCT is to prevent collisions, organize and expedite the flow of air traffic, and provide information and other support for pilots. There are currently eight airports in Alabama with an air traffic control tower. Airports with an air traffic control tower received five points in the Airport Role Evaluation Analysis.

Automated Weather Reporting: Accurate and timely weather reporting is essential to safe and expeditious airport operations. Automated weather reporting systems disseminate weather information to pilots. The most common of these systems are the automated weather observing system (AWOS) and the automated surface observing system (ASOS). Airports with weather reporting equipment received five points in the Airport Role Evaluation Analysis. Within Alabama’s system, 40 of the 80 system airports (or 50 percent) currently have automated weather reporting.

Aviation Fuel Availability: The ability to store and sell fuel to those aircraft that operate at an airport is important to that airport both from an aircraft service perspective and as a potential revenue source. The aviation fuels typically utilized on an airport are Avgas and Jet-A. Used by aircraft having reciprocating piston engines, the Avgas (or aviation gasoline) most commonly utilized today is 100 Low Lead (or 100LL). Jet-A is a kerosene-based fuel that contains no lead and is used for powering turbine-engine (jet or turboprop) aircraft. Jet-A fuel is critical for most business class, government agency, and military operations. For this Airport Role Evaluation Analysis, airports were awarded five points for each of the fuel types that they currently provide. So, a total of 10 points could be awarded if an airport has both Jet-A and Avgas. Currently in Alabama, 65 of its 80 airports (81 percent) provide Avgas, and 50 of its 80 airports (63 percent) provide both Avgas and Jet-A.

Aircraft Repair Services: Aircraft repair services provide essential services to aircraft based at an airport and can attract aircraft customers from nearby airports and even out-of-state airports. There are generally two classifications of aircraft maintenance: minor and major. Minor aircraft repairs are those that can be performed by an airframe and powerplant mechanic (A&P), while major airframe repairs require the maintenance technician performing or inspecting the work to have an additional qualification as an airworthiness inspector (AI). For this Airport Role Evaluation Analysis, airports with minor airframe/powerplant repair received five points and those airports that also provided major airframe/powerplant repair received an additional five points. In Alabama, 39 of 80 system airports provide minor aircraft repairs services, of which 11 also provide major aircraft repair services.

Fixed Base Operator (FBO) Services: A Fixed Based Operator (FBO) is an organization or a business that has been granted the right to operate at an airport and provide aeronautical services such as aircraft marshalling, parking, fueling, hangar management (for both itinerant and based aircraft), maintenance, chartering, and miscellaneous pilot/passenger accommodations and services, ground transportation, among many others. These types of services are important considerations for aircraft owners and pilots when determining which airport to base their aircraft as well as to fly to for business or pleasure. For this Airport Role Evaluation Analysis, airports with an FBO received five points. In Alabama, 57 of 80 system airports (71 percent) had some sort of FBO actively operating.

5.3.2 Operational Considerations

While airports in Alabama provide access to business and personal users alike, business operators typically require greater levels of facilities and services for the economic benefits that they characteristically provide for the local area. When stratifying an airport system, it is important to consider access to local markets that offer significant employment opportunities to the local community. To reflect this in the analysis, four airport market attributes were identified and included in the stratification process as a measure of on-airport economic drivers.

Based Aircraft: The number of based aircraft at an airport is a good indicator of overall activity levels at that facility. Points were assigned based on ranges of aircraft stored at the airport. **Table 5-2** shows the scores assigned to different ranges of total based aircraft, as well as the number of Alabama system airports that received each score.



Table 5-2: Airport Role Evaluation Analysis – Based Aircraft

Total Based Aircraft	Points Assigned	Number of Airports
>100	5	5
50 to 99	4	14
30 to 49	3	12
15 to 29	2	16
1 to 14	1	31
None	0	2

Source: Jviation

Based Jet Aircraft: The number of based jet aircraft at an airport is a good indicator of business aviation activity levels at that facility. Points were assigned based on ranges of jet aircraft stored at the airport. **Table 5-3** shows the scores assigned to different ranges of total based aircraft, and the number of Alabama system airports that received each score.

Table 5-3: Airport Role Evaluation Analysis – Based Jet Aircraft

Total Based Jet Aircraft	Points Assigned	Number of Airports
>10	5	2
6 to 9	4	5
4 to 5	3	5
2 to 3	2	7
1	1	16
0	0	45

Source: Jviation

On-Airport Aviation Business Employment: Many Alabama airports support on-airport aviation-related businesses and government agencies. These entities employ aviation-related workers within their community. Points were assigned based on ranges of employee counts reported for each airport. **Table 5-4** shows the scores assigned to different ranges of total on-airport employment, and the number of Alabama system airports that received each score.

Table 5-4: Airport Role Evaluation Analysis – On-Airport Employment

Total On-Airport Employment	Points Assigned	Number of Airports
>400	5	8
100 to 399	4	3
20 to 99	3	13
6 to 19	2	17
1 to 5	1	17
0	0	22

Source: Jviation

Visitors to Alabama Airports Arriving on Aircraft: Many Alabama airports support both intrastate and interstate visitors arriving on general aviation and commercial service aircraft. Visitor estimates are based on

an analysis prepared for the Economic Impact Study that was completed in association with this Airport System Plan. For general aviation visitors, estimates are based on transient arrivals data and airport and FBO management input. Commercial service visitors are based on total passenger enplanements and USDOT sample ticket data, origin and destination percentages. Points were assigned based on ranges of total annual combined visitor estimates for each airport, including those providing commercial service. **Table 5-5** shows the scores assigned to different ranges of total visitors, and the number of Alabama system airports that received each score.

Table 5-5: Airport Role Evaluation Analysis – Annual Arriving Visitors

Total Annual Arriving Visitors	Points Assigned	Number of Airports
>200,000	10	2
15,000 to 199,000	5	9
5,000 to 14,999	4	17
3,000 to 4,999	3	11
1,000 to 2,999	2	18
500 to 999	1	12
0	0	11

Source: Jviation

5.4 Results of Role Analysis

This study utilized a stratification process to assign airports to different roles based on a variety of airport factors through a well-defined scoring process based on a range of airport facilities, services, and local conditions. **Table 5-6** details the Airport Role Evaluation scores at each Alabama system airport. Scoring of airports determined each airport's role in the system. Each airport was evaluated in the 13 factors described previously. The scores for all 13 factors were added together to arrive at a total role analysis score for each airport. The total possible points are 70 if an airport were to have all factors included in the Airport Role Evaluation. The average point score for all 80 system airports is 30 points. Birmingham-Shuttlesworth International Airport had the highest score at 70 points, while Abbeville Municipal and Addison Municipal Airports both had the lowest score at 2 points each.

Through coordination with the Aeronautics Bureau, the scores were then translated into the appropriate airport role categories. Birmingham-Shuttlesworth International (BHM) and Huntsville International-Carl T Jones Field (HSV) are the highest scoring airports and are the only two airports in the International Category. **Table 5-7** summarizes the ranking of airports based on the Role Evaluation Analysis Score and presents each airport's resultant role category. **Figure 5-1** presents the system airports and their resultant roles in a graphical format.



Table 5-6: Alabama Airport Role Evaluation Analysis Scoring

			Primary Runway Length	ATCT	Weather Reporting	LPV	Avgas	Jet A	FBO	Major Airframe/Powerplant Repair	Minor Airframe/Powerplant Repair	Direct Employment	Total Based Jet Aircraft	Total Based Aircraft	Number of Visitors (GA & CS)	Point Total
City	Airport Name	FAA ID	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points
Abbeville	Abbeville Municipal	0J0	1	0	0	0	0	0	0	0	0	0	0	1	0	2
Addison	Addison Municipal	2A8	1	0	0	0	0	0	0	0	0	0	0	1	0	2
Alabaster	Shelby County	EET	2	0	5	5	5	5	5	5	0	2	0	4	4	42
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	3	0	5	5	5	5	5	5	5	3	3	4	5	53
Alexander City	Thomas C Russell Field	ALX	2	0	5	5	5	5	5	5	0	2	1	3	3	41
Aliceville	George Downer	AIV	2	0	0	0	5	0	0	0	0	0	0	1	1	9
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	3	0	5	5	5	5	5	5	0	4	0	2	3	42
Anniston	Anniston Regional	ANB	3	0	5	5	5	5	5	5	0	2	2	2	4	43
Ashland/Lineville	Ashland/Lineville	26A	2	0	0	0	0	0	0	0	0	0	0	1	1	4
Atmore	Atmore Municipal	0R1	2	0	0	5	5	0	5	5	0	2	0	1	2	27
Auburn	Auburn University Regional	AUO	2	0	5	5	5	5	5	5	0	3	3	3	5	46
Bay Minette	Bay Minette Municipal	1R8	2	0	0	5	5	5	0	5	0	1	0	1	4	28
Bessemer	Bessemer	EKY	3	0	5	5	5	5	5	5	0	3	4	5	4	49
Birmingham	Birmingham-Shuttlesworth International	BHM	5	5	5	5	5	5	5	5	5	5	5	5	10	70
Brewton	Brewton Municipal	12J	2	0	5	0	5	5	5	5	0	2	0	2	4	40
Butler	Butler-Choctaw County	09A	2	0	0	5	0	0	0	0	0	0	0	0	0	7
Camden	Camden Municipal	61A	2	0	0	0	0	0	0	0	0	0	0	1	0	3
Centre	Centre-Piedmont-Cherokee County Regional	PYP	2	0	0	5	5	0	5	0	0	1	0	2	0	20
Centreville	Bibb County	0A8	2	0	0	0	0	0	0	0	0	0	2	1	2	7
Chatom	Roy Wilcox	5R1	2	0	0	0	0	0	0	0	0	0	0	1	1	4
Clanton	Chilton County	02A	2	0	0	0	5	5	5	5	0	1	0	2	4	29
Clayton	Clayton Municipal	11A	2	0	5	0	0	0	0	0	0	0	1	1	0	9
Courtland	Courtland	9A4	2	0	5	5	5	0	0	0	0	0	0	3	2	22
Cullman	Cullman Regional-Folsom Field	CMD	2	0	5	5	5	5	5	0	0	3	1	4	4	39
Dauphin Island	Jeremiah Denton	4R9	1	0	0	0	0	0	0	0	0	0	0	0	3	4
Decatur	Pryor Field Regional	DCU	3	0	5	5	5	5	5	5	5	2	1	4	4	49
Demopolis	Demopolis Regional	DYA	2	0	5	5	5	5	5	5	0	1	0	2	2	37
Dothan	Dothan Regional	DHN	4	5	5	5	5	5	5	5	0	5	4	4	5	57
Double Springs	Double Springs-Winston County	3M2	2	0	0	0	0	0	0	0	0	0	1	1	2	6
Elba	Carl Folsom	14J	2	0	0	0	5	0	5	0	0	1	1	2	1	17
Enterprise	Enterprise Municipal	EDN	2	0	5	5	5	5	5	0	5	3	0	4	3	42
Eufaula	Weedon Field	EUF	2	0	5	5	5	5	5	0	5	2	1	2	0	37
Evergreen	Evergreen Regional - Middleton Field	GZH	2	0	5	0	5	5	5	0	0	0	0	1	2	25
Fairhope	H L Sonny Callahan	CQF	3	0	5	5	5	5	5	5	0	3	0	3	4	43
Fayette	Richard Arthur Field	M95	2	0	0	0	5	5	5	0	0	2	0	1	2	22
Florala	Florala Municipal	0J4	2	0	0	0	5	5	5	0	5	2	0	1	0	25
Foley	Foley Municipal	5R4	2	0	0	5	5	0	5	0	0	3	0	2	1	23
Fort Payne	Isbell Field	4A9	2	0	5	5	5	5	5	0	0	2	3	2	4	38
Gadsden	Northeast Alabama Regional	GAD	3	0	5	5	5	5	5	5	0	2	1	3	2	41
Geneva	Geneva Municipal	33J	2	0	0	0	5	0	5	5	0	1	0	2	2	22
Greensboro	Greensboro Municipal	7A0	2	0	0	0	5	0	5	0	0	1	0	1	2	16
Greenville	Mac Crenshaw Memorial	PRN	3	0	5	0	5	0	5	5	0	1	0	1	3	33

			Primary Runway Length	ATCT	Weather Reporting	LPV	Avgas	Jet A	FBO	Major Airframe/Powerplant Repair	Minor Airframe Powerplant Repair	Direct Employment	Total Based Jet Aircraft	Total Based Aircraft	Number of Visitors (GA & CS)	Point Total
City	Airport Name	FAA ID	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points
Gulf Shores	Jack Edwards National	JKA	3	5	5	5	5	5	5	5	0	3	4	4	5	54
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	2	0	0	5	5	5	5	0	0	3	0	3	3	31
Haleyville	Posey Field	1M4	2	0	5	5	5	5	5	0	0	1	1	1	2	32
Hamilton	Marion County-Rankin Fite	HAB	2	0	0	5	5	5	5	0	0	1	0	2	2	27
Hartselle	Hartselle-Morgan County Regional	5M0	2	0	0	0	5	5	5	5	5	1	0	2	2	32
Headland	Headland Municipal	0J6	2	0	0	5	5	5	5	5	5	3	0	3	3	41
Huntsville	Huntsville International-Carl T Jones Field	HSV	5	5	5	5	5	5	5	5	0	5	2	4	10	61
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	3	0	5	5	5	5	5	5	5	5	2	5	5	55
Jackson	Jackson Municipal	4R3	2	0	0	0	5	0	0	0	0	0	0	1	1	9
Jasper	Walker County-Bevill Field	JFX	2	0	5	5	5	5	5	5	0	2	1	3	5	43
Lanett	Lanett Municipal	7A3	2	0	0	0	5	0	0	0	0	0	0	1	1	9
Luverne	Frank Sikes	04A	2	0	0	0	5	0	0	0	0	1	0	1	1	10
Marion	Vaiden Field	A08	3	0	5	5	5	5	5	0	0	0	0	1	2	31
Mobile	Mobile Regional	MOB	4	5	5	5	5	5	5	5	0	5	4	4	5	57
Mobile	Mobile Downtown	BFM	4	5	5	5	5	5	5	5	0	5	3	3	4	54
Monroeville	Monroe County Airport	MVC	3	0	0	0	5	5	5	0	0	3	2	1	2	26
Montgomery	Montgomery Regional (Dannelly Field)	MGM	4	5	5	5	5	5	5	5	0	5	4	5	5	58
Muscle Shoals	Northwest Alabama Regional	MSL	3	0	5	5	5	5	5	0	5	3	2	4	4	46
Oneonta	Robbins Field	20A	2	0	0	0	0	0	0	0	0	0	0	1	0	3
Ozark	Ozark Airport - Blackwell Field	71J	2	0	0	5	5	5	5	5	0	4	1	2	4	38
Pell City	St Clair County	PLR	2	0	5	5	5	5	5	5	0	2	0	4	4	42
Prattville	Prattville - Grouby Field	1A9	2	0	5	5	5	5	5	5	0	2	1	3	3	41
Reform	North Pickens	3M8	2	0	0	0	5	0	0	0	0	0	2	2	1	12
Roanoke	Roanoke Municipal	7A5	2	0	0	0	0	0	0	0	0	0	0	1	1	4
Russellville	Bill Pugh Field	M22	2	0	0	0	5	5	5	0	0	1	0	1	0	14
Samson	Logan Field	1A4	2	0	0	0	0	0	0	0	0	1	0	1	0	4
Scottsboro	Scottsboro Municipal-Word Field	4A6	2	0	5	0	5	5	5	0	0	0	1	3	3	29
Selma	Craig Field	SEM	4	0	5	5	5	5	5	5	0	2	0	1	5	42
St Elmo	St Elmo	2R5	2	0	0	5	5	5	0	0	0	1	1	2	3	24
Stevenson	Stevenson	7A6	2	0	0	0	0	0	0	5	0	1	0	1	1	10
Sylacauga	Merkel Field Sylacauga Municipal	SCD	2	0	5	5	5	5	5	5	0	1	0	4	2	39
Talladega	Talladega Municipal	ASN	3	0	5	5	5	5	5	0	0	3	1	4	4	40
Troy	Troy Municipal Airport at N Kenneth Campbell Field	TOI	3	5	5	5	5	5	5	5	0	5	3	3	4	53
Tuscaloosa	Tuscaloosa National	TCL	3	5	5	5	5	5	5	5	0	4	5	5	4	56
Tuskegee	Moton Field Municipal	06A	2	0	0	5	5	5	5	5	0	2	0	1	3	33
Union Springs	Franklin Field	07A	2	0	0	0	5	0	0	0	0	0	0	1	2	10
Vernon	Lamar County	M55	2	0	0	0	0	0	0	0	0	0	1	1	1	5
Wetumpka	Wetumpka Municipal	08A	2	0	0	0	5	0	5	5	0	2	0	4	2	25

Source: Jviation



Table 5-7: Airport Role Evaluation Analysis Scores and Categorizations

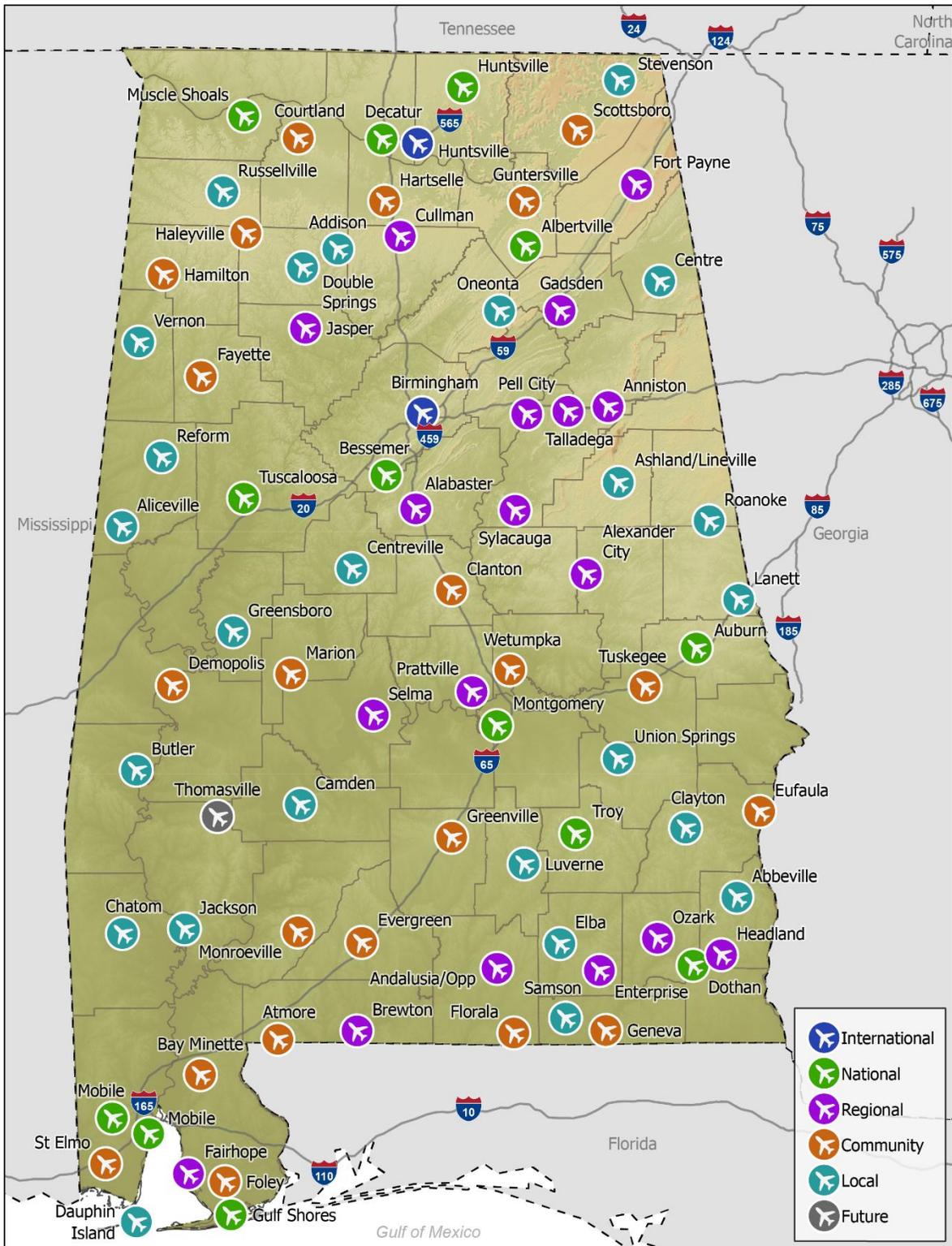
Associated City	Airport Name	FAA ID	Score	Initial Airport Role (based on 2020 system plan update)
Birmingham	Birmingham-Shuttlesworth International	BHM	70	International
Huntsville	Huntsville International-Carl T Jones Field	HSV	61	International
Montgomery	Montgomery Regional (Dannelly Field)	MGM	58	National
Dothan	Dothan Regional	DHN	57	National
Mobile	Mobile Regional	MOB	57	National
Tuscaloosa	Tuscaloosa National	TCL	56	National
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	55	National
Mobile	Mobile Downtown	BFM	54	National
Gulf Shores	Jack Edwards National	JKA	54	National
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	53	National
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	53	National
Bessemer	Bessemer	EKY	49	National
Decatur	Pryor Field Regional	DCU	49	National
Auburn	Auburn University Regional	AUO	46	National
Muscle Shoals	Northwest Alabama Regional	MSL	46	National
Anniston	Anniston Regional	ANB	43	Regional
Fairhope	H L Sonny Callahan	CQF	43	Regional
Jasper	Walker County-Bevill Field	JFX	43	Regional
Alabaster	Shelby County	EET	42	Regional
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	42	Regional
Enterprise	Enterprise Municipal	EDN	42	Regional
Pell City	St Clair County	PLR	42	Regional
Selma	Craig Field	SEM	42	Regional
Alexander City	Thomas C Russell Field	ALX	41	Regional
Gadsden	Northeast Alabama Regional	GAD	41	Regional
Headland	Headland Municipal	0J6	41	Regional
Prattville	Prattville - Grouby Field	1A9	41	Regional
Brewton	Brewton Municipal	12J	40	Regional
Talladega	Talladega Municipal	ASN	40	Regional
Cullman	Cullman Regional-Folsom Field	CMD	39	Regional
Sylacauga	Merkel Field Sylacauga Municipal	SCD	39	Regional
Fort Payne	Isbell Field	4A9	38	Regional
Ozark	Ozark Airport - Blackwell Field	71J	38	Regional
Demopolis	Demopolis Regional	DYA	37	Community
Eufaula	Weedon Field	EUW	37	Community
Tuskegee	Moton Field Municipal	06A	33	Community
Haleyville	Posey Field	1M4	32	Community
Hartselle	Hartselle-Morgan County Regional	5M0	32	Community
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	31	Community
Marion	Vaiden Field	A08	31	Community
Clanton	Chilton County	02A	29	Community
Scottsboro	Scottsboro Municipal-Word Field	4A6	29	Community
Bay Minette	Bay Minette Municipal	1R8	28	Community
Greenville	Mac Crenshaw Memorial	PRN	28	Community

Associated City	Airport Name	FAA ID	Score	Initial Airport Role (based on 2020 system plan update)
Atmore	Atmore Municipal	0R1	27	Community
Hamilton	Marion County-Rankin Fite	HAB	27	Community
Monroeville	Monroe County Airport	MVC	26	Community
Evergreen	Evergreen Regional - Middleton Field	GZH	25	Community
Floral	Floral Municipal	0J4	25	Community
Wetumpka	Wetumpka Municipal	08A	25	Community
St Elmo	St Elmo	2R5	24	Community
Foley	Foley Municipal	5R4	23	Community
Courtland	Courtland	9A4	22	Community
Fayette	Richard Arthur Field	M95	22	Community
Geneva	Geneva Municipal	33J	22	Community
Centre	Centre-Piedmont-Cherokee County Regional	PYP	20	Local
Russellville	Bill Pugh Field	M22	19	Local
Elba	Carl Folsom	14J	17	Local
Greensboro	Greensboro Municipal	7A0	16	Local
Reform	North Pickens	3M8	12	Local
Luverne	Frank Sikes	04A	10	Local
Stevenson	Stevenson	7A6	10	Local
Union Springs	Franklin Field	07A	10	Local
Aliceville	George Downer	AIV	9	Local
Clayton	Clayton Municipal	11A	9	Local
Jackson	Jackson Municipal	4R3	9	Local
Lanett	Lanett Municipal	7A3	9	Local
Butler	Butler-Choctaw County	09A	7	Local
Centreville	Bibb County	0A8	7	Local
Double Springs	Double Springs-Winston County	3M2	6	Local
Vernon	Lamar County	M55	5	Local
Ashland/Lineville	Ashland/Lineville	26A	4	Local
Chatom	Roy Wilcox	5R1	4	Local
Dauphin Island	Jeremiah Denton	4R9	4	Local
Roanoke	Roanoke Municipal	7A5	4	Local
Samson	Logan Field	1A4	4	Local
Camden	Camden Municipal	61A	3	Local
Oneonta	Robbins Field	20A	3	Local
Abbeville	Abbeville Municipal	0J0	2	Local
Addison	Addison Municipal	2A8	2	Local

Source: Jviation



Figure 5-1: Alabama Airports by Initial Roles Categorization



Source: Jviation

5.5 Current Airport Roles Compared to FAA NPIAS Roles

The National Plan of Integrated Airport Systems (NPIAS) is an FAA-sponsored national airport system plan whose purpose is both to identify those airports that are considered important to the national air transportation system, and to categorize how those airports currently operate within the system. Being identified within NPIAS also makes an airport eligible to receive grants under the FAA Airport Improvement Program (AIP) for the planning and implementation of airport capital improvements and infrastructure development. In practice, for those airports included in the NPIAS, a specific service level or role is defined based on the types of services those airports provide their host communities. These service levels or roles also help define the AIP funding categories established by Congress to assist in the distribution of financial resources for airport development.

Until 2012 the FAA NPIAS offered only two categories for general aviation airports Reliever and General Aviation. With only two categories for general aviation airports, the NPIAS did not offer much differentiation in terms of airport roles. The FAA addressed this shortcoming within its Asset Study that examined general aviation airports across the United States. The first version of the study was released in 2012 and the second updated version, which identified issues related to airports in the “Unclassified” category, was released in 2014. The Asset Study describes the critical roles of the general aviation airports and groups general aviation airports into more descriptive categories. The FAA NPIAS categories are based on the 2014 FAA Asset Study as follows:

- **National Airports:** Airports have very high levels of activity with many jets and multi-engine propeller aircraft. They average about 200 total based aircraft, of which 30, on average, are jets.
- **Regional Airports:** Airports have high levels of activity with some jets and multi-engine propeller aircraft. They average about 90 total based aircraft, of which three, on average, are jets.
- **Local Airports:** Airports have moderate levels of activity with some multi-engine propeller aircraft. They average about 33 based propeller-driven aircraft and no jets.
- **Basic Airports:** Airports have moderate to low levels of activity, and average about 10 propeller-driven based aircraft.
- **Unclassified:** Airports do not maintain categories established by NPIAS or no longer meet criteria for the previously established category.

Alabama’s airport system includes a total of 80 airports, of which 67 are included in the NPIAS. When reviewing the FAA Asset Study Categories, 22 Alabama airports are assigned to the Basic study category, 26 within the Local category, 13 within the Regional category, and one in the National Category. Five airports are considered Unclassified. The total number of Alabama airports in each FAA NPIAS Asset category is shown in **Table 5-8**.

Table 5-8: Total Number of Alabama System Airports in Each FAA NPIAS Asset Category

Category	Number of Airports
National	1
Regional	13
Local	26
Basic	22
Unclassified	5

Source: 2019 FAA NPIAS

- Five of the seven commercial service airports in Alabama were not included in the Asset Study analysis.
- Birmingham-Shuttlesworth International Airport is the only Alabama airport assigned the National category.



- Northwest Alabama Regional Airport in Muscle Shoals has commercial service airline activity (Essential Air Service) but was included in the FAA Asset Study as a Regional airport.
- Every two years the FAA updates the NPIAS and may consider changing the category of an airport based on aviation activity.

Table 5-9 below compares current AL SASP Airport Roles with the FAA NPIAS Asset Categories. The FAA Asset Study categories have no bearing on AL SASP Roles.

Table 5-9: Current AL SASP Airport Roles Compared with the FAA NPIAS Asset Categories

Associated City	Airport Name	FAA ID	Initial Airport Role (based on 2020 system plan update)	FAA NPIAS Airport Classification
Birmingham	Birmingham-Shuttlesworth International	BHM	International	Small Hub
Huntsville	Huntsville International-Carl T Jones Field	HSV	International	Primary - Small Hub
Montgomery	Montgomery Regional (Dannelly Field)	MGM	National	Primary - Nonhub
Dothan	Dothan Regional	DHN	National	Primary - Nonhub
Mobile	Mobile Regional	MOB	National	Primary - Nonhub
Tuscaloosa	Tuscaloosa National	TCL	National	National
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	National	Local
Mobile	Mobile Downtown	BFM	National	Regional
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	National	Regional
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	National	Regional
Bessemer	Bessemer	EKY	National	Regional
Decatur	Pryor Field Regional	DCU	National	Regional
Gulf Shores	Jack Edwards National	JKA	National	Regional
Auburn	Auburn University Regional	AUO	National	Regional
Muscle Shoals	Northwest Alabama Regional	MSL	National	Regional
Anniston	Anniston Regional	ANB	Regional	Basic
Fairhope	H L Sonny Callahan	CQF	Regional	Regional
Jasper	Walker County-Bevill Field	JFX	Regional	Local
Alabaster	Shelby County	EET	Regional	Regional
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	Regional	Local
Enterprise	Enterprise Municipal	EDN	Regional	Local
Pell City	St Clair County	PLR	Regional	Local
Selma	Craig Field	SEM	Regional	Basic
Alexander City	Thomas C Russell Field	ALX	Regional	Regional
Gadsden	Northeast Alabama Regional	GAD	Regional	Local
Headland	Headland Municipal	0J6	Regional	Local
Prattville	Prattville - Grouby Field	1A9	Regional	Local
Brewton	Brewton Municipal	12J	Regional	Local
Talladega	Talladega Municipal	ASN	Regional	Local
Cullman	Cullman Regional-Folsom Field	CMD	Regional	Regional
Sylacauga	Merkel Field Sylacauga Municipal	SCD	Regional	Local
Fort Payne	Isbell Field	4A9	Regional	Regional
Ozark	Ozark Airport - Blackwell Field	71J	Regional	Local

Associated City	Airport Name	FAA ID	Initial Airport Role (based on 2020 system plan update)	FAA NPIAS Airport Classification
Demopolis	Demopolis Regional	DYA	Community	Local
Eufaula	Weedon Field	EUF	Community	Local
Greenville	Mac Crenshaw Memorial	PRN	Community	Basic
Tuskegee	Moton Field Municipal	06A	Community	Basic
Courtland	Courtland	9A4	Community	Local
Haleyville	Posey Field	1M4	Community	Basic
Hartselle	Hartselle-Morgan County Regional	5M0	Community	Local
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	Community	Local
Marion	Vaiden Field	A08	Community	Basic
Clanton	Chilton County	02A	Community	Local
Scottsboro	Scottsboro Municipal-Word Field	4A6	Community	Local
Bay Minette	Bay Minette Municipal	1R8	Community	Basic
Atmore	Atmore Municipal	0R1	Community	Basic
Hamilton	Marion County-Rankin Fite	HAB	Community	Local
Monroeville	Monroe County Airport	MVC	Community	Local
Evergreen	Evergreen Regional - Middleton Field	GZH	Community	Basic
Florala	Florala Municipal	0J4	Community	Basic
Wetumpka	Wetumpka Municipal	08A	Community	Local
St Elmo	St Elmo	2R5	Community	Local
Foley	Foley Municipal	5R4	Community	Local
Fayette	Richard Arthur Field	M95	Community	Basic
Geneva	Geneva Municipal	33J	Community	Local
Centre	Centre-Piedmont-Cherokee County Regional	PYP	Local	Local
Elba	Carl Folsom	14J	Local	Local
Greensboro	Greensboro Municipal	7A0	Local	Basic
Russellville	Bill Pugh Field	M22	Local	Basic
Reform	North Pickens	3M8	Local	Basic
Luverne	Frank Sikes	04A	Local	Non NPIAS
Stevenson	Stevenson	7A6	Local	Non NPIAS
Union Springs	Franklin Field	07A	Local	Basic
Aliceville	George Downer	AIV	Local	Unclassified
Clayton	Clayton Municipal	11A	Local	Unclassified
Jackson	Jackson Municipal	4R3	Local	Basic
Lanett	Lanett Municipal	7A3	Local	Basic
Butler	Butler-Choctaw County	09A	Local	Unclassified
Centreville	Bibb County	0A8	Local	Basic
Double Springs	Double Springs-Winston County	3M2	Local	Non NPIAS
Vernon	Lamar County	M55	Local	Non NPIAS
Ashland/Lineville	Ashland/Lineville	26A	Local	Basic
Chatom	Roy Wilcox	5R1	Local	Non NPIAS
Dauphin Island	Jeremiah Denton	4R9	Local	Basic



Associated City	Airport Name	FAA ID	Initial Airport Role (based on 2020 system plan update)	FAA NPIAS Airport Classification
Roanoke	Roanoke Municipal	7A5	Local	Basic
Samson	Logan Field	1A4	Local	Non NPIAS
Camden	Camden Municipal	61A	Local	Basic
Oneonta	Robbins Field	20A	Local	Basic
Abbeville	Abbeville Municipal	0J0	Local	Basic
Addison	Addison Municipal	2A8	Local	Non NPIAS

Source: Jviation, 2019 FAA NPIAS

5.6 Relative Sustainability Assessment of Alabama System Airports

Dating back to its origins in 1935, the ALDOT Aeronautics Bureau has been charged with preserving and enhancing Alabama's air transportation system's safety and efficiency so that the system will continue to operate as an essential element of the state's transportation system. In fact, ensuring the long-term viability and safety of Alabama's airport system is considered essential for the state's economic growth. With that mandate, the Aeronautics Bureau has historically operated as a strong and active advocate for all airports that lie within the state airport system. This advocacy has included providing leadership and focus for the system in helping to ensure safety and security, inspecting and licensing airports to assure that airport facilities meet certain minimum standards of safety and design, and in supporting airport system planning and development. These are achieved through the actions and support of Bureau staff, as well as through direct financial contributions to system airports by way of funding grants (through aviation fuel taxes) to support improvements to airport safety and efficiency for the benefit of the State of Alabama.

As part of its charge to support appropriate airport system planning, the Aeronautics Bureau must also consider broader trends within the aviation industry so that it can better anticipate tomorrow's challenges. One of those trends that is important to recognize is the growing number of public airports that are closing across the country. Since the early 1970s when there were more than 7,000 community airports open throughout the country, the number of public use airports has declined to about 5,000. Although most of these closures are related to privately-owned airports, many have been publicly owned facilities. While conditions associated with every airport closure is unique, there are broad commonalities in these closing patterns that can be identified. Specifically, the majority of these closures are rooted in lack of funding, diminishing activity levels, declining local support, or a combination of all three. (Note that the first factor is particularly concerning in that funding deficiencies can result in a degradation of the existing airport facilities to the point where they are unsafe for use. In such a situation, it is incumbent upon the airport and regulatory agencies to act before airport facilities degrade to an unsafe operating condition.)

In recognizing this national trend and based on the understanding of typical airport closure indicators, the Aeronautics Bureau has elected to conduct an analysis of all its system airports to assess their relative sustainability and long-term strength. This includes identifying any airports that may be potentially susceptible or "at risk" with respect to these key airport closure indicators. This section encompasses that analysis, which itself is comprised of a two-level effort. The first level examined the entire system in a broad context to identify those airports that may be most susceptible or "at risk," and the second level assessment conducted a detailed assessment of those airports with respect to indicators that considered financial, activity level, and local support factors.

It is important to note that the results of this assessment should not be considered to be a definitive judgement of any airport's absolute health and viability – there are far too many local, state, and national variables that

are unique to each airport to make such a determination. Yet this assessment should be considered to be adequate to provide an indication of where airports fall in terms of relative strength within the spectrum of the Alabama state airport system. This will result in several benefits. First, it will provide individual airport sponsors with a gauge or a tool by which they may be able to improve their airports so that they are less susceptible to those factors that could ultimately result in a closure. Second, it will provide the Aeronautics Bureau with the opportunity to provide guidance as required to those airports that may become challenged, as well as to develop contingency plans if one or more of those airports were to ultimately leave the state airport system.

5.6.1 Level I Assessment

The purpose of the Level I assessment was to subject all 80 airports within the Alabama Airport System to a screening process designed to help identify those airports most likely to be susceptible or at risk of experiencing challenges related to local financial, activity level, and local support factors. Through coordination with the ALDOT Aeronautics Bureau, a simple screening process was designed based on the FAA NPIAS (see Section 5.5 above for a description of the NPIAS and how the current Alabama airport system is classified). This was deemed to be appropriate for several reasons. First, the NPIAS only includes those airports that FAA deems to be critical to the National Airport System. Second, the various role classifications within the NPIAS provide a relative gauge as to the level of importance an airport has to the national system with National and Regional airports having greater perceived importance. Third, the level at which an airport is included in the NPIAS is an indicator of the degree to which airports are financially supported by the FAA through AIP grants. As noted above, lack of funding support can be a key indicator of an airport’s susceptibility to external pressures to that airport’s sustainability.

The specific process employed in the Level I Assessment is defined below:

1. All Alabama system airports not included in the FAA NPIAS were advanced to the Level II Assessment.
2. All Alabama system airports categorized in the FAA NPIAS as “Unclassified” were advanced to the Level II Assessment.
3. All Alabama system airports categorized in the FAA NPIAS as “Basic” were advanced to the Level II Assessment.
4. All Alabama system airports categorized in the FAA NPIAS as “Local” and having less than \$1M of projected future improvements programmed under the NPIAS, should be advanced to the Level II Assessment. (Note that the inclusion of the financial component in the Local category was designed to reduce the number of airports included in Level II under the premise that Local airports with less future programmed funding requirements may indicate less ability or support for airport development. It was understood that assumption would not hold in all situations, but that any exceptions would be easily recognized during the Level II Assessment.)

See **Table 5-10** and **Figure 5-2** below for the results of the Level I Assessment. Note that 35 of the 80 system airports were advanced to the Level II Assessment.

Table 5-10: Level I Assessment Results

Associated City	Airport Name	FAA ID	FAA NPIAS Airport Classification	Inclusion in Level II Assessment
Abbeville	Abbeville Municipal	0J0	Basic	Yes
Addison	Addison Municipal	2A8	Non NPIAS	Yes
Alabaster	Shelby County	EET	Regional	No
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	Regional	No



Associated City	Airport Name	FAA ID	FAA NPIAS Airport Classification	Inclusion in Level II Assessment
Alexander City	Thomas C Russell Field	ALX	Regional	No
Aliceville	George Downer	AIV	Unclassified	Yes
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	Local	No
Anniston	Anniston Regional	ANB	Basic	Yes
Ashland/Lineville	Ashland/Lineville	26A	Basic	Yes
Atmore	Atmore Municipal	0R1	Basic	Yes
Auburn	Auburn University Regional	AUO	Regional	No
Bay Minette	Bay Minette Municipal	1R8	Basic	Yes
Bessemer	Bessemer	EKY	Regional	No
Birmingham	Birmingham-Shuttlesworth International	BHM	Small Hub	No
Brewton	Brewton Municipal	12J	Local	No
Butler	Butler-Choctaw County	09A	Unclassified	Yes
Camden	Camden Municipal	61A	Basic	Yes
Centre	Centre-Piedmont-Cherokee County Regional	PYP	Local	No
Centreville	Bibb County	0A8	Basic	Yes
Chatom	Roy Wilcox	5R1	Non NPIAS	Yes
Clanton	Chilton County	02A	Local	No
Clayton	Clayton Municipal	11A	Unclassified	Yes
Courtland	Courtland	9A4	Local	Yes*
Cullman	Cullman Regional-Folsom Field	CMD	Regional	No
Dauphin Island	Jeremiah Denton	4R9	Basic	Yes
Decatur	Pryor Field Regional	DCU	Regional	No
Demopolis	Demopolis Regional	DYA	Local	No
Dothan	Dothan Regional	DHN	Primary - Nonhub	No
Double Springs	Double Springs-Winston County	3M2	Non NPIAS	Yes
Elba	Carl Folsom	14J	Local	No
Enterprise	Enterprise Municipal	EDN	Local	No
Eufaula	Weedon Field	EUF	Local	No
Evergreen	Evergreen Regional - Middleton Field	GZH	Basic	Yes
Fairhope	H L Sonny Callahan	CQF	Regional	No
Fayette	Richard Arthur Field	M95	Basic	Yes
Floral	Floral Municipal	0J4	Basic	Yes
Foley	Foley Municipal	5R4	Local	No
Fort Payne	Isbell Field	4A9	Regional	No
Gadsden	Northeast Alabama Regional	GAD	Local	No
Geneva	Geneva Municipal	33J	Local	No
Greensboro	Greensboro Municipal	7A0	Basic	Yes
Greenville	Mac Crenshaw Memorial	PRN	Basic	Yes
Gulf Shores	Jack Edwards National	JKA	Regional	No
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	Local	No
Haleyville	Posey Field	1M4	Basic	Yes
Hamilton	Marion County-Rankin Fite	HAB	Local	No

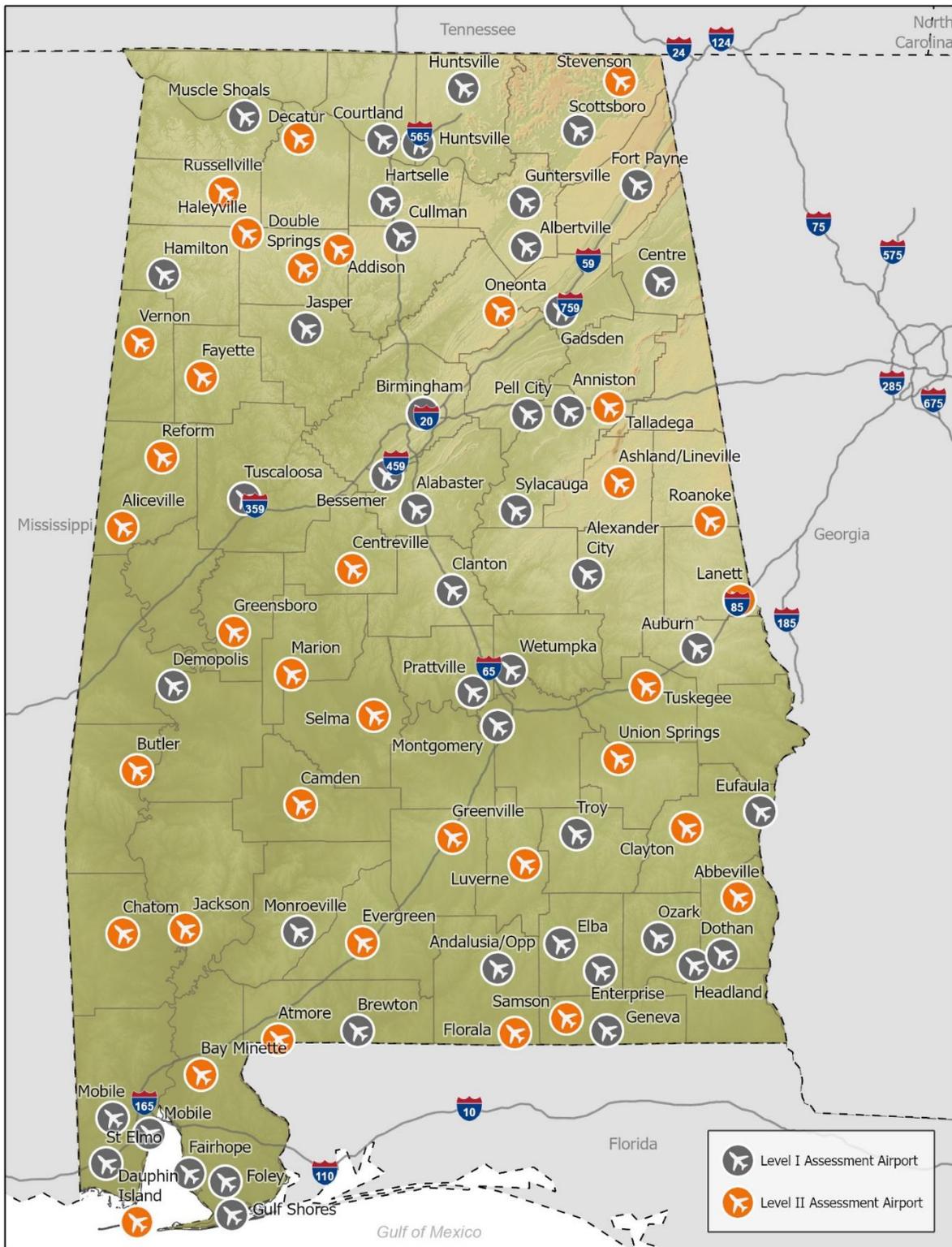
Associated City	Airport Name	FAA ID	FAA NPIAS Airport Classification	Inclusion in Level II Assessment
Hartselle	Hartselle-Morgan County Regional	5M0	Local	No
Headland	Headland Municipal	0J6	Local	No
Huntsville	Huntsville International-Carl T Jones Field	HSV	Primary - Small	No
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	Local	No
Jackson	Jackson Municipal	4R3	Basic	Yes
Jasper	Walker County-Bevill Field	JFX	Local	No
Lanett	Lanett Municipal	7A3	Basic	Yes
Luverne	Frank Sikes	04A	Non NPIAS	Yes
Marion	Vaiden Field	A08	Basic	Yes
Mobile	Mobile Regional	MOB	Primary - Nonhub	No
Mobile	Mobile Downtown	BFM	Regional	No
Monroeville	Monroe County Airport	MVC	Local	No
Montgomery	Montgomery Regional (Dannelly Field)	MGM	Primary - Nonhub	No
Muscle Shoals	Northwest Alabama Regional	MSL	Regional	No
Oneonta	Robbins Field	20A	Basic	Yes
Ozark	Ozark Airport - Blackwell Field	71J	Local	No
Pell City	St Clair County	PLR	Local	No
Prattville	Prattville - Grouby Field	1A9	Local	No
Reform	North Pickens	3M8	Basic	Yes
Roanoke	Roanoke Municipal	7A5	Basic	Yes
Russellville	Bill Pugh Field	M22	Basic	Yes
Samson	Logan Field	1A4	Non NPIAS	Yes
Scottsboro	Scottsboro Municipal-Word Field	4A6	Local	No
Selma	Craig Field	SEM	Basic	Yes
St Elmo	St Elmo	2R5	Local	No
Stevenson	Stevenson	7A6	Non NPIAS	Yes
Sylacauga	Merkel Field Sylacauga Municipal	SCD	Local	No
Talladega	Talladega Municipal	ASN	Local	No
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	Regional	No
Tuscaloosa	Tuscaloosa National	TCL	National	No
Tuskegee	Moton Field Municipal	06A	Basic	Yes
Union Springs	Franklin Field	07A	Basic	Yes
Vernon	Lamar County	M55	Non NPIAS	Yes
Wetumpka	Wetumpka Municipal	08A	Local	No

Source: Jviation, 2019 FAA NPIAS

* The Courtland Airport had \$833,333 of estimated development requirements in the 2019 NPIAS.



Figure 5-2: Level I Assessment Results



Source: Jviation

5.6.2 Level II Assessment

The purpose of the Level II Assessment was to subject the 35 airports identified in the Level I Assessment to an analysis encompassing a wide variety of factors designed to assess each airport's relative strength with respect to financial, activity level, and local support considerations. As noted above, these are the most common underlying considerations that make airports more susceptible to negative pressures on their long-term viability and sustainability.

Through coordination with the ALDOT Aeronautics Bureau, a weighted matrix was designed and utilized to conduct the assessment that ultimately resulted in each of the 35 airports' sustainability being deemed to be least susceptible or "at-risk" to being compromised, having a moderate level of susceptibility or being "at risk," or being the most susceptible or "at risk" to being compromised. Specifically, the matrix was comprised of 28 unique factors grouped into eight different general categories. The categories and factors are listed below:

1. **NPIAS Categories**
 - GA Airport (Local or Basic)
 - GA Airport (Unclassified or Non-NPIAS)
 - Rural Designation
2. **Airport System / Airport Market Area**
 - Population within a 30-minute drive time
 - Population within a 30-minute drive time unserved by other system airports
 - Ratio of market area served only by airport
3. **Sponsor Support**
 - Airport Vision
 - Dedicated Airport Manager
 - Community Comprehensive Planning
 - Community Economic Development
 - Community Engagement
 - AIP Grants over past 5 Years
4. **Unique Local Airport Considerations**
 - Special Circumstances
5. **Existing Airport Facilities & Services**
 - Longest RW Length
 - Parallel TW to Primary
 - Instrument Approach
 - Apron Space
 - Hangar Space
 - Terminal / Pilot Facilities
 - FBO Services
 - Fueling Facilities
 - Aircraft Maintenance
 - Restrooms
6. **Existing Airport Condition**
 - ALDOT Airport Safety Inspection Reports



7. Airport Return on Investment (ROI)

- Airport Pavement Maintenance Costs
- Annual Total Economic Impact
- Economic Impact Return on Investment

8. Airport Operations

- Number of based aircraft

It should be noted that these categories and factors were specifically selected to provide as diverse a range of considerations as was reasonably available within the overall Airport System Planning effort. Additionally, factors were intentionally selected to maximize application of objective data elements and to minimize any subjective valuations. It was deemed that the range of categories and factors was appropriate to adequately represent an airport’s current status with respect to financial, activity level, and local support considerations.

Based on these factors, the Level II Assessment was conducted and the results are reflected in **Table 5-11** below. Note that 12 airports were identified as being least susceptible or at-risk, 12 airports were identified as having moderate susceptibility, and 11 airports were identified as being most susceptible or at-risk of experiencing negative pressures on their long-term viability and sustainability.

Table 5-11: Level II Assessment Results

Associated City	Airport Name	FAA ID	Susceptibility or "At-Risk"
Abbeville	Abbeville Municipal	0J0	Moderate
Addison	Addison Municipal	2A8	Most
Aliceville	George Downer	AIV	Moderate
Anniston	Anniston Regional	ANB	Least
Ashland/Lineville	Ashland/Lineville	26A	Moderate
Atmore	Atmore Municipal	0R1	Least
Bay Minette	Bay Minette Municipal	1R8	Least
Butler	Butler-Choctaw County	09A	Most
Camden	Camden Municipal	61A	Most
Centreville	Bibb County	0A8	Moderate
Chatom	Roy Wilcox	5R1	Least
Clayton	Clayton Municipal	11A	Most
Courtland	Courtland	9A4	Moderate
Dauphin Island	Jeremiah Denton	4R9	Moderate
Double Springs	Double Springs-Winston County	3M2	Most
Evergreen	Evergreen Regional - Middleton Field	GZH	Least
Fayette	Richard Arthur Field	M95	Least
Floralá	Floralá Municipal	0J4	Least
Greensboro	Greensboro Municipal	7A0	Moderate
Greenville	Mac Crenshaw Memorial	PRN	Least
Haleyville	Posey Field	1M4	Moderate
Jackson	Jackson Municipal	4R3	Most
Lanett	Lanett Municipal	7A3	Least
Luverne	Frank Sikes	04A	Most
Marion	Vaiden Field	A08	Moderate

Associated City	Airport Name	FAA ID	Susceptibility or "At-Risk"
Oneonta	Robbins Field	20A	Moderate
Reform	North Pickens	3M8	Least
Roanoke	Roanoke Municipal	7A5	Most
Russellville	Bill Pugh Field	M22	Moderate
Samson	Logan Field	1A4	Most
Selma	Craig Field	SEM	Least
Stevenson	Stevenson	7A6	Most
Tuskegee	Moton Field Municipal	06A	Least
Union Springs	Franklin Field	07A	Moderate
Vernon	Lamar County	M55	Most

Source: Jviation

5.6.3 Airport Relative Sustainability Assessment Conclusion

The ALDOT Aeronautics Bureau is committed to the long-term sustainability and efficiency of the state airport system for the benefit of the State of Alabama. As part of that commitment, it is critical that the Bureau remains diligent and aware of potential challenges to its long-term sustainability so that it can anticipate potential difficulties and formulate effective contingency responses. The sustainability assessment that was conducted and described in this section is one such effort to anticipate potential problems experienced in other parts of the country that could be ultimately be experienced by some Alabama airports.

Based on the results of this assessment, 11 airports were identified as being having the greatest propensity of being susceptible to or at-risk of experiencing negative pressures to their long-term viability and sustainability. Identifying these serves two primary purposes. First, it indicates to those airports that they may experience challenges to their long-term viability. Second, as responsible stewards of the state airport system, it affords the Aeronautics Bureau the opportunity to provide guidance as required to those airports, as well as to develop contingency plans if one or more of those airports were to ultimately be removed from the system. Those plans are discussed in subsequent chapters of this Airport System Plan.

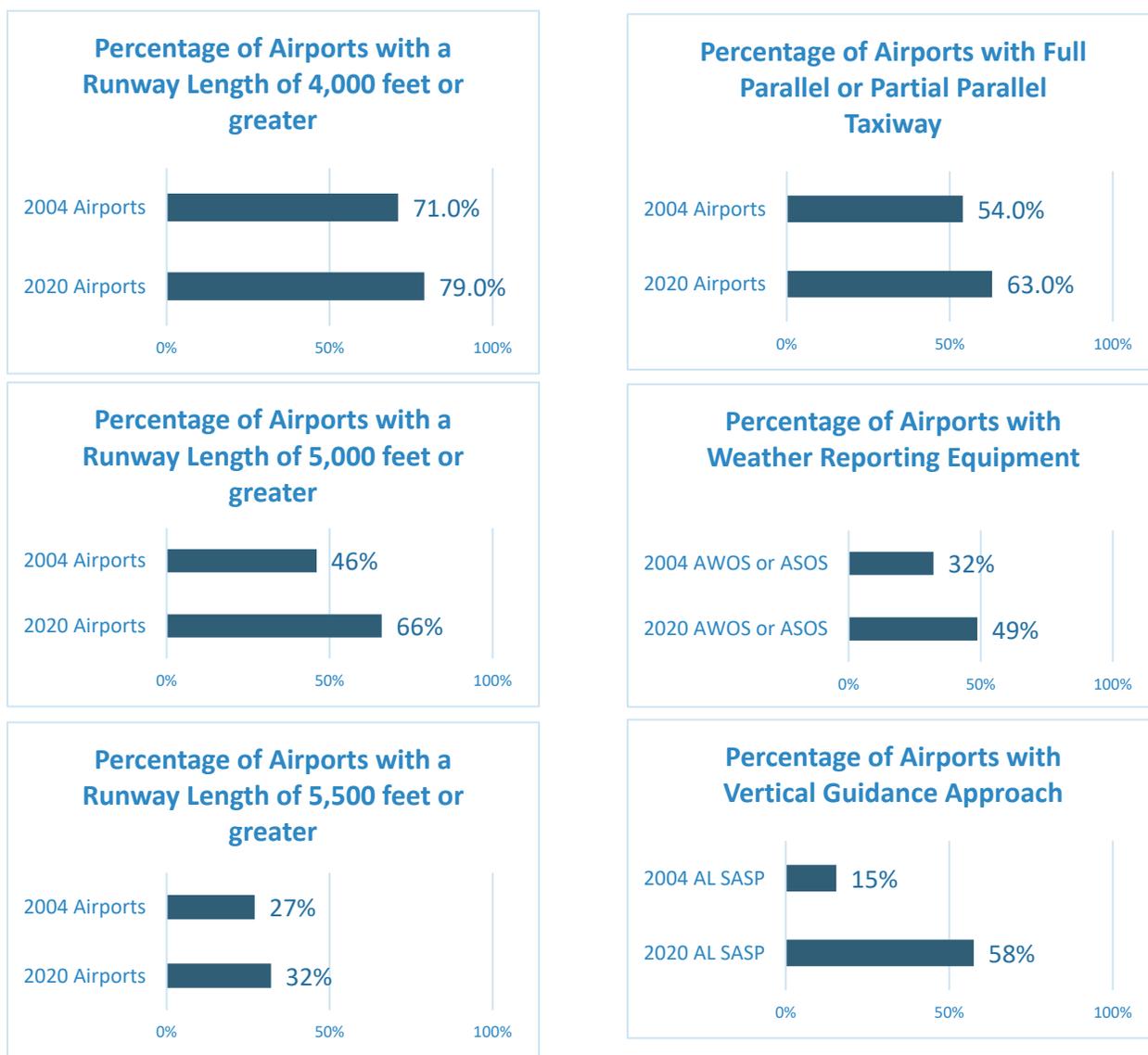


6. Airport Facility Analysis/Future Performance

6.1 Overview

The Alabama Statewide Airport System Plan (AL SASP) establishes target objectives to enable airports to best fulfill their assigned role in the state airport system. The process used to update the AL SASP is consistent with FAA's *Advisory Circular 150/5070-7 - The Airport System Planning Process*. The AL SASP is important because it gathers information on current activity, facilities, and services at the 80 study airports. One objective for this update was to provide information showing how the system has changed since the 2004 AL SASP was published. As shown in **Figure 6-1**, ALDOT Aeronautics Bureau, FAA, and local investments at system airports have significantly elevated statewide system performance for the measures shown here.

Figure 6-1: Alabama Airport Facilities System Performance



Source: 2004 AL SASP, 2019 AL SASP Inventories, Jviation

The most notable improvement to the Alabama airport system is to the number of system airports that have an approach to their primary runway supported by vertical guidance. Analysis shows that 58 percent of all airports now have vertical guidance approaches, as opposed to 15 percent in 2004. Between 2007 to 2012, the FAA designed a large number of Global Position Satellite approaches; these are localizer-performance with vertical guidance or LPV approaches.

Recommended roles for all system airports were identified in Chapter 5. Facility and service objectives apply to airports in each of the five role categories:

- International
- National
- General Aviation Regional
- General Aviation Community
- Local Service

Facility and service objectives are based on system analysis and recommendations by the ALDOT Aeronautics Bureau. Objectives reflect industry, technology, and regulatory changes since the last system plan was completed in Alabama. Facility and service adequacies and deficiencies, identified in this chapter, provide the foundation for final system recommendations, as well as for recommendations for individual study airports.

It is worth noting that the system plan's facility objectives reflect the minimum level of development that is considered desirable at each airport. It is possible that recommendations from local airport master plans could result in additional or different improvements other than those identified through the system plan. It is possible that airport-specific conditions may justify development that exceeds an airport's objectives identified in the state airport system plan. Further, airport-specific constraints and/or other local conditions may prohibit some airports from fully developing to meet all applicable objectives for facilities and/or services.

This chapter analyzes and summarizes existing airside facilities, other facilities, and services at 80 system airports. Tables that contain detailed analysis for each facility and service objective can be found in **Appendix C**. A "report card" for each of the system airports can be found in **Appendix D** to this report. The following pages outline the basic facility objectives for each of Alabama's five airport functional roles. An airport's inability to meet the basic facility objectives for its role category does not preclude that airport from performing its identified role or function within the state's system of airports. The facility and service objectives for the five airport functional roles¹ and corresponding airport categories are identified in **Table 6-1**.

¹ See Chapter 5 Airport Roles for more information on each airport role



Table 6-1: Facilities and Service Objectives by Role Category

Facility Type	International	National	General Aviation Regional	General Aviation Community	Local Service
Airside Facilities					
ARC	C-II	C-II	B-II	B-I	A-I
Runway Length	5,500'	5,500'	5,000'	3,700'	Maintain existing
Runway Width	100'	100'	100'	75'	60'
Taxiway System	Full Parallel	Full Parallel	Full Parallel	Turnaround both ends	Turnaround both ends
NAVAIDS	PAPI or VASI both Runway Ends	PAPI or VASI both Runway Ends	PAPI or VASI both Runway Ends	No Objectives	None Recommended
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like Approach (ILS or LPV)	Precision-Like Approach (ILS or LPV)	Published Non-Precision	Visual
Lighting	HIRL MITL ALS	HIRL MITL ALS	HIRL MITL	MIRL	LIRL
Weather	AWOS/ASOS	AWOS/ASOS	AWOS/ASOS	Not an objective	Not an objective
Other Facilities					
Hangar Storage	75% of based aircraft	75% of based aircraft	50% of based aircraft	25% of based aircraft	Not an objective
Paved Tie Downs	25% of based & 75% of daily transient	25% of based & 75% of daily transient	50% of based & 75% of daily transient	75% of based & 75% of daily transient	Not an objective
GA Admin Building	2,000 SF	2,000 SF	1,000 SF	500 SF w/ Public Restroom	Not an objective
Paved GA Auto Parking	1 space for each Based Aircraft	1 space for each Based Aircraft	Equal to 75% of Based Aircraft	Equal to 25% of Based Aircraft	Not an objective
Ground Communications	Public phone	Public phone	Public phone	Public phone	Public phone
Services					
Fuel	Jet/AvGas	Jet/AvGas	Jet/AvGas	AvGas	AvGas
FBO	Yes	Yes	Yes	Not an objective	Not an objective
Aircraft Maintenance	On-site	On-site	On-site	Not an objective	Not an objective
Public Restrooms	Available	Available	Available	Available	Available
Documentation					
Planning	Master Plan Completed Within Past 5 Years	Master Plan Completed Within Past 5 Years	Master Plan Completed Within Past 10 Years	Master Plan Completed Within Past 10 Years	Master Plan Completed Within Past 10 Years
ALDOT Aeronautics Bureau License	Meets State Licensing Standards	Meets State Licensing Standards	Meets State Licensing Standards	Meets State Licensing Standards	Meets State Licensing Standards

Source: ALDOT Aeronautics Bureau, Jviation

6.2 Airside Facilities Objectives

6.2.1 Airside Facilities

Airside facility planning is largely driven by criteria and standards developed by the Federal Aviation Administration (FAA). These criteria emphasize safety and efficiency, while protecting federal investment in airport transportation infrastructure. The following airside facilities play a significant role in determining the ability of Alabama airports to support system needs.

- Airport Reference Code (ARC)
- Based Aircraft
- Runway Length
- Runway Width
- Runway Pavement Strength
- Weather Reporting
- Taxiway design
- Approach Type
- Visual Approach Aids
- Instrument Approach Aids
- Runway Lighting
- Taxiway Lighting

FAA Airport Reference Code (ARC) Standards

Airports included in the FAA's National Plan of Integrated Airports System (NPIAS) are encouraged by the FAA to meet all applicable federal design and development standards. In its advisory circulars, the FAA provides specific guidance on which safety-related standards and dimensional requirements are applicable to airports in the federal system. Each airport's individual design standards are based on the most demanding aircraft that operates at the airport on a regular basis (500 operations per year). This aircraft is known as the airport's critical aircraft.

Once an airport's critical aircraft is established, during the development of an airport master plan or airport layout plan (ALP), applicable design standards related to runways and taxiways are identified. Each airport's design standards are related to the approach speed (aircraft approach category or AAC), wingspan, and tail height (airplane design group or ADG) of its critical aircraft. Within FAA's planning guidelines, these parameters are used to determine each airport's reference code (ARC), which signifies the airport's highest runway design code (RDC). The following ARC objectives apply to Alabama airport role categories:

- International: ARC of C-II
- National: ARC of C-II
- General Aviation Regional: ARC of B-II
- General Aviation Community: ARC of B-I
- Local Service: ARC of A-I

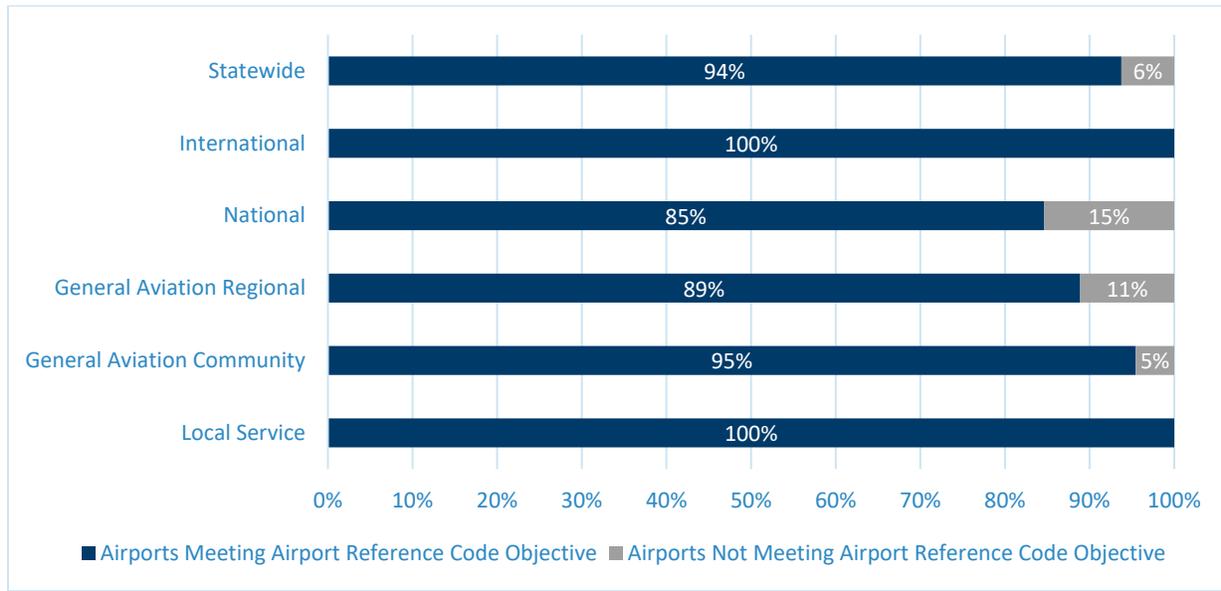
There are many factors to consider related to an airport's ARC. High on this list is activity by a critical aircraft that dictates the need for the airport's particular ARC. In other instances, an airport may not be able to achieve a particular ARC because of development/site constraints. Airport master plans are the appropriate forum for determining an airport's ARC and then investigating if the airport is able to achieve the dimensional and design setback requirements needed for that ARC.

Airports which do not meet the AL SASP ARC objective for their individual role category are presented in **Appendix Table C-1**. For example, in the National airport role, three of the 13 airports in this category have an ARC less than the objective for a C-II ARC. Future master plans for these three airports should consider increasing each airport's ARC to meet the system plan objective, if demand warrants. As noted, some airports now exceed their ARC objective.



As shown in **Figure 6-2**, 94 percent of Alabama system airports meet their ARC objective, while six percent do not. Statewide, if 90 percent or more airports meet the objective, it is considered excellent in system performance. Two airports in the International category and 25 airports in the Local Services airport category meet or exceed their ARC objective. Only one airport in the General Aviation Community role category does not meet the ARC objective.

Figure 6-2: Percentage of Airports By Role That Meet or Exceed FAA ARC Objective



Source: Airport Management Survey, ALDOT Aeronautics Bureau records, Aviation

Runway Length

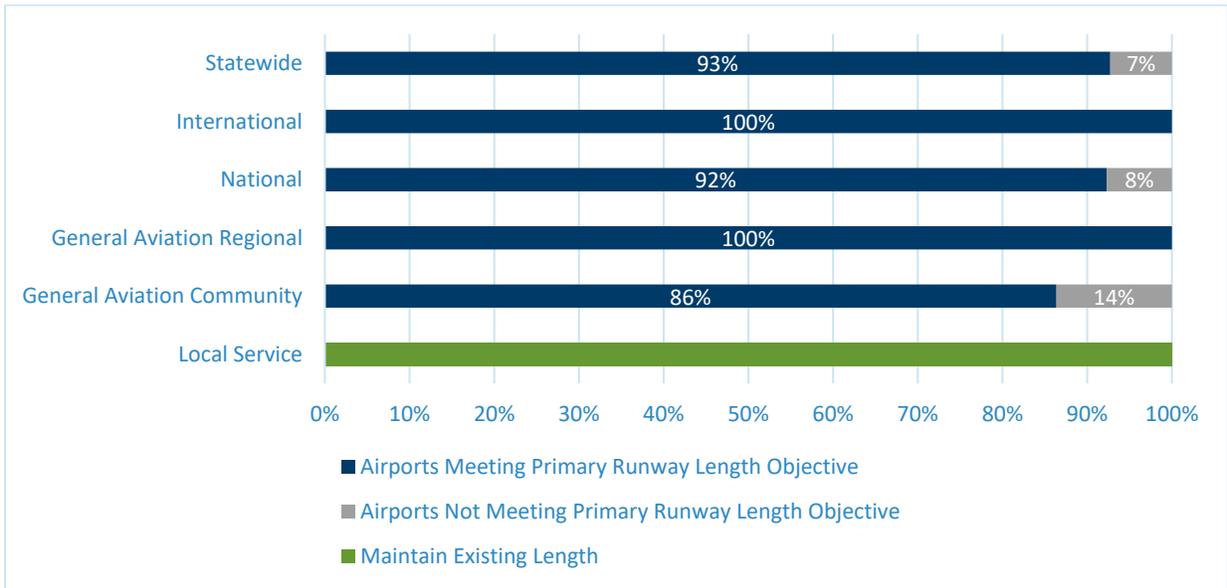
Adequate runways are key components of the facility objectives established in the AL SASP. Study objectives for runway length and width were established in the *2004 Alabama Statewide Airport System Plan*. Runway objectives are based loosely on FAA runway length requirements for various types of aircraft in the general aviation fleet. Actual runway length requirements are best identified through the master planning process, as lengths are determined by the critical aircraft operating at each airport. Runway length objectives, set in the AL SASP, provide general guidance to all airports, as it relates to accommodating the types of aircraft and users the airports most frequently serve. It is possible that some airports, based on local need and justification, will actually exceed their runway length objective. System plan runway length objectives are considered the minimum desirable runway length for each airport, based on the airport’s assigned system role.

The following runway length objectives apply to Alabama airports:

- International: 5,500 feet
- National: 5,500 feet
- General Aviation Regional: 5,000 feet
- General Aviation Community: 3,700 feet
- Local Service: Maintain existing length

A review of the current primary runway length at each study airport is presented in **Appendix C**. As noted, some airports now exceed their runway length objective. As shown in **Figure 6-3**, 93 percent of all Alabama airports meet the runway length objective for their primary runway. General Aviation Community airports, as a group, have the greatest deficiency for their runway length objective, with approximately 14 percent (three airports) of the airports in this category not meeting their runway length objective.

Figure 6-3: Percentage of Airports by Role Meeting Their Runway Length Objective



Source: Airport Management Survey, FAA 5010 records, Jviation

Runway Width

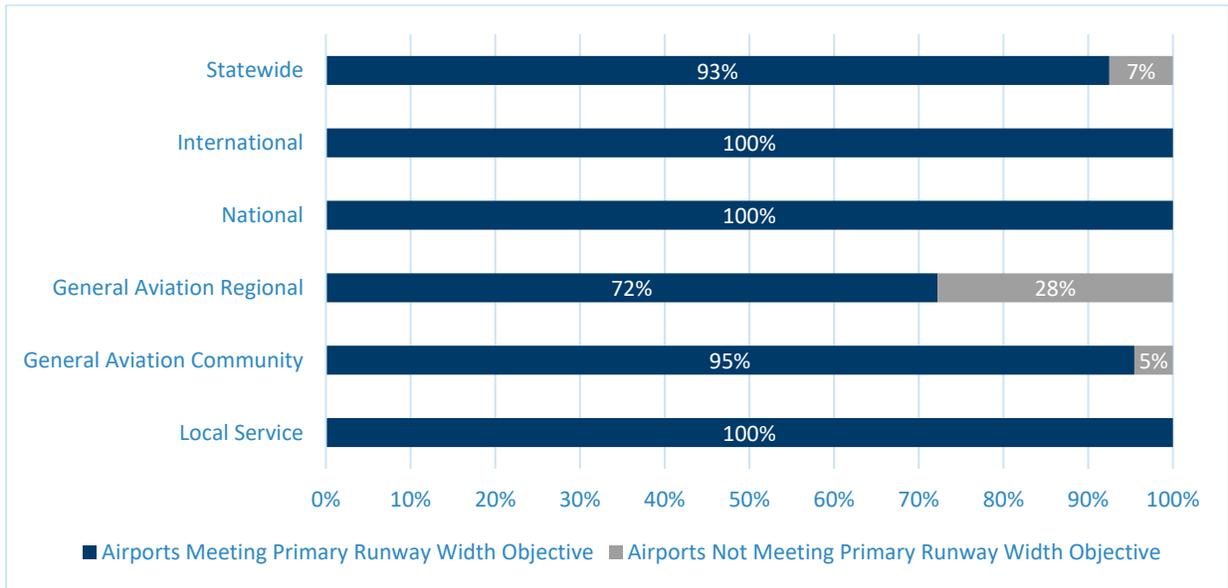
Runway width is another important component of each airport’s airside facilities. Objectives for primary runway width are determined based on FAA design standards. Minimum runway width objectives, as established for airports in Alabama are:

- International: 100 feet wide
- National: 100 feet wide
- General Aviation Regional: 100 feet wide
- General Aviation Community: 75 feet wide
- Local Service: 60 feet wide

Appendix Table C-3 presents each airport’s ability to meet its primary runway width objective. **Figure 6-4** shows that 93 percent of all airports meet the runway width objectives for their respective role. This level of performance is considered excellent.



Figure 6-4: Percentage of Airports by Role Meeting Their Runway Width Objective



Source: Airport Management Survey, FAA 5010 records, Jviation

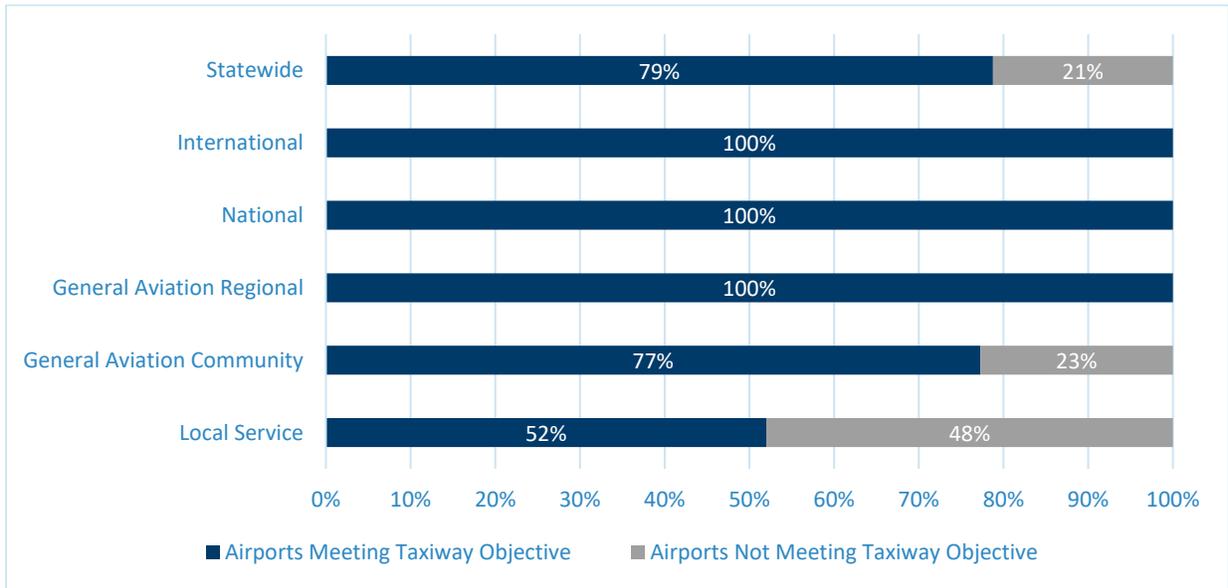
Taxiways

Taxiways facilitate aircraft movement to and from the runway system, allowing for safer operations and increased operational efficiency. Taxiways become extremely important as activity increases and more efficient use of the airfield is required. Taxiway exits permit aircraft to clear the runway quickly after landing, and they significantly increase runway capacity. Taxiways are also recommended to support certain types of instrument approaches. The objective for International, National, and General Aviation Regional airports is to have a full parallel taxiway²; the taxiway system objective for General Aviation Community and Local Service airports is for turnarounds on both runway ends. Some airports in the Alabama system have a combination of a partial parallel taxiway on one runway end and a single taxiway turnaround on the other end. This configuration is considered sufficient for the taxiway objective.

As presented in **Appendix Table C-4** and summarized in **Figure 6-5**, 79 percent of the airports meet their taxiway type objective. All airports in the International, National, and General Aviation Regional roles meet their taxiway objective. Analysis indicates that 77 percent of the General Aviation Community airports meet the taxiway turnaround objective for both runway ends, and 52 percent of the Local Service airports have taxiway turnarounds on both runway ends.

² Taxiway systems which include a partial parallel taxiway and a network of taxiways which are appropriately separated from the runway centerline and allow for aircraft movement from one runway end to the other without taxiing on the runway are acceptable and function similar to a full-length parallel taxiway.

Figure 6-5: Percentage of Airports by Role Meeting Their Taxiway Objective



Source: Airport Management Survey, Aviation Google Earth Pro/Google Maps air photo analysis

Approach Type

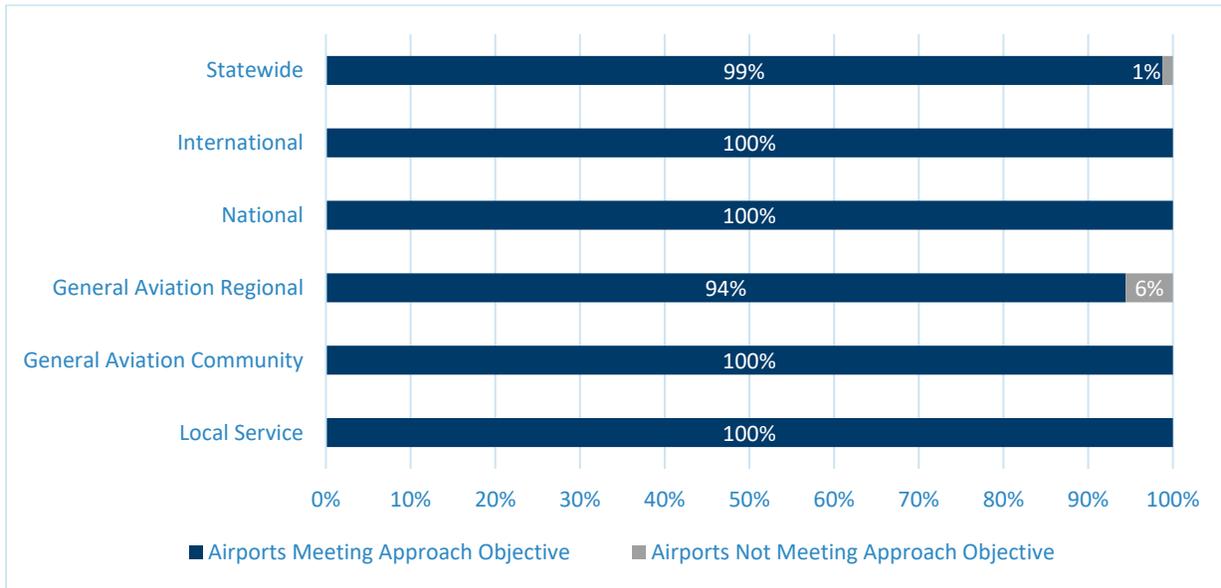
An instrument approach improves an airport’s air access and operational efficiency and safety during a wide variety of meteorological conditions. Historically, most instrument approach procedures have been based on land-based navigational aids. These systems require considerable investment for equipment and maintenance. Land-based approaches include: Instrument Landing Systems (ILS), Very High Frequency Omni-Directional Range (VORs), and Non-Directional Beacons (NDBs).

In the last decade, many of the approaches using land-based equipment have been replaced with satellite-based approaches that utilize Global Positioning Systems (GPS). GPS procedures accommodate precision-like approaches without requiring additional land-based navigation equipment at the airport. Area Navigation (RNAV) GPS approaches offer improved accuracy and lower approach minimums without land-based equipment. Localizer Performance with Vertical Guidance (LPV) or Lateral Navigation (LNAV) are the most popular RNAV GPS approaches. LPV minimums offer improved accuracy with Wide Area Augmentation System (WAAS) and provide both lateral and vertical guidance.

The approach objective for International, National, and General Aviation Regional airports is for a precision-like approach (ILS or LPV). General Aviation Community airports should have a published non-precision approach. The objective for Local Service airports is to have a visual approach. As shown in **Appendix Table C-5** and **Figure 6-6**, 99 percent of system airports meet their applicable approach objectives. This is considered excellent system performance.



Figure 6-6: Percentage of Airports by Role Meeting Their Approach Type Objective



Source: Airport Management Survey, FAA records, Jviation

Visual Approach Aids

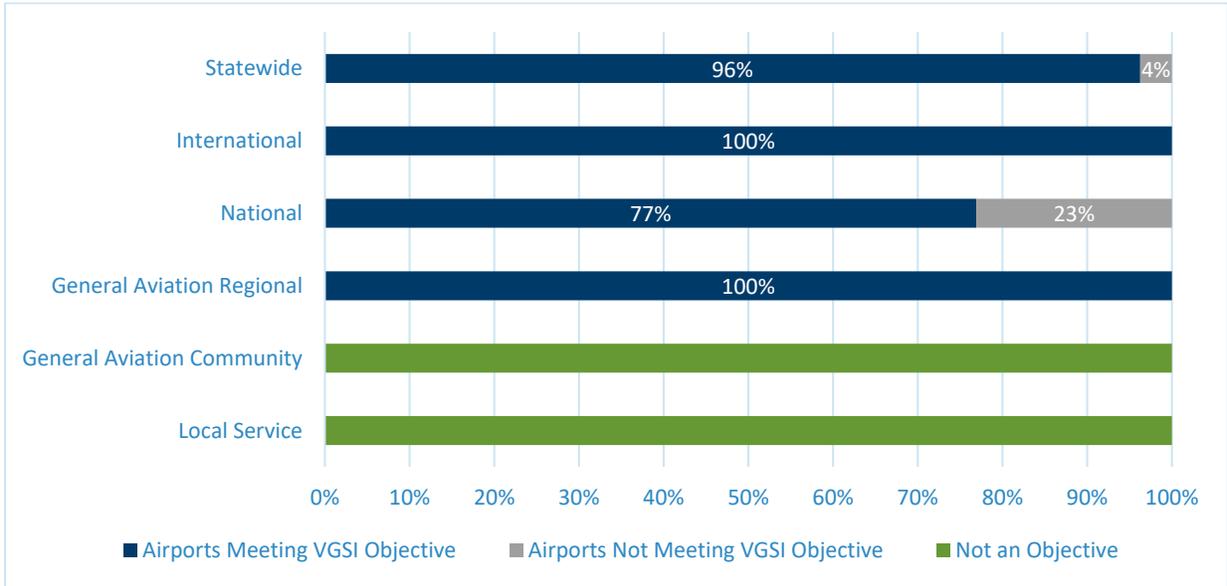
There are several visual aids that provide navigation assistance to aircraft arriving and departing Alabama’s airports. Common visual aids that support approaches are Visual Glide Slope Indicators (VGSIs); VGSIs include Precision Approach Path Indicators (PAPIs) or a Visual Approach Slope Indicators (VASIs). Runway end identifier lights (REILs) are installed to provide rapid and positive identification of a runway end.

Objectives by category have been established for each of these types of navigational aids: International, National, and General Aviation Regional airports should have visual approach aids on both ends of their primary runway. Analysis indicates 23 percent (three airports) of National airports do not have VGSIs at both primary runway ends. These three airports have VGSIs on only one runway end. Three of these five airports have a Medium-Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) on these runway ends.

For General Aviation Community airports there is no objective for visual approach aids; however, 68 percent of the airports in this category have visual approach aids at each runway end of their primary runway. It is not an objective for Local Service airports to have visual approach aids, although 40 percent of the airports in the role category do.

Appendix Table C-6 shows which airports meet their system objectives for visual approach aids. Figure 6-7 summarizes the compliance by airport role with this objective. Statewide, this objective is applicable to 30 of 33 system airports. This indicates that 96 percent of the applicable airports meet their visual approach aid objective.

Figure 6-7: Percentage of Airports by Role Meeting Their Visual Approach Aid Objective



Source: Airport Management Survey, FAA records, Aviation

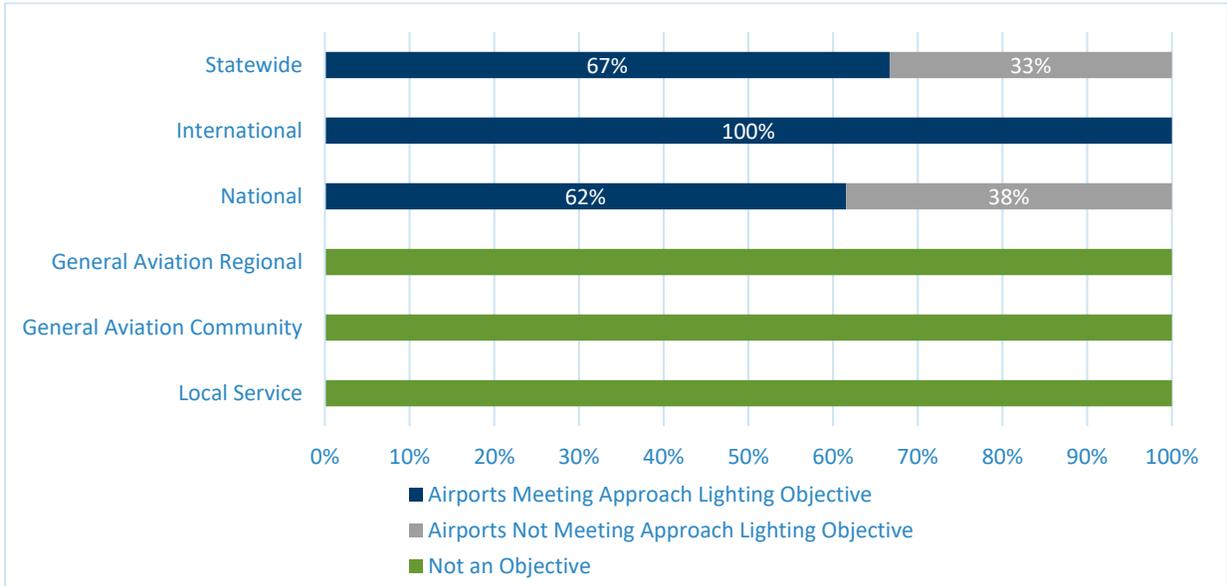
Instrument Approach Aids

Approach lighting systems (ALSs) are instrument approach aids that contain a series of light bars and strobe lights that extend outward from the runway end. These systems enhance safe approaches to the airfield. There are several different ALSs an airport can have, depending on their approach type. Medium-Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR), Medium-Intensity Approach Lighting System with Sequenced Flashing lights (MALSF), and Approach Lighting System with Sequenced Flashing Lights (ALSF) support precision approaches. Omnidirectional Approach Lighting System (ODALS) can be installed to support non-precision approaches.

The AL SASP established an objective for International and National airports to have an instrument approach aid, such as an ALS in place (see **Appendix Table C-7**). As shown in **Figure 6-8**, 100 percent of International airports meet the objective to have an ALS in place, while 62 percent of the National airports meet this objective.



Figure 6-8: Percentage of Airports by Role Meeting Their Instrument Approach Aid Objective



Source: Airport Management Survey, FAA records, Aviation

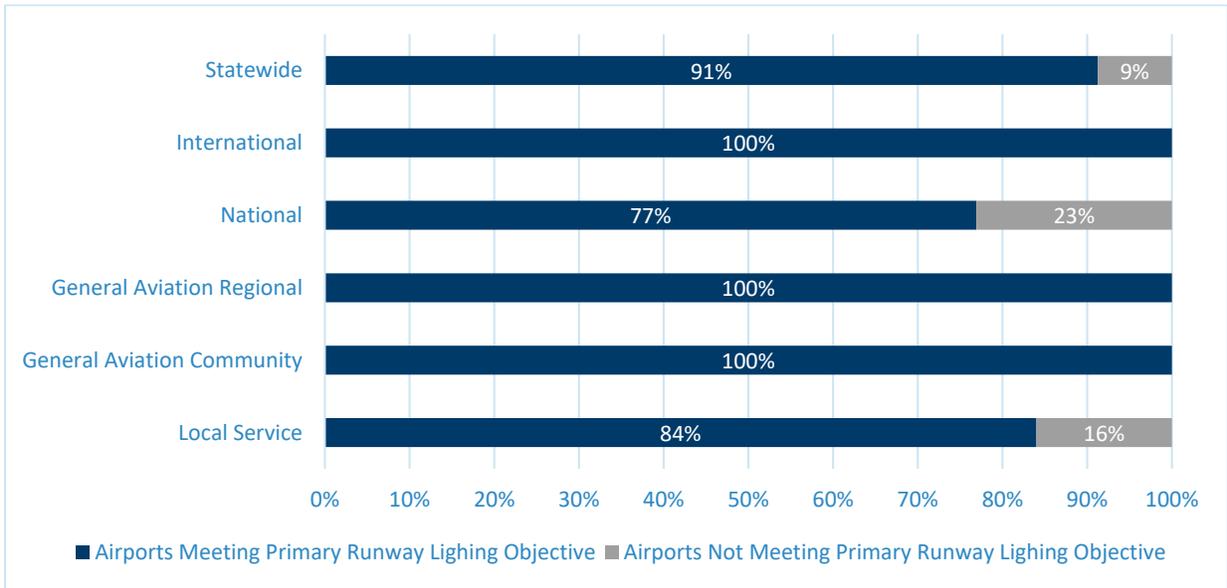
Runway Lighting

At night and during periods of reduced visibility, airfield lighting is used to outline the edges of the runway; this provides an increased margin of safety. The three runway edge lighting systems, High Intensity Runway Lights (HIRL), Medium Intensity Runway Lights (MIRL), and Low Intensity Runway Lights (LIRL), are differentiated by their brightness. Objectives for primary runway lighting are as follows:

- International: HIRL
- National: HIRL
- General Aviation Regional: MIRL
- General Aviation Community: MIRL
- Local Service: LIRL

Appendix Table C-8 indicates which airports, by role, are currently meeting their system objective for runway edge lighting. Figure 6-9 shows that 91 percent of all system airports currently meet their objectives for runway lighting. Analysis indicates that 77 percent of airports in the National category meet the High Intensity Runway Lighting objective. The 23 percent of the National airports that do not meet the objective all have Medium Intensity Lighting.

Figure 6-9: Percentage of Airports by Role Meeting Their Runway Lighting Objective



Source: Airport Management Survey, FAA records, Jviation

Taxiway Lighting

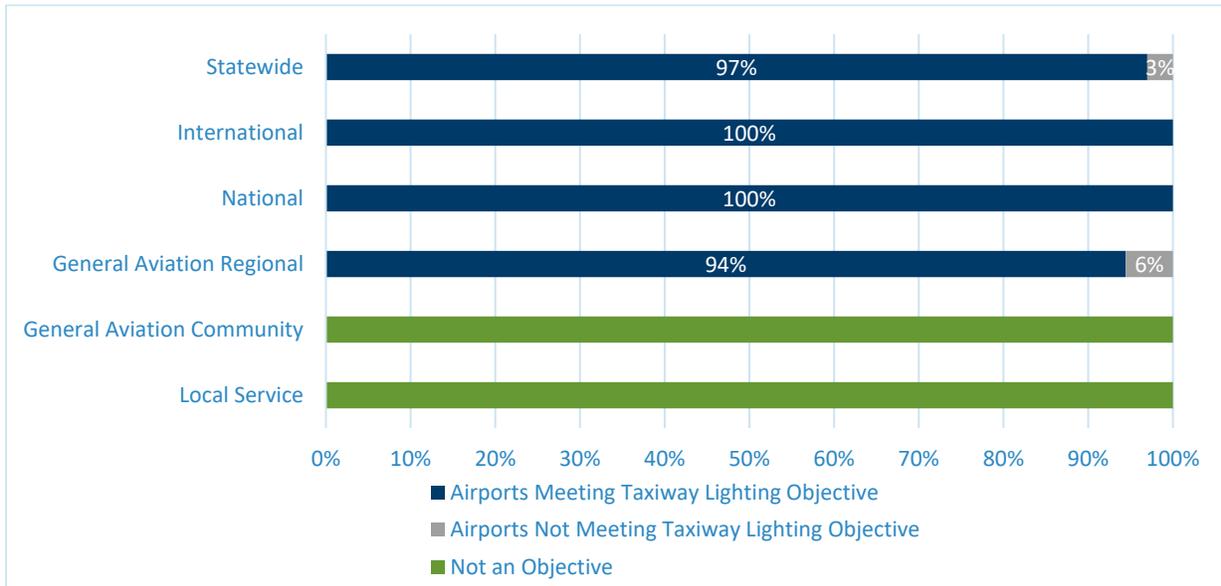
Similar to runway edge lighting, taxiway lighting provides identification of the taxiway edges at night and during periods of reduced visibility. Objectives established for taxiway lighting are:

- International: High Intensity Taxiway Lighting (HITL)
- National: High Intensity Taxiway Lighting (HITL)
- General Aviation Regional: Medium Intensity Taxiway Lighting (MITL)
- General Aviation Community: Not an objective
- Local Service: Not an objective

Appendix Table C-9 indicates which airports, by role, are currently meeting their system plan objective for taxiway edge lighting. **Figure 6-10** shows that 97 percent of all system airports currently meet their objective for taxiway lighting. **Appendix C** identifies General Aviation Community and Local Service airports with taxiway lighting. While taxiway lighting is not an objective for airports in these two role categories, it is noteworthy to point out that 55 percent of the General Aviation Community airports have medium, low, or reflector taxiway lighting systems; 24 percent of Local Service airports have some variation of taxiway lighting or reflectors.



Figure 6-10: Percentage of Airports by Role Meeting Their Taxiway Lighting Objective



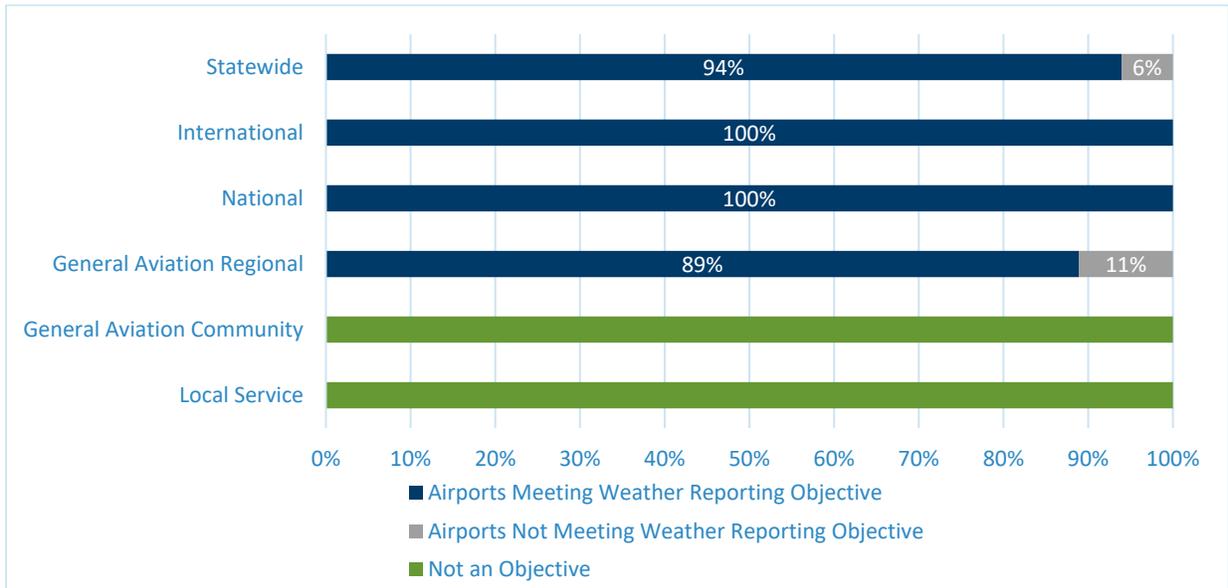
Source: Airport Management Survey, FAA records, Jviation

Weather Reporting

On-site weather reporting equipment at an airport improves operational capabilities during periods of inclement or changing weather. By providing on-site weather reporting equipment (Automated Weather Observing System (AWOS), Automated Surface Observing System (ASOS), or an Observer), pilots have information related to weather conditions at their destination airport or alternate airports.

Appendix Table C-10 indicates which airports, by role, currently meet their system objective for on-site weather reporting equipment and which airports do not meet their objective. While General Aviation Community and Local Service airports do not have an objective for on-site weather reporting equipment, it is an objective for airports in the International, National, and General Aviation Regional airport roles. **Figure 6-11** shows that 94 percent of the applicable airports (31 of 33 airports) currently have on-site weather reporting capabilities and meet their weather reporting objective. Analysis indicates 100 percent of International and National meet the objective, while 11 percent of the General Aviation Regional airports do not meet the objective. Although it is not an objective for General Aviation Community or Local Service airports, there are eight General Aviation Community airports and one Local Service airport that have weather reporting equipment.

Figure 6-11: Percentage of Airports by Role Meeting Their Weather Reporting Objective



Source: Airport Management Survey, FAA records, Jviation

Hangared Aircraft Storage

Demand for hangar space is directly related to local aircraft owner demand, weather conditions, and the type of based aircraft at each airport. Areas with a propensity for severe weather conditions or with coastal salt air may have a higher demand for hangar storage facilities. In addition, higher investment for jet and turboprop aircraft also increase the demand for hangar storage. There are two types of hangars included in this analysis, T-hangars and conventional hangars. A T-hangar is a type of enclosed structure designed to hold aircraft in protective storage. Typically constructed of metal, they are primarily used for single engine piston or small multi-engine aircraft at general aviation airports. They are also found on commercial service airports in the general aviation area. Conventional hangars vary in size from small 5,000 square foot hangars to 30,000 square foot storage facilities. Since conventional hangars have a variety of sizes, they offer more options for aircraft storage. An aircraft owner may choose to rent a conventional hangar to store one corporate jet, or multiple aircraft owners may jointly rent a conventional hangar to store four or five smaller aircraft. Conventional hangars are also used to support aviation businesses such as aircraft maintenance shops. Hangar storage capacity data was collected from each Alabama system airport and is used to support this analysis.

It is an objective for both International and National airports to have 75 percent of their based aircraft stored in hangars, while the objective for General Aviation Regional and General Aviation Community airports is to have 50 percent and 25 percent, respectively, of their based aircraft stored in hangars. There is no hangar storage objective for Local Service airports. An analysis of the hangar storage is presented in **Appendix Table C-11**. **Figure 6-12** shows that 95 percent of applicable system airports meet their hangar storage objective.

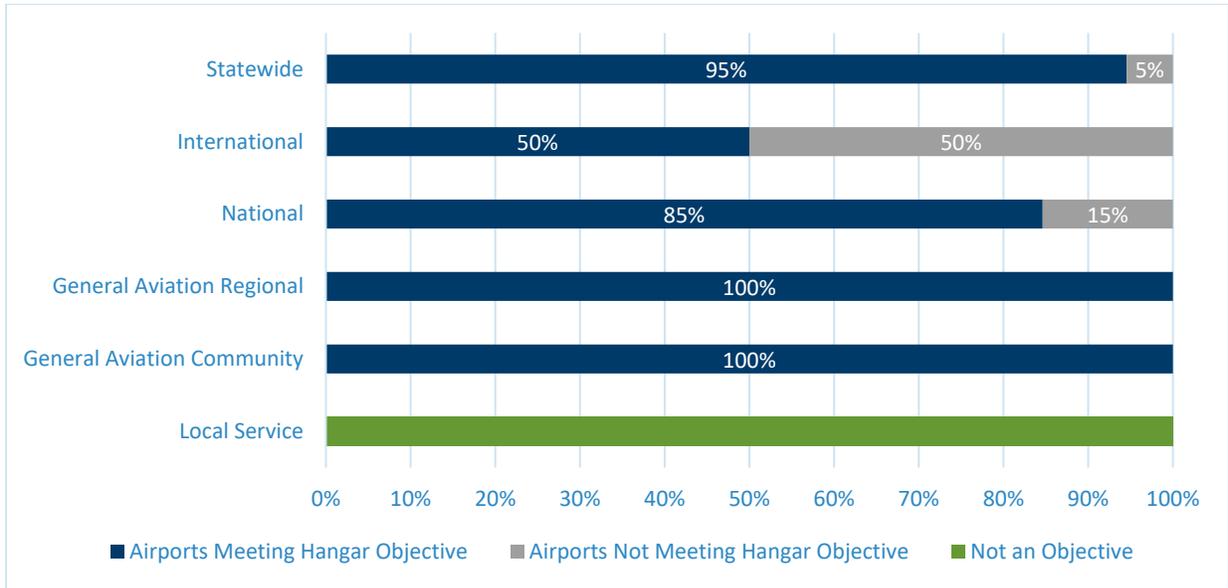
There are two airports in the International category, Birmingham-Shuttlesworth International (BHM) and Huntsville International-Carl T Jones Field (HSV). While HSV meets the aircraft storage objective, BHM falls short by approximately 19 aircraft spaces. Note that BHM also has over one million square feet of unoccupied industrial hangar space designed for narrow body and wide body passenger aircraft. This industrial hangar space was not included in this analysis.

Analysis indicates that 85 percent of the airports in the National airport category meet the hangar storage objective and 100 percent of General Aviation Regional airports meet their objective. The two National role



airports with covered storage deficiencies include Dothan Regional Airport, which has one tenant with a fleet of approximately 15 aircraft that chooses to store many of their aircraft on the apron and Pryor Field Regional Airport in Decatur, that falls short by just two aircraft hangar spaces.

Figure 6-12: Percentage of Airports by Role Meeting Their Hangared Aircraft Storage Objective



Source: Airport Management Survey, Aviation Google Earth Pro/Google Maps air photo analysis

Aircraft Tie-Downs/Parking/Storage

Aprons or aircraft ramps are designated surfaces typically adjacent to terminal buildings, maintenance hangars, air cargo facilities, and aircraft hangars that provide space for parking aircraft, passenger and cargo loading and unloading, fueling, and servicing aircraft. Apron areas typically vary in size and location based on a variety of factors including level and nature of demand, type and size of aircraft intended to use the parking area, FAA design standards, and aircraft maneuvering needs. Paved tie-downs on aprons protect aircraft from winds and jet blast by stabilizing the aircraft to the ground. Tie-downs are used by both based aircraft and transient aircraft owners.

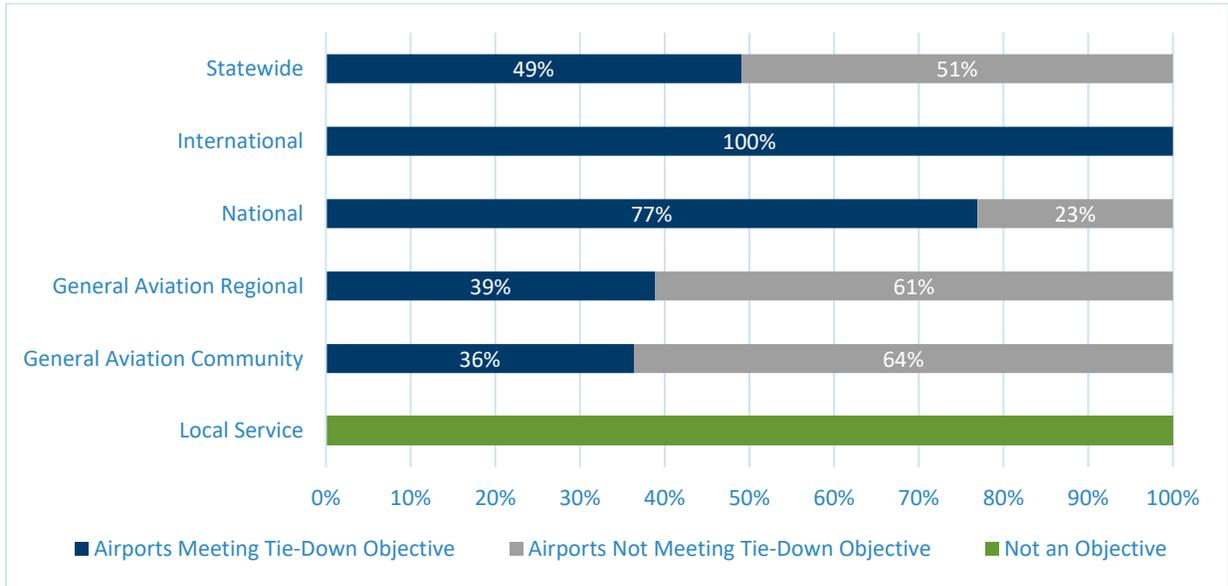
Paved tie-down/apron areas considered the needs of both based aircraft and transient aircraft. The following objectives, by category, were established for aircraft paved tie-down/apron requirements:

- International: 75 percent of daily transient
- National: 25 percent of based aircraft, 75 percent of daily transient
- General Aviation Regional: 50 percent of based aircraft, 75 percent of daily transient
- General Aviation Community: 75 percent of based aircraft, 75 percent of daily transient
- Local Service: Not an objective

Airport managers were surveyed to ascertain apron capacity at airports for daily transient aircraft. If needed, a review of airport air photos was conducted to ascertain paved tie-down size. The apron parking objectives analysis is presented in **Appendix Table C-12**. As shown in **Figure 6-13**, 49 percent of all applicable system airports meet their apron parking objective for based aircraft and daily transient aircraft. **Appendix Table C-12** identifies airports requiring additional paved apron tie-down space dedicated to based aircraft and transient planes. Airports with transient parking shortfalls may need to add apron space or evaluate current designated

parking areas to increase parking efficiency. Note that some airports may lack paved aircraft tie-down parking, but they may have tie-downs on grass areas of the airport.

Figure 6-13: Percentage of Airports by Role Meeting Their Paved Tie-Down Apron Objective



Source: Source: Airport Management Survey, Aviation Google Earth Pro/Google Maps air photo analysis

General Aviation Terminal/Administration Building

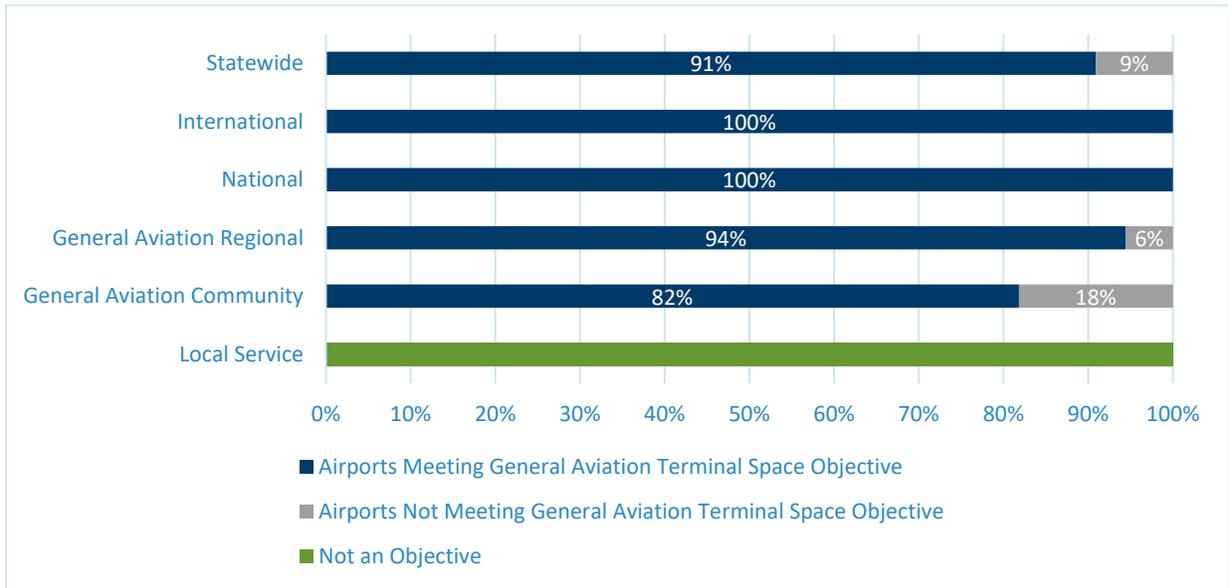
Terminal buildings provide essential services for passengers and pilots, as well as a facility for the transfer of passengers and flight crews to and from the aircraft. Terminal facilities range in size based upon several factors, the most important being the type of users. Buildings can range from a small pilot room for flight planning and resting, to a large multi-room building that provides services for multiple uses. A terminal building provides the first impression of a community for visitors, so it is important for terminal buildings to be welcoming and provide a positive experience for the visitor. Specific areas or uses in a terminal building can include waiting areas, restrooms, pilots lounge, flight planning area, conference rooms or public meeting rooms, vending, and airport manager and administration offices. FBO-owned terminal buildings with these amenities are included in the analysis for this objective. The system objectives for a general aviation terminal building by category are as follows:

- International: 2,000 square feet
- National: 2,000 square feet
- General Aviation Regional: 1,000 square feet
- General Aviation Community: 500 square feet, with restrooms at a minimum
- Local Service: Not an objective

An analysis of terminal building objectives for each airport role is presented in **Appendix Table C-13**. As shown in **Figure 6-14**, 91 percent of applicable system airports meet their objective for general aviation terminal building size. Some airports have a general aviation terminal but fall short of the building size objective.



Figure 6-14: Percentage of Airports by Role Meeting Their Terminal Building Objective



Source: Source: Airport Management Survey, Aviation Google Earth Pro/Google Maps air photo analysis

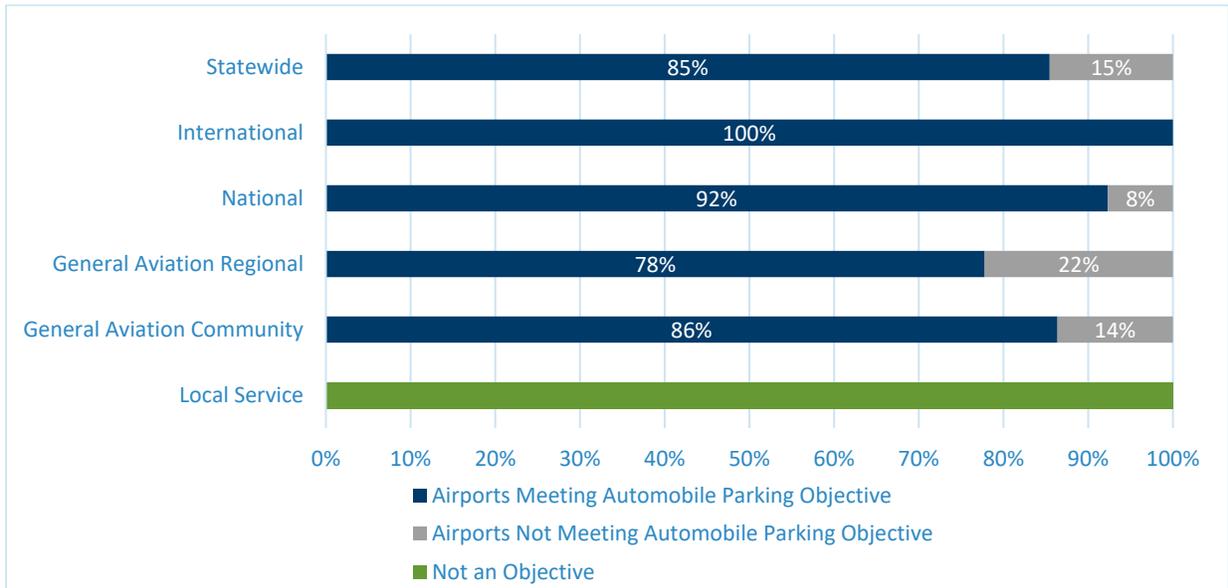
Paved Automobile Parking

It is important to provide adequate paved auto parking for aviation business employees, airport employees and users, and visitors. The number of paved auto parking spaces at an airport varies based on demand and airport services. Airports that lack paved parking often have gravel parking areas in proximity to hangars and apron areas. The system plan objectives for general aviation auto parking are as follows:

- International: One space for each based aircraft
- National: One space for each based aircraft
- General Aviation Regional: Spaces equal to 75 percent of based aircraft
- General Aviation Community: Spaces equal to 25 percent of based aircraft
- Local Service: Not an objective

An analysis of general aviation auto parking is presented in **Figure 6-15**. As shown in **Figure 6-15**, when International, National, General Aviation Regional, and General Aviation Community airports are analyzed, 47 of 55 airports (85 percent) meet their respective auto parking objective. Local Service airports do not have a paved auto parking objective. **Appendix Table C-14** identifies seven airports where paved automobile parking spaces need to be increased.

Figure 6-15: Percentage of Airports by Role Meeting Their Auto Parking Objective



Source: Airport Management Survey, Jviation

6.2.2 Fuel

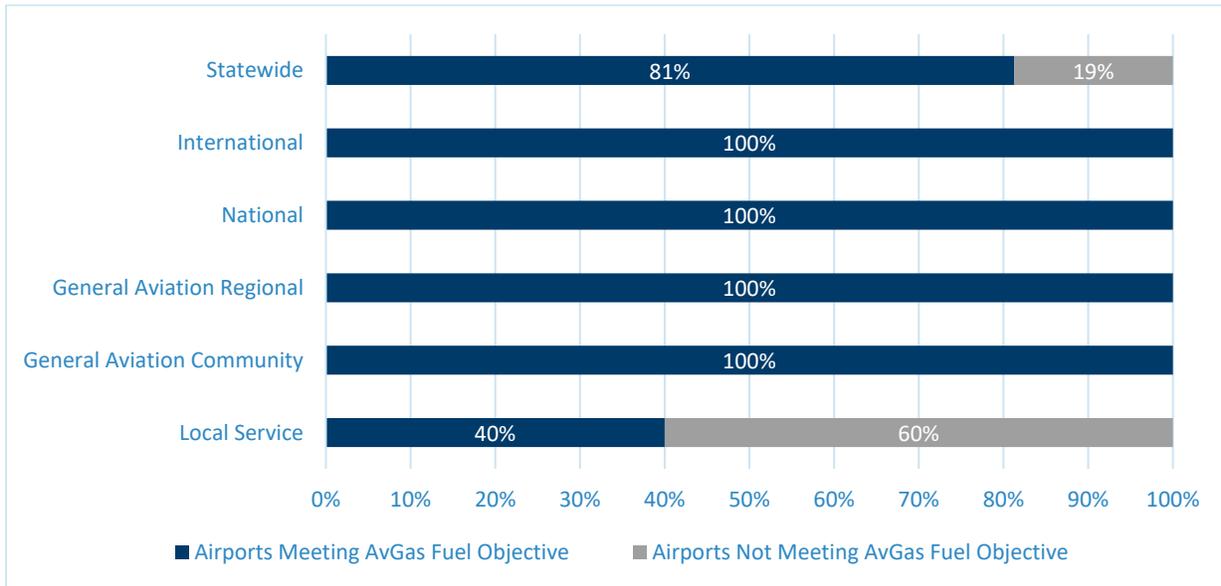
Fuel and fueling services are important for airports in Alabama. Piston-engine aircraft use 100LL high-octane fuel (AvGas), while jet aircraft and turboprops use kerosene-based Jet A fuel. **Appendix Table C-15** summarizes the type of fuel available at all system airports. Objectives established for fuel are:

- International: 100LL high-octane fuel (AvGas)/Jet-A
- National: 100LL high-octane fuel (AvGas) /Jet-A
- General Aviation Regional: 100LL high-octane fuel (AvGas) /Jet-A
- General Aviation Community: 100LL high-octane fuel (AvGas)
- Local Service: 100LL high-octane fuel (AvGas)

As shown in **Figure 6-16** and **Figure 6-17**, 81 percent of system airports meet their objectives for 100LL fuel services, and 100 percent of system airports meet their objectives for Jet A fuel services. **Appendix Table C-16** identifies airports not meeting their respective 100LL service objectives and the improvements needed to meet the applicable fuel objectives. The Local Service category of airports is the only grouping not having 100 percent of all airports meeting the 100LL fuel objective. Since fuel service is market-driven, Local Service airports lacking 100LL fuel likely do not have sufficient demand to support this service. While Jet-A fuel is not an objective for General Aviation Community airports, 16 of the 22 airports in this role category have Jet-A fuel.

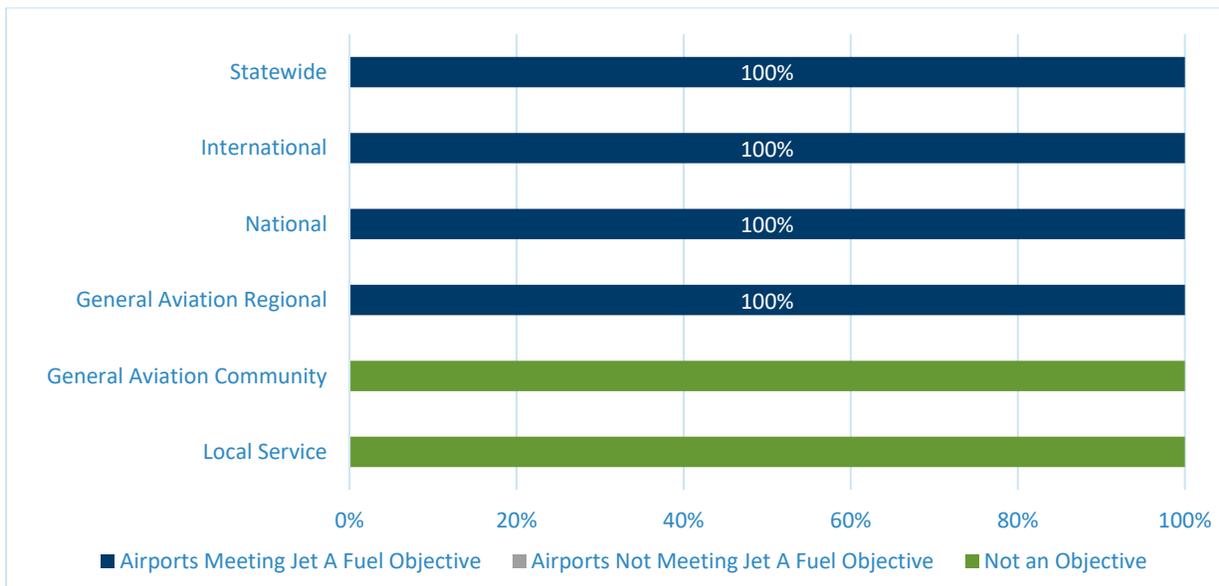


Figure 6-16: Percentage of Airports by Role That Meet Their 100LL Fuel Objective



Source: Airport Management Survey, FAA 5010 records, Jviation

Figure 6-17: Percentage of Airports by Role That Meet Their Jet A Fuel Objective



Source: Airport Management Survey, FAA 5010 records, Jviation

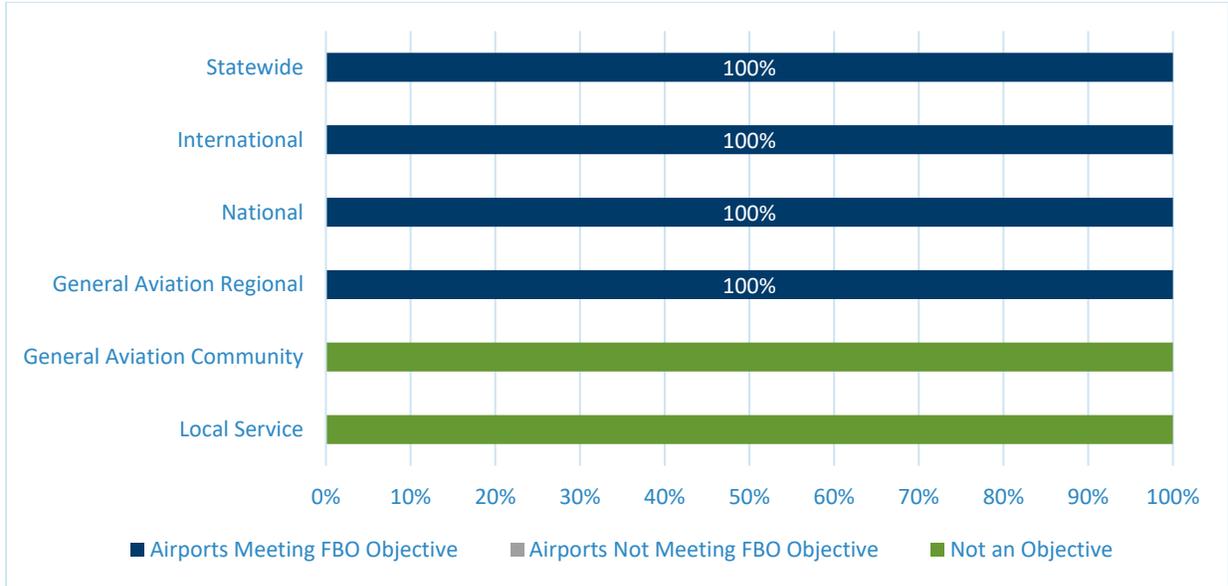
6.2.3 Fixed Base Operator (FBO)

Fixed base operators (FBOs) provide a variety of aviation services to both based aircraft owners and transient airport users. There are various types of FBOs, with some providing full-service and others providing more basic/limited services. Services provided by FBOs typically vary based on the volume of activity that the airport accommodates. Services offered by FBOs can include fuel, tie-downs or hangar storage, flight instruction, aircraft maintenance, charter service, ground transportation, aircraft towing, a pilot’s lounge, and/or conference rooms.

It is an objective for International, National, and General Aviation Regional airports to have a full-service FBO operating during normal business hours. There is not an objective for General Aviation Community and Local Service airports to have FBO services. FBO services are market-driven and demand for these services is finite and may not be great enough to sustain FBO services at all airports assigned an FBO objective.

The FBO objective analysis is presented in **Appendix Table C-17**. As shown in **Figure 6-18**, 100 percent of system airports meet their FBO objective. Note that it is not an objective for airports in this role, but 20 of 22 General Aviation Community airports have FBO services, and five Local Service airports have FBO services.

Figure 6-18: Percentage of Airports by Role Meeting Their FBO Objective



Source: Airport Management Survey, FAA 5010 records, Airnav.com, Jviation

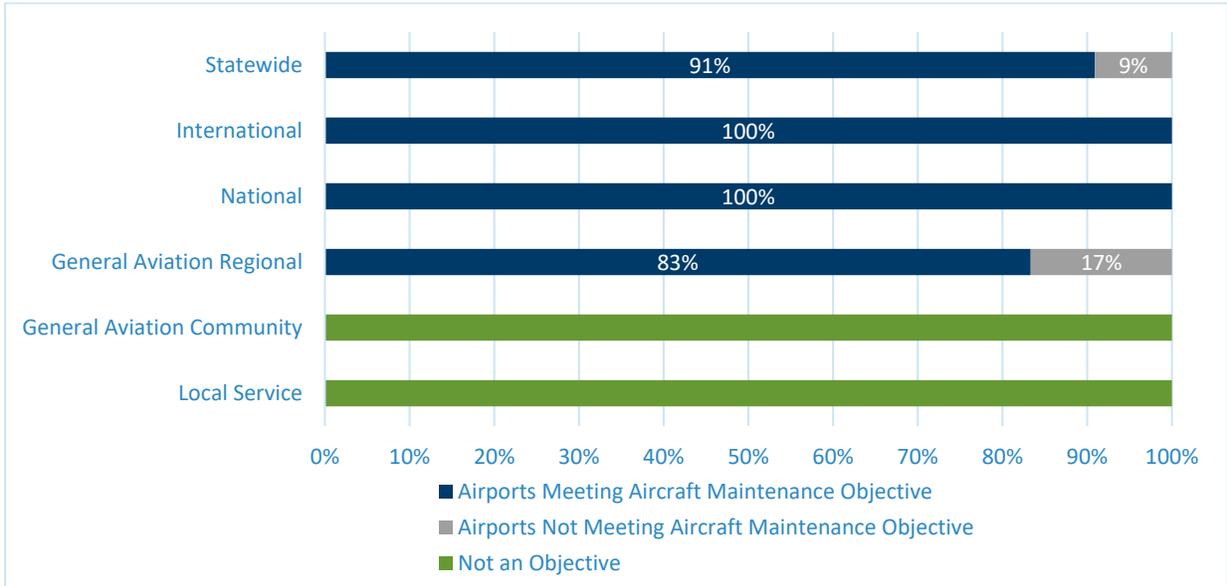
6.2.4 Aircraft Maintenance Services

Whether it be minor repair or major overhaul services, maintenance services at airports are important. A full-service maintenance operation offers major airframe and powerplant overhaul, as well as minor avionics repair services. Limited FBO service is any type of aircraft maintenance.

The objective is for International, National, and General Aviation Regional airports to have aircraft maintenance onsite. General Aviation Community and Local Service airports do not have an aircraft maintenance objective, however, as previously mentioned, many General Aviation Community airports have FBO services. As presented in **Figure 6-19**, 100 percent of all applicable system airports meet their objective for having aircraft maintenance. Aircraft maintenance services at each airport are presented in **Appendix Table C-18**. Additionally, 100 percent of General Aviation Community airports have some level of aircraft maintenance service, although this is not an objective for airports in this role.



Figure 6-19: Percentage of Airports by Role Meeting Their Aircraft Maintenance Objective

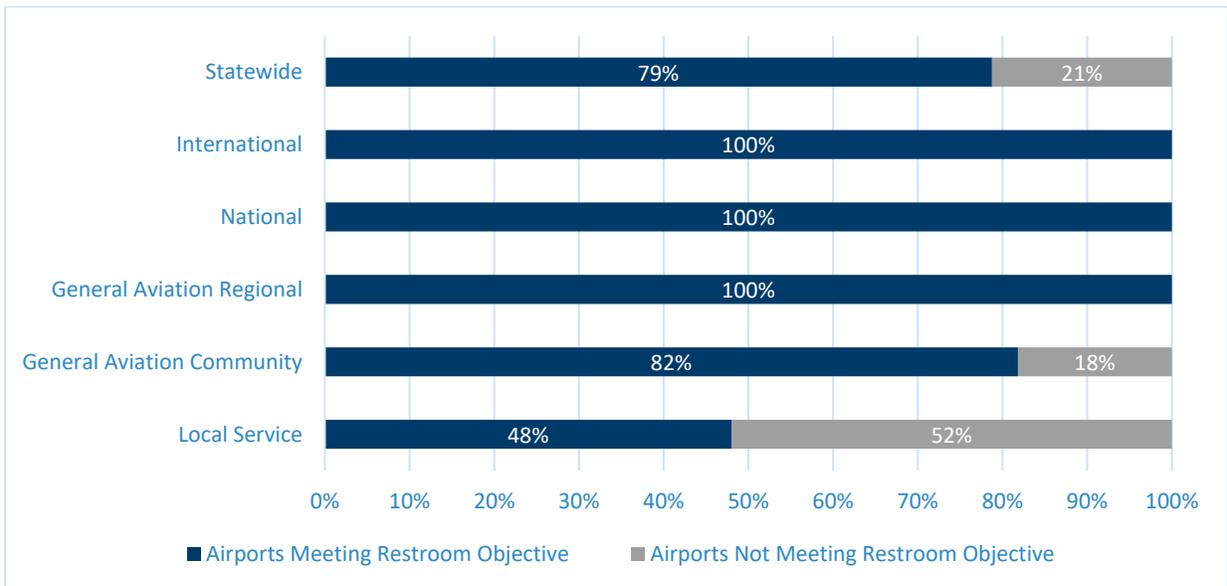


Source: Airport Management Survey, FAA 5010 records, Jviation

6.2.5 Restrooms

As part of the AL SASP inventory effort, airports were asked whether public-use restrooms are available. It is an objective for all system airports, regardless of role, to have a public restroom available. Inventory results indicate that 79 percent (**Figure 6-20**) of all system airports have restrooms available. **Appendix Table C-19** presents which airports report having restrooms available.

Figure 6-20: Percentage of Airports by Role Meeting Their Restroom Objective

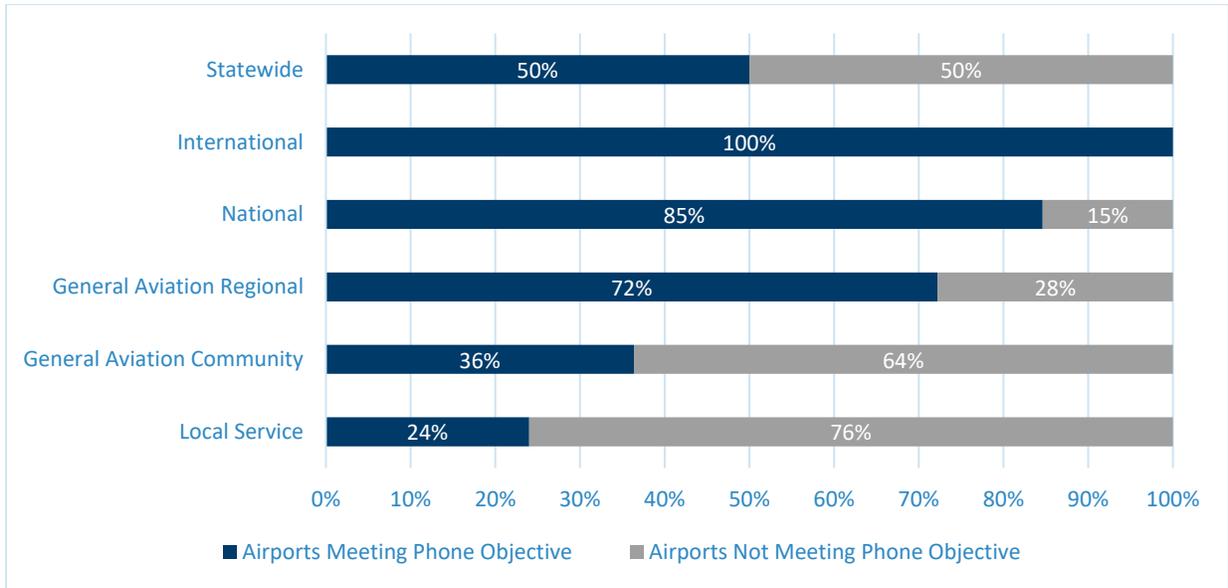


Source: Airport Management Survey, Jviation

6.2.6 Telephone

As part of the AL SASP inventory effort, airports were asked whether a public telephone is available. It is an objective for all system airports to have a public telephone available. Inventory results indicate that 50 percent of all system airports meet the public telephone objective. **Appendix Table C-20** presents which airports report having a public telephone available.

Figure 6-21: Percentage of Airports by Role Meeting Their Public Telephone Objective



Source: Airport Management Survey, Jviation

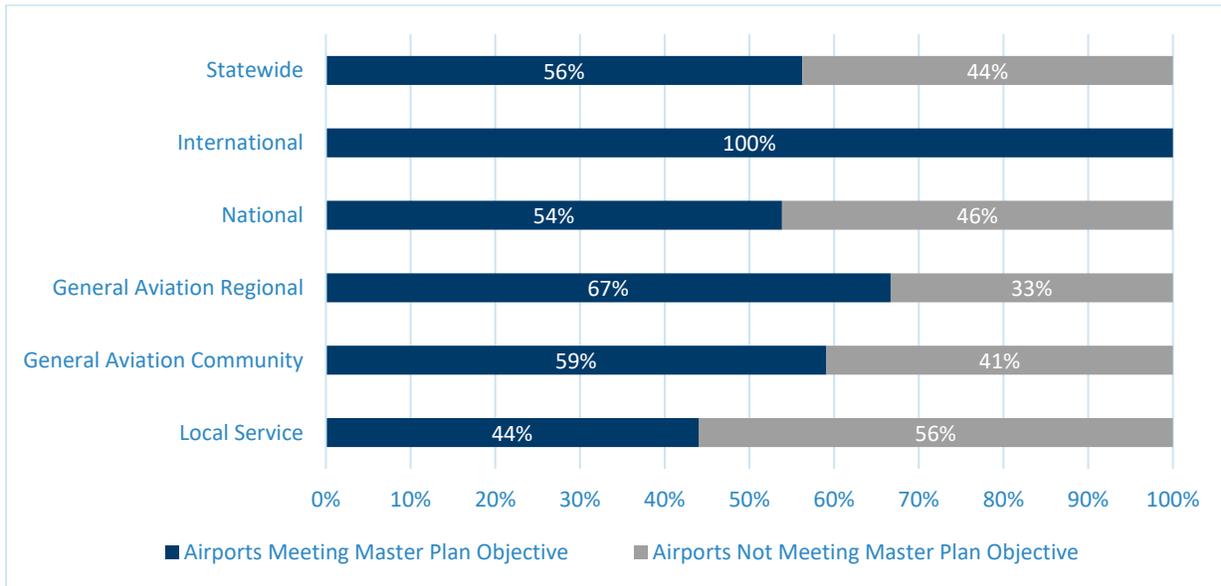
6.2.7 Airport Master Plan/Airport Layout Plan

It is possible that the recommendations from local airport planning efforts (airport master plans and airport layout plans [ALPs]) could result in additional and/or different improvements, other than those identified through the AL SASP. Airport master plans should be updated every 10 years. Data was collected from airport management as well as from FAA Grant Histories to ascertain when each system airport’s last master plan and/or ALP was completed. It is an objective for all International and National airports to have completed an approved master plan within the past five years. The objective for General Aviation Regional, General Aviation Community, and Local Service airports is to have a master plan and/or ALP completed in the past 10 years.

Appendix Table C-21 presents which airports have had an ALP or master plan completed in the past 5 or 10 years. As shown in **Figure 6-22**, 56 percent of all airports have a completed master plan/airport layout plan that meets the timeline for the objective for their role in the state airport system. Inventory data indicate that 36 of the 65 (56 percent) airports in the General Aviation Regional, General Aviation Community, and Local Service category do not meet the planning documents objective of completing a master plan / ALP in the past 10 years.



Figure 6-22: Percentage of Airports by Role That Meet the Master Plan/ALP Objective



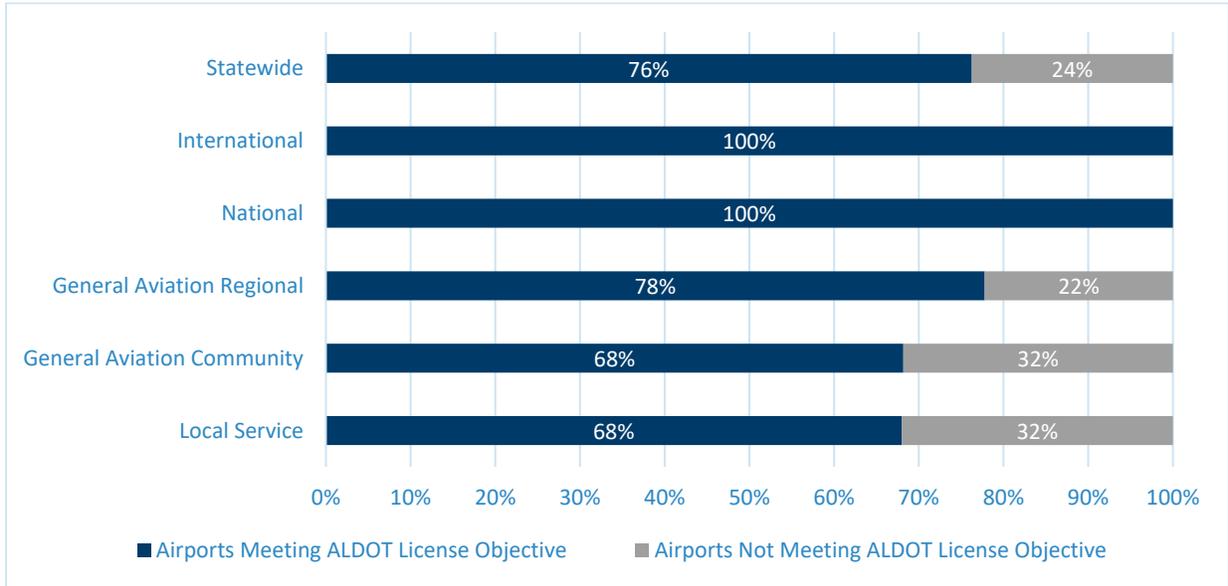
Source: ALDOT Aeronautics Bureau, Alabama Airport Manager Survey, Aviation

6.2.8 ALDOT Aeronautics Bureau Airport License

All system airports in Alabama are required to have an active license issued by the ALDOT Aeronautics Bureau based on Alabama Code 23-1-375(a). Airport inspections by ALDOT Aeronautics Bureau staff may determine that an airport does not meet the requirements for issuing an operating license. An inventory of airport licenses indicates that several airports that are out of compliance with this objective.

Appendix Table C-22 presents information that shows which airports have an active airport license with the ALDOT Aeronautics Bureau. As shown in **Figure 6-23**, 76 percent of all system airports have an active license with the ALDOT Aeronautics Bureau. Inventory data indicates that 19 airports do not meet the ALDOT Aeronautics Bureau License objective.

Figure 6-23: Percentage of Airports by Role That Meet the ALDOT Aeronautics Bureau License Objective



Source: ALDOT Aeronautics Bureau, Alabama Airport Manager Survey, Aviation

6.3 Summary

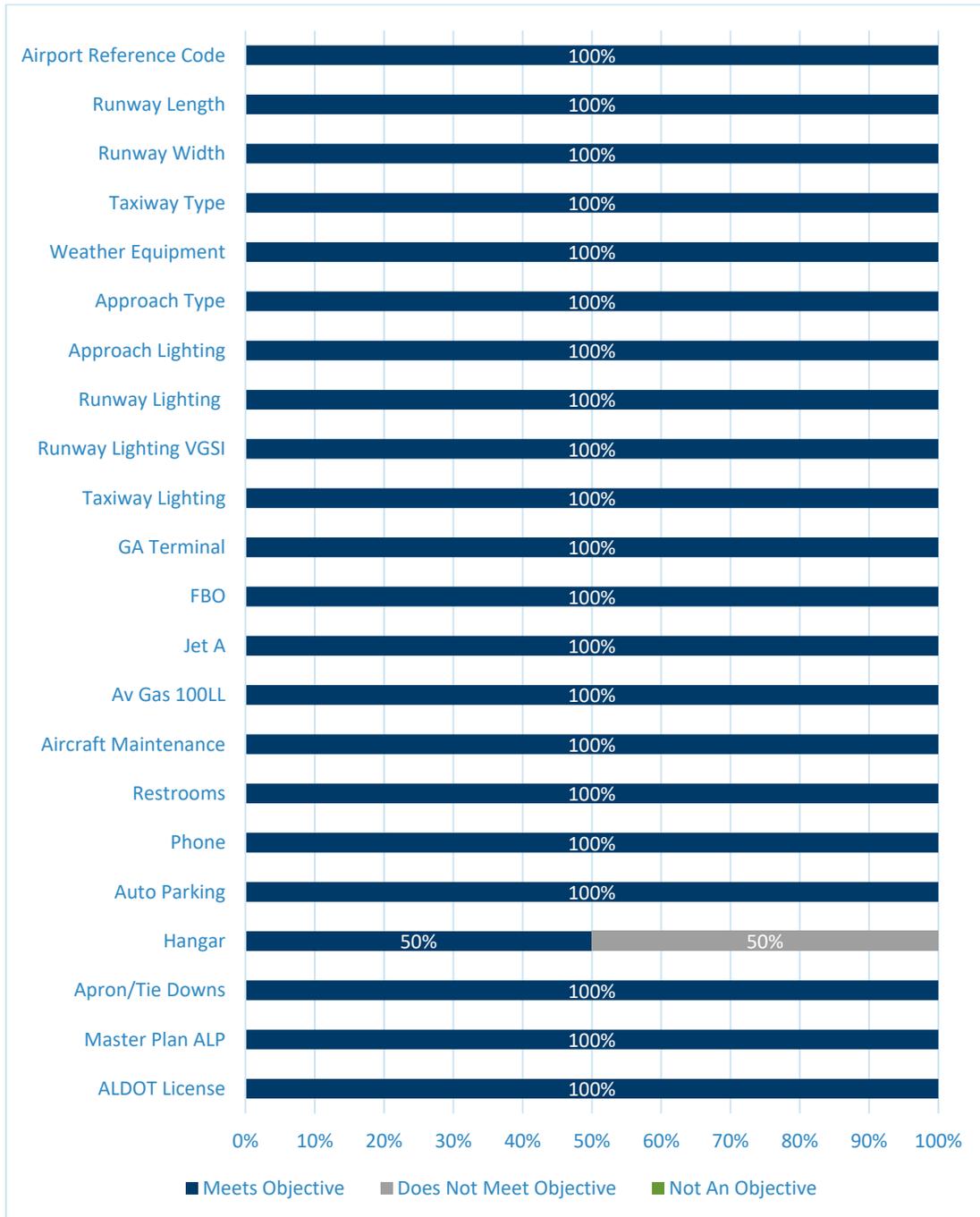
This section examined the current ability of Alabama’s airports to meet facility and service objectives established as part of the AL SASP. **Figure 6-24, Figure 6-25, Figure 6-26, Figure 6-27, and Figure 6-28** provide a summary of compliance with objectives by airport role. It is possible that, based on local need, airports in Alabama may exceed their objectives as established in the system plan. Similarly, it is also possible that, based on specific airport constraints, some airports may not be able to meet all the objectives associated with their particular airport role.

Figure 6-29 provides a summary of compliance with the 22 objectives for the statewide system of airports. As stated previously, when 90 percent of all applicable airports meet their respective facility and service objectives, the system is considered to have excellent performance. When analyzing the 22 facility and services objectives at a statewide level, the results indicate that 13 objectives have a 90 percent or greater performance rating, with two objectives having 100 percent compliance.

Airport-specific projects identified in this analysis must still be confirmed/supported by bottom-up planning as part of an airport master plan. As airports in Alabama update their individual airport master plans, projects identified in this analysis should be incorporated into those plans. Some projects identified in the AL SASP, especially those that involve airfield improvement, will require detailed environmental review and additional feasibility analysis prior to their implementation. Facility and service objectives are established to help airports in Alabama better plan to fulfill their designated role in the state airport system.

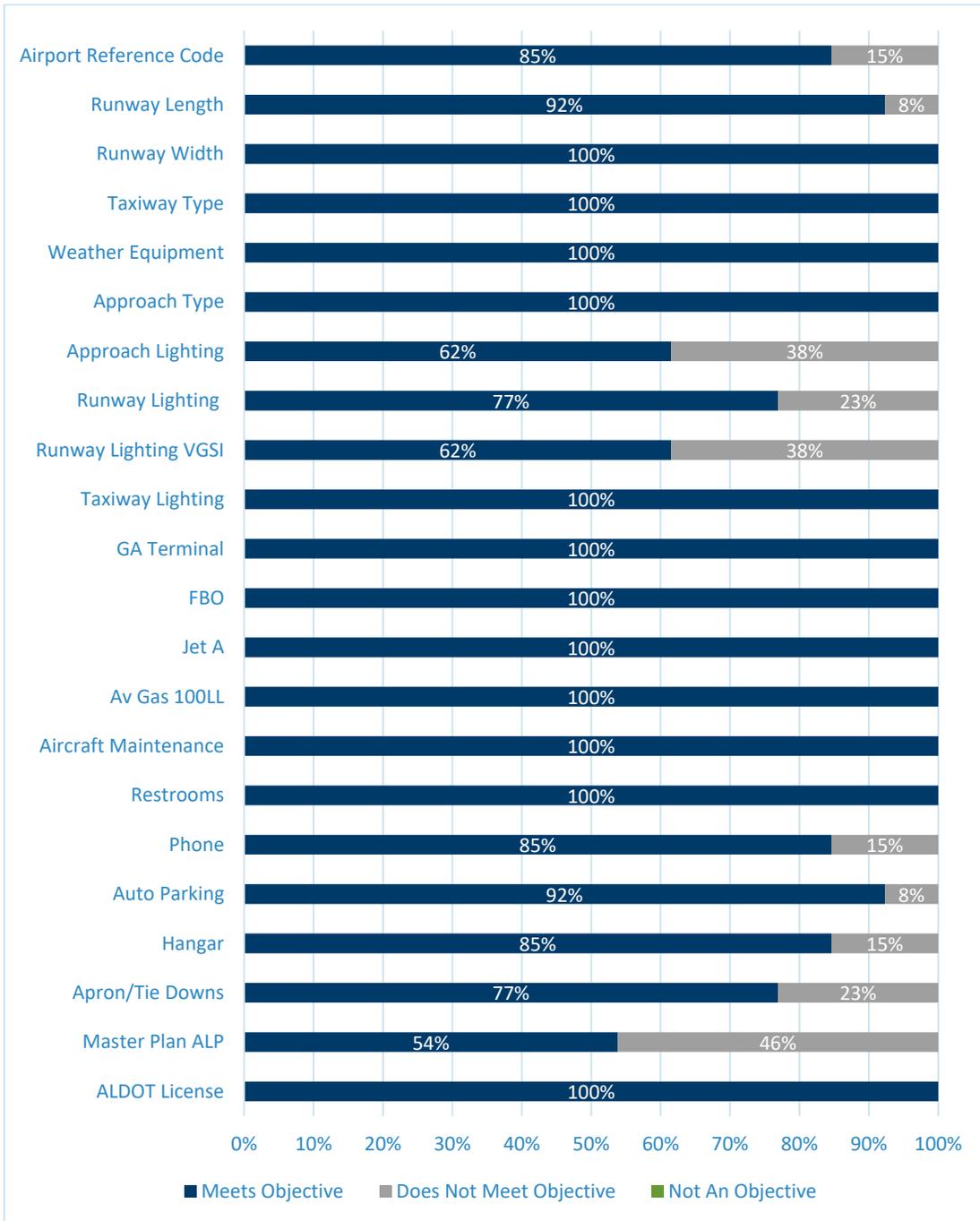


Figure 6-24: International Airports Compliance Summary



Source: Airport Management Survey, FAA 5010 records, Jviation

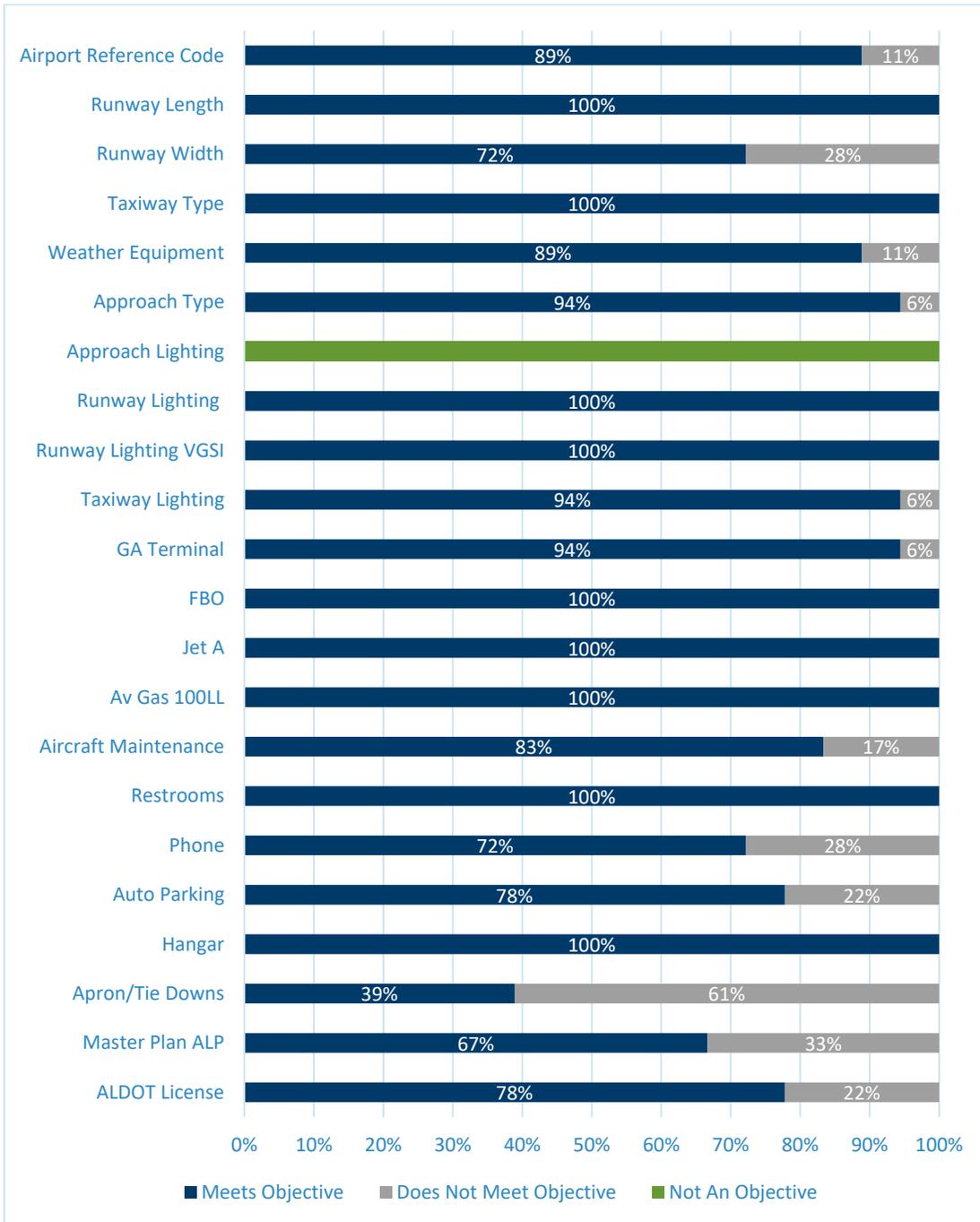
Figure 6-25: National Airports Compliance Summary



Source: Airport Management Survey, FAA 5010 records, Jviation

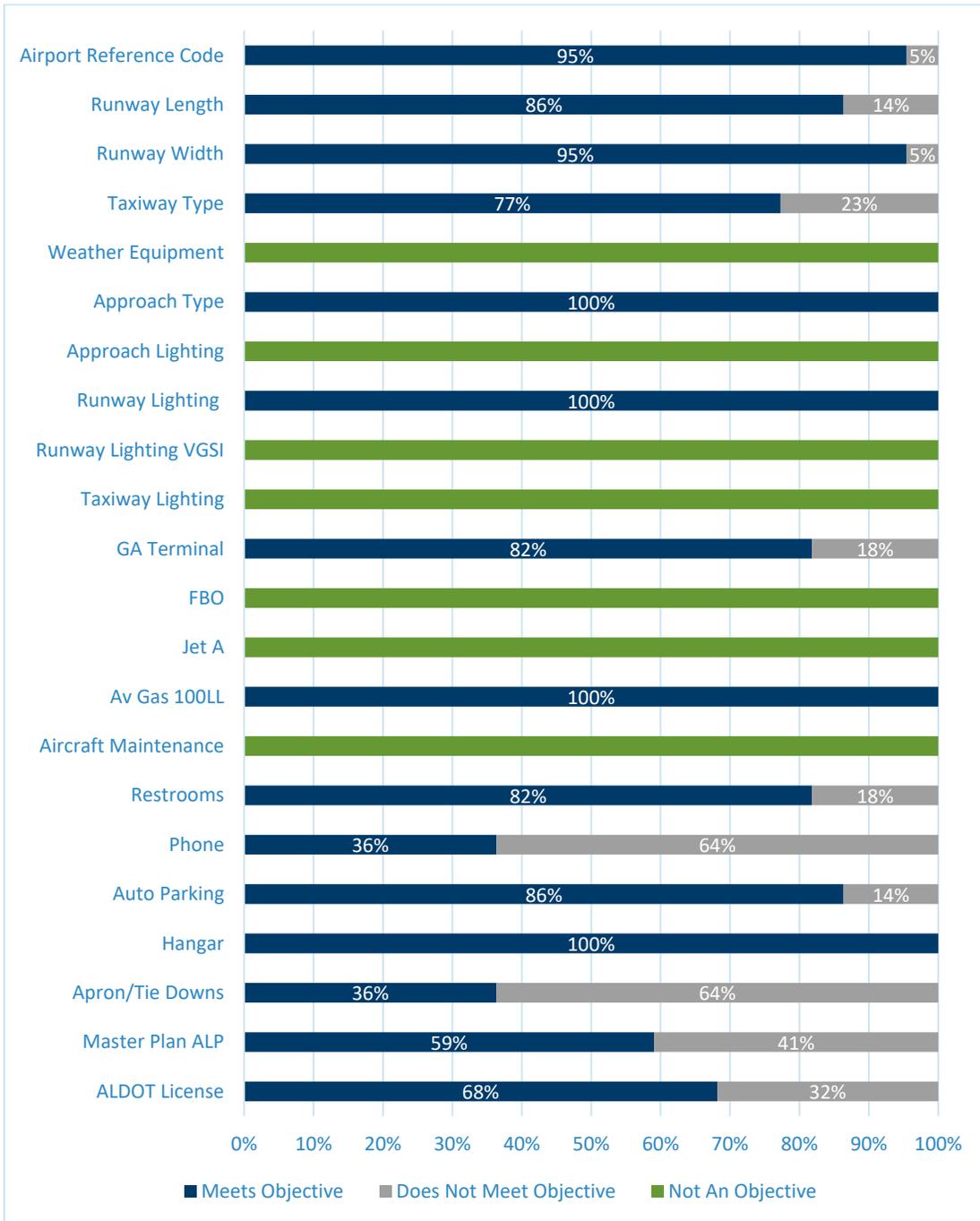


Figure 6-26: General Aviation Regional Airports Compliance Summary



Source: Airport Management Survey, FAA 5010 records, Jviation

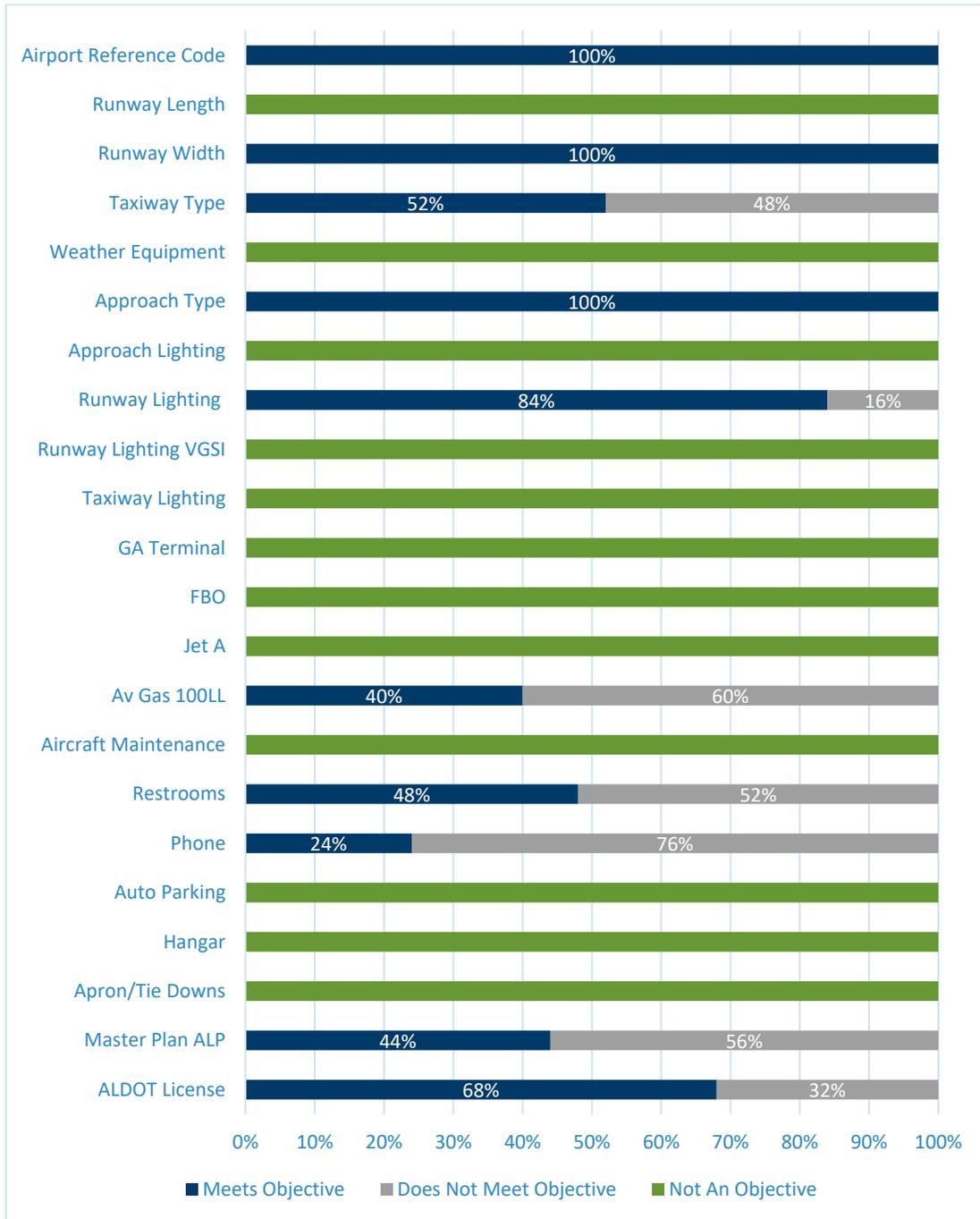
Figure 6-27: General Aviation Community Airports Compliance Summary



Source: Airport Management Survey, FAA 5010 records, Jviation

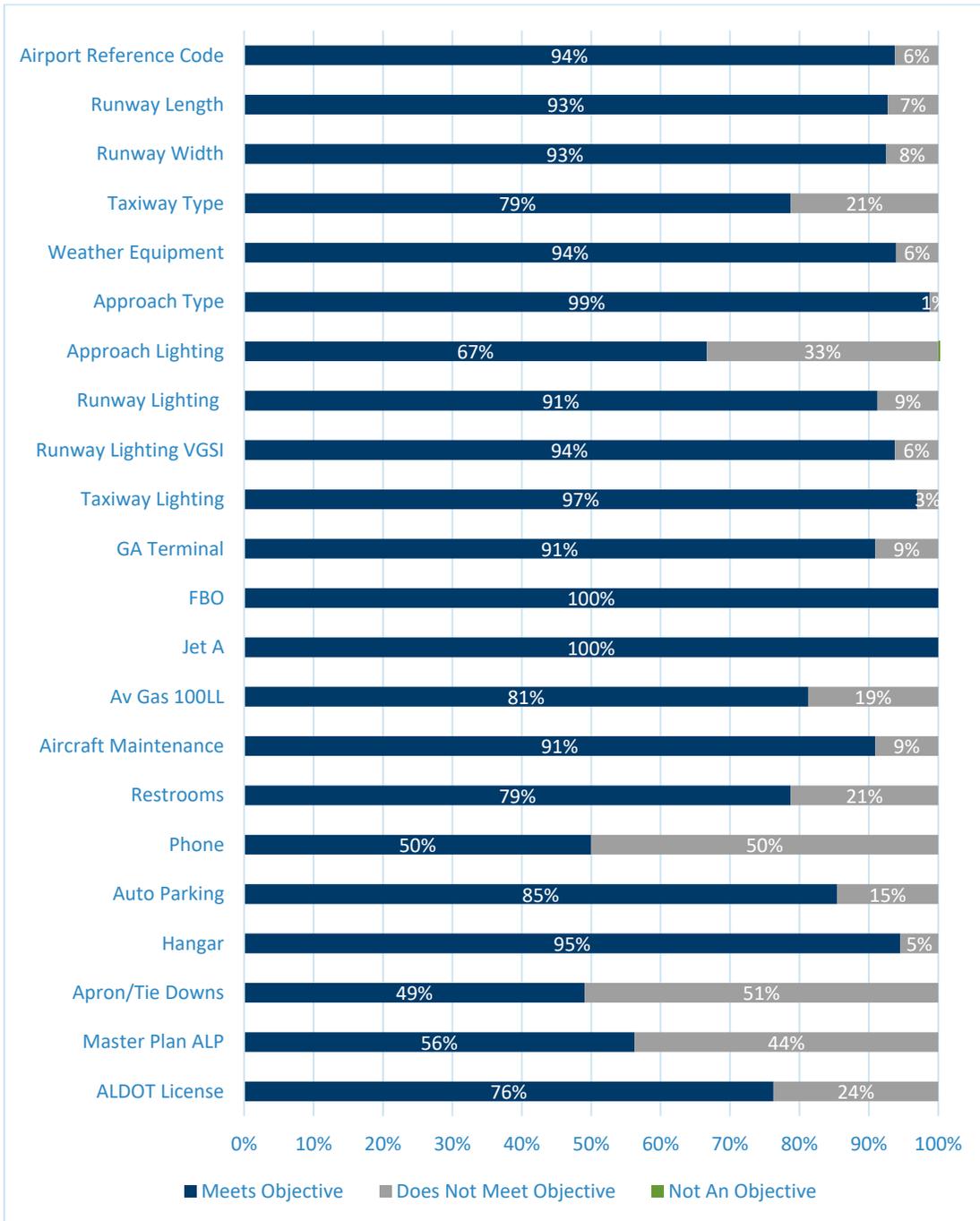


Figure 6-28: Local Service Airports Compliance Summary



Source: Airport Management Survey, FAA 5010 records, Jviation

Figure 6-29: System-wide Compliance Summary



Source: Airport Management Survey, FAA 5010 records, Jviation



7. Statewide Airport System Plan Recommendations

7.1 Introduction: Striving for System Effectiveness and Efficiency

The recommendations for the Statewide Airport System Plan and the process by which they were developed are summarized in this chapter. It identifies actions the Alabama Department of Transportation (ALDOT) Aeronautics Bureau should consider to advance the Alabama airport system in support of ALDOT Aeronautics Bureau's goals, objectives, and mission. It is important to recognize that an airport system must evolve over time to reflect the changing demands placed upon it by its many users and stakeholders. Population centers and industries that often spur demand will grow and contract over time, and the aviation industry itself, and particularly that of commercial air service, is incredibly dynamic. All of these factors must be considered when planning for the future of an airport system.

Regardless of the changing aviation environment, there are two characteristics that an airport system should always strive to reflect: effectiveness and efficiency. An airport system must be consistently effective in meeting the needs of its users, its host communities, the state, and the country. As noted above, airport use is most often driven by population and economic trends since airports serve as conduits to and from communities and trade markets. This translates to providing important accessibility to host communities and the state for emergency, personal, and business purposes. In this way, airports also serve those communities as important economic generators that not only support area industrial growth, but also spur direct economic impacts themselves.

Given the wide range of benefits that airports provide their various stakeholders, it is critical that airports continue to serve their respective roles in an effective manner. However, due to the inherent costs typically associated with continually maintaining and enhancing an airport system, it is equally important that the system consistently strive to be efficient. In 2020, there were 5,217 public use airports in the United States, with over 3,300 airports included in the FAA's National Plan of Integrated Airport Systems (NPIAS), and 80 within the State of Alabama. Many of these airports were developed for intended purposes that have long since disappeared (i.e., military, emergency landing, etc.) but nevertheless remain active. While many of these airports have found other purposes and remain important infrastructure assets to their host communities, others have not retained such value. A key factor of an airport system plan to help ensure that its system of airports is "right-sized" for its existing and projected purpose and users so that limited funding can be used efficiently to support those airports most critical to a system's effectiveness.

This chapter presents system plan recommendations that support both its long-term effectiveness and efficiency. These recommendations include funding projects at system airports that are needed to meet system plan facility and service objectives, monitoring the evolving market and local conditions, and continuing to improve airports so that they support the economic goals of their respective regions and the state as a whole.

Following is an outline of the sections provided in this chapter:

- Historical Airport System Development
- Existing/Future Airport System Development
 - Support of Economic Development
 - Airport Roles and NBAA Accessibility
 - Commercial Air Service
 - Airport System Facility and Service Improvements
 - Airport Vulnerability Assessment

- Recommendations Summary
 - Funding Recommendations
 - Pavement Capital Improvements Program Recommendations
 - Project Prioritization Recommendations
 - NPIAS Airport Roles Recommendations
 - Other Recommendations

7.2 Historical Airport System Development

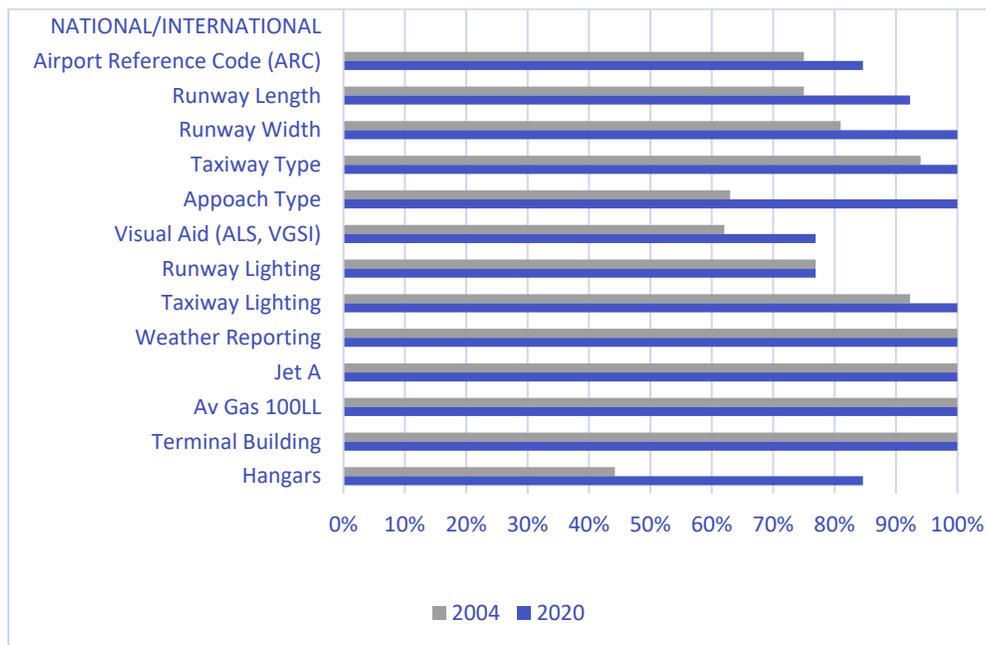
The previous airport system plan conducted for Alabama was published in 2004 and served as the basis of a rejuvenation program for the system airports. At that time, Alabama had positioned itself as a state of potential growth and development, with state and local governments actively and effectively recruiting industry to the state. As part of those efforts, it was important that commensurate infrastructure improvements be made, including to Alabama's airport system, to attract and support new industrial growth.

Most of Alabama's airports were built in the 1950s and 1960s. Since that time, resources at the state and local levels had not been available to keep pace with the growing aviation needs of the types of businesses Alabama had been working hard to attract. With limited funding for aviation development provided only through a capped aviation fuel tax, the ALDOT Aeronautics Bureau had an extremely limited annual budget of only \$600,000. Compared to its peer states at the time, this represented 33 percent of Mississippi's budget, 2.6 percent of Tennessee's, and 0.005 percent of Florida's annual budget. Nevertheless, even with limited funding resources, the ALDOT Aeronautics Bureau consistently and stridently worked to leverage its available funding to enact the findings of the 2004 airport system plan to not only halt its progressive deterioration, but also make significant improvements in its facilities and services, as well as its pavement conditions.

The following figures present the measurable system improvements that have occurred since 2004 by airport role. These comparisons of selected objectives from the 2004 plan to current system compliance illustrates marked improvement over the past 20 years. Projects across all roles have made the entire system safer and more efficient in how it serves its users.

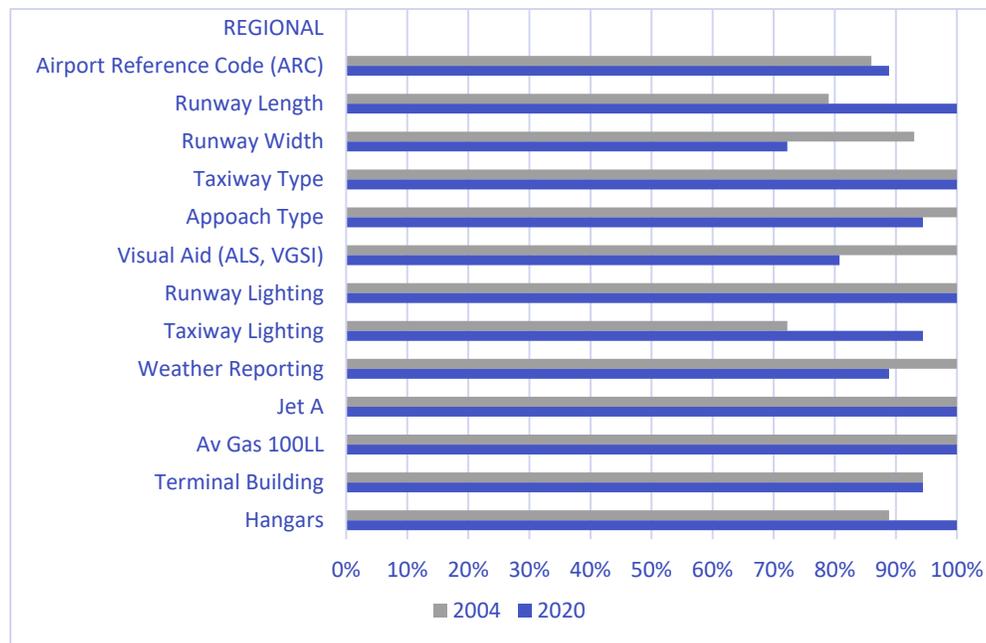


Figure 7-1: Airport System Changes since 2004 – National/International Airports



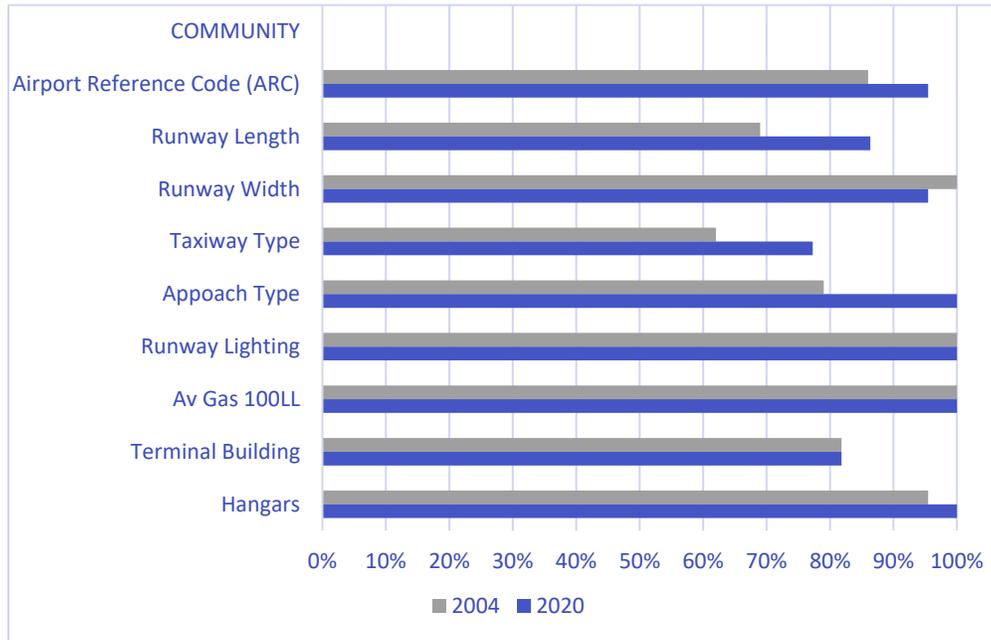
Source: Jviation

Figure 7-2: Airport System Changes since 2004 – Regional Airports



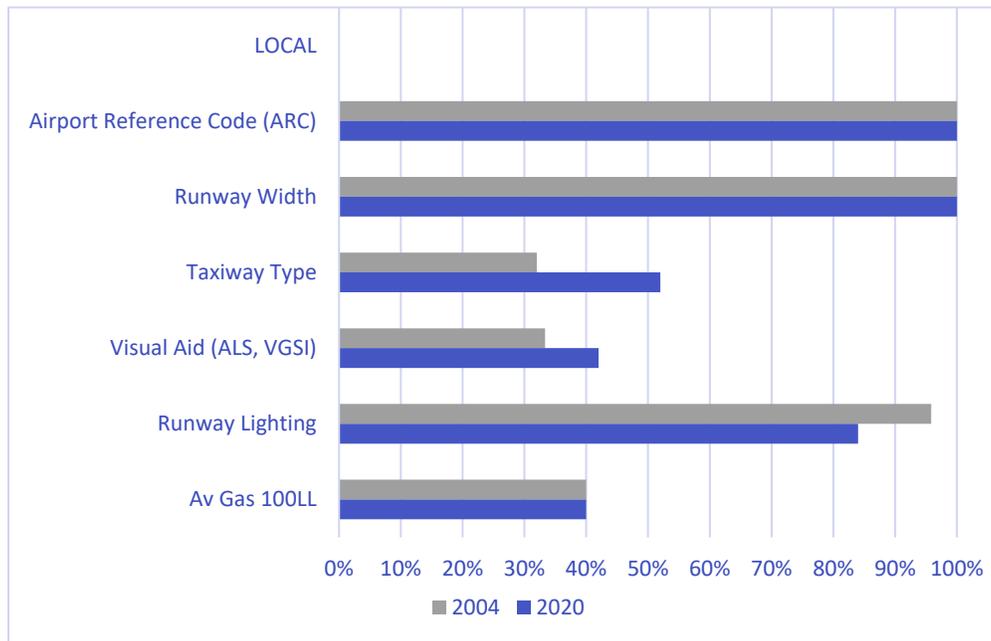
Source: Jviation

Figure 7-3: Airport System Changes since 2004 – Community Airports



Source: Jviation

Figure 7-4: Airport System Changes since 2004 – Local Airports



Source: Jviation

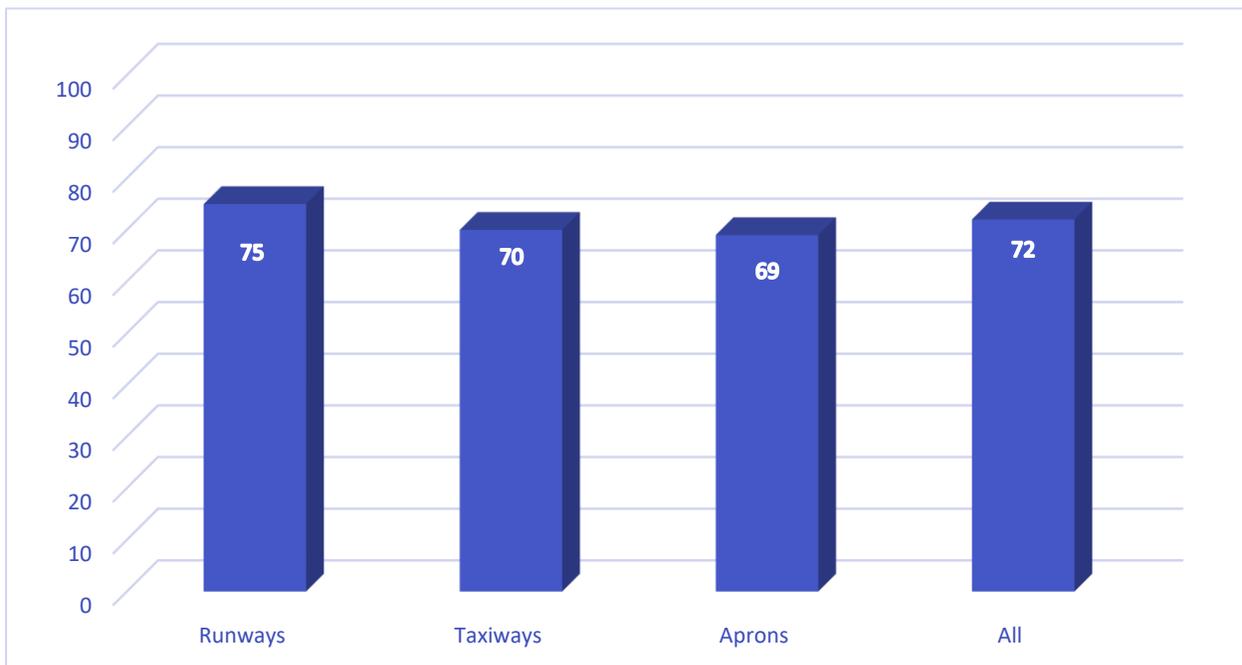
In addition to these measurable elements from the 2004 system plan, it must also be recognized that airport pavement conditions have improved markedly since that time. As part of the current Statewide Airport System Plan, a Pavement Management Program (PMP) effort was undertaken for 59 of the 80 system airports. (Note



that of the 21 airports not included in the PMP, eight are either commercial service or larger general aviation airports; it is presumed that because of their importance that these airports maintain high quality pavement conditions.)

The PMP assessed each of the 59 individual airports’ pavement quality broken down by runways, taxiways, and aprons. For each pavement section, the assessment produced a Pavement Condition Index (PCI) score, which is a numerical rating scale from 0 to 100 that provides a measure of the pavement’s functional surface condition. (Note that PCI scoring range is 70-100 = Satisfactory to Good, 55 to 69 = Fair, and below 55 = Poor to Failed.) Based on the results of the PMP, the 59 surveyed airports accounted for a total of over 69.4 million square feet of airside pavement having cumulative PCI scores for each pavement category as shown below in **Figure 7-5** below.

Figure 7-5: Area-Weighted PCI Average for 59 Alabama Airports



Source: All About Pavements

While PCI scores for these airports from 2004 are not available for direct comparison, anecdotal evidence indicates that this is a significant improvement over those historical conditions that were regularly marked by failing pavement conditions. This has been a significant accomplishment for the ALDOT Aeronautics Bureau since the basis of any airport’s viability and that of the associated airport system is its pavements.

In summary, over the past 20 years, ALDOT Aeronautics Bureau has managed to not only maintain and improve the quality of its airports’ pavements, but it has also been able to continually improve the effectiveness of its system by continually enacting the recommendations of its system plan. Given the historical limitations of its average annual budget, this should be considered to be a remarkable achievement and evidence of the efficiency with which the system has been operated, maintained, and developed.

7.3 Existing/Future Airport System Development

It is critical for a state that its airport system not only serve as an effective transportation resource for its users, sponsors, and communities, but also that it do so in an efficient, responsible, and cost-efficient manner. Alabama's existing and future airport system must likewise reflect these characteristics. This section of the chapter provides a review of several important considerations to help ascertain the effectiveness of the existing system, where that effectiveness may be improved in the future, as well as elements of efficiency.

7.3.1 Support of Economic Development

A key factor in determining the effectiveness of an airport system is the degree to which it is able to support a state's industrial base and business community. Elements of **Chapter Four** of the Statewide Airport System Plan focused on the access general aviation and commercial service airports provide for local businesses and centers of economic development throughout Alabama. Major industries groupings that have been identified within Alabama include:

- Forestry Products – *The Alabama forestry industry is comprised primarily of wood product manufacturing, paper manufacturing, logging, and household and/or institutional furniture and kitchen cabinet manufacturing sectors.*
- Aerospace Manufacturing – *Alabama has a significant concentration of aerospace manufacturing plants, aircraft assembly plants, with specialties in research and development in equipment related to space travel, rocketry, and defense.*
- Automotive Manufacturing – *Automotive manufacturing in Alabama includes rubber product manufacturing, engine, turbine, and power transmission equipment manufacturing, motor vehicle manufacturing, motor vehicle body and trailer manufacturing, and motor vehicle parts manufacturing sectors.*
- Bioscience – *This Alabama industry sector includes businesses related to pesticide, fertilizer, and other agricultural chemical manufacturing; pharmaceutical and medicine manufacturing; scientific research and development services; and medical and diagnostic laboratories.*
- Metals and Metal Fabrication – *Alabama is home to over 1,000 businesses in primary and fabricated metal manufacturing as well as several major pipe-manufacturing businesses.*

Alabama's expanding automotive manufacturing industry has powered much of the state's economic growth for the past 30 years, while Boeing, Lockheed Martin, Raytheon, and Teledyne Brown are among the growing number of aerospace and defense-related companies that are active in the state. Of particular note is an Airbus Final Assembly Line for its A220/A320 family of aircraft, located in Mobile, and Redstone Arsenal, a U.S. Army post in Huntsville, both of which are major employers within Alabama. The traditional industry base of forestry products also remains a major contributor to the state's economy with this industry supporting thousands of jobs, particularly in rural communities.

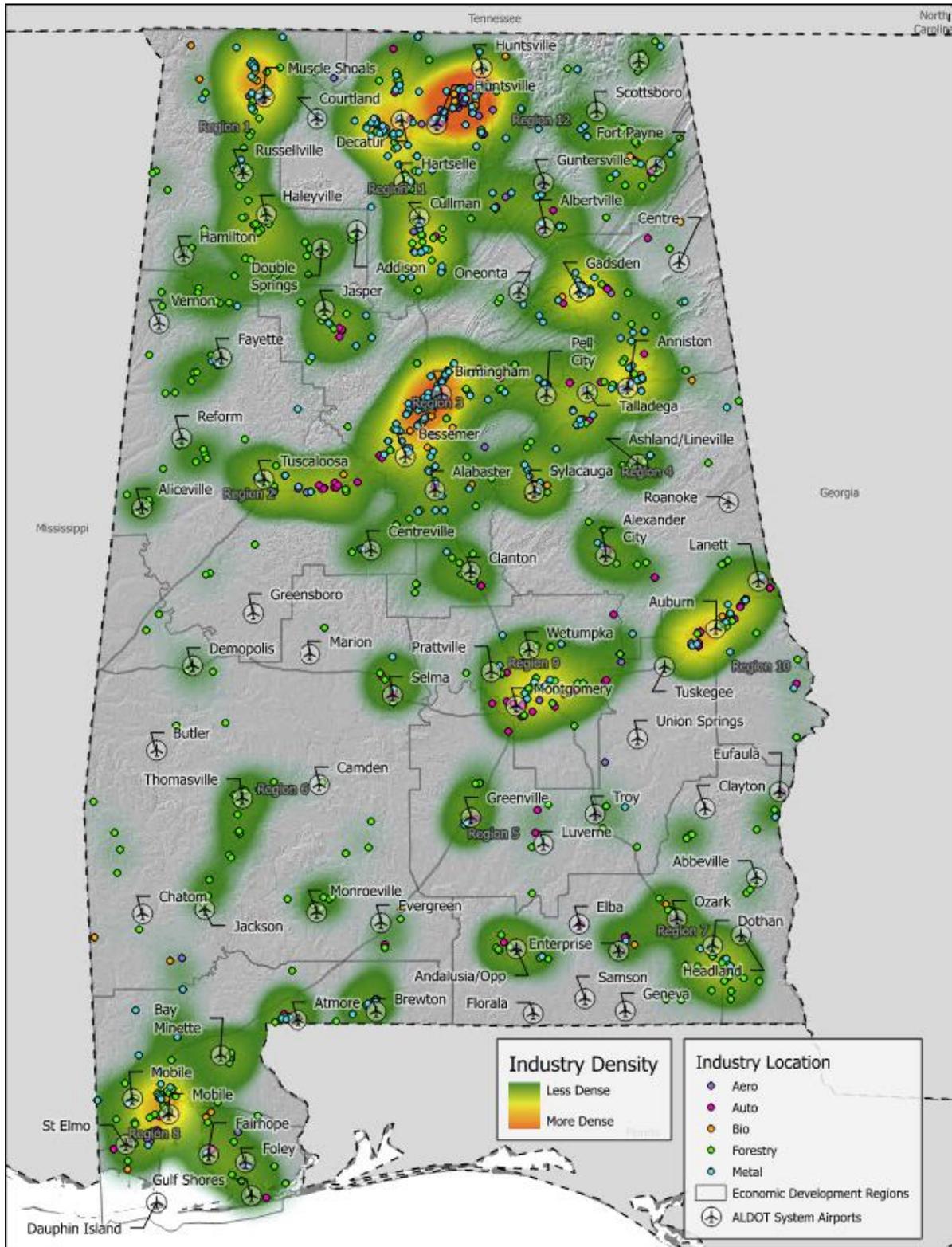
Figure 7-6 illustrates the combined economic activity for companies engaged in metals, aerospace, forestry, automotive, and biosciences in Alabama. The heat map graphic shown in this figure represents combined industry clusters and reflects the density of businesses by sector. Orange and yellow colors on the heat map are reflective of greater industrial concentrations. Alabama's airports are also shown on the map to demonstrate which general aviation and commercial service airports are best positioned to support these various industrial clusters. Note that the greatest industrial densities tend to exist within the major metropolitan areas, including Huntsville, Birmingham, Mobile, Montgomery, Florence, Auburn, and Dothan. As depicted on the map, the Huntsville metropolitan area has the greatest density of the state's primary industries.



All of these metropolitan areas have immediate (within a 60-minute drive time) access to a commercial service airport. All of the metropolitan areas are also supported by one or more general aviation airports (located both in-state and out-of-state). It is also noteworthy that business locations in the state are generally concentrated along interstate and limited access highway corridors in proximity to the state's metropolitan areas. An example of this is the business cluster located on the Interstate 20 and 59 corridors in the Birmingham area. Information in **Figure 7-6** helps to demonstrate the proximity of transportation resources as it relates to industrial development. Whether by air, rail, water, or road, industry depends on efficient transportation infrastructure. (Note that for additional economic growth context, the projected population growth and employment growth by each county in the state from 2017 to 2027 have also been presented in **Figure 7-7** and **Figure 7-8**. These were previously introduced in **Chapter Three**.)

By implementing recommendations in this Statewide Airport System Plan, the ALDOT Aeronautics Bureau will continue to effectively support state, regional, and local economic development opportunities for its many industrial sectors. Alabama businesses, as well as their customers and suppliers, actively utilize general aviation and commercial airports to support efficient travel both within and beyond the state. To help facilitate these activities, the ALDOT Aeronautics Bureau has actively coordinated with airport managers, regional economic development agencies, the Governor's office, and state-elected officials to ensure that the state's airport facilities and services provide the transportation support needed for economic growth and diversification. Additionally, the accompanying statewide economic impact study demonstrated that, in addition to the employment tied to airports/aviation, there are over 40,600 non-aviation jobs in Alabama that have improved efficiency from using aviation, many of which are associated with the businesses and industries reflected in **Figure 7-6**. By continuing to grow, maintain, and invest in the airport system, those benefits realized by businesses from the airport system will only increase.

Figure 7-6: Alabama's Primary Industrial Clusters



Source: Alabama Department of Commerce; Jviation

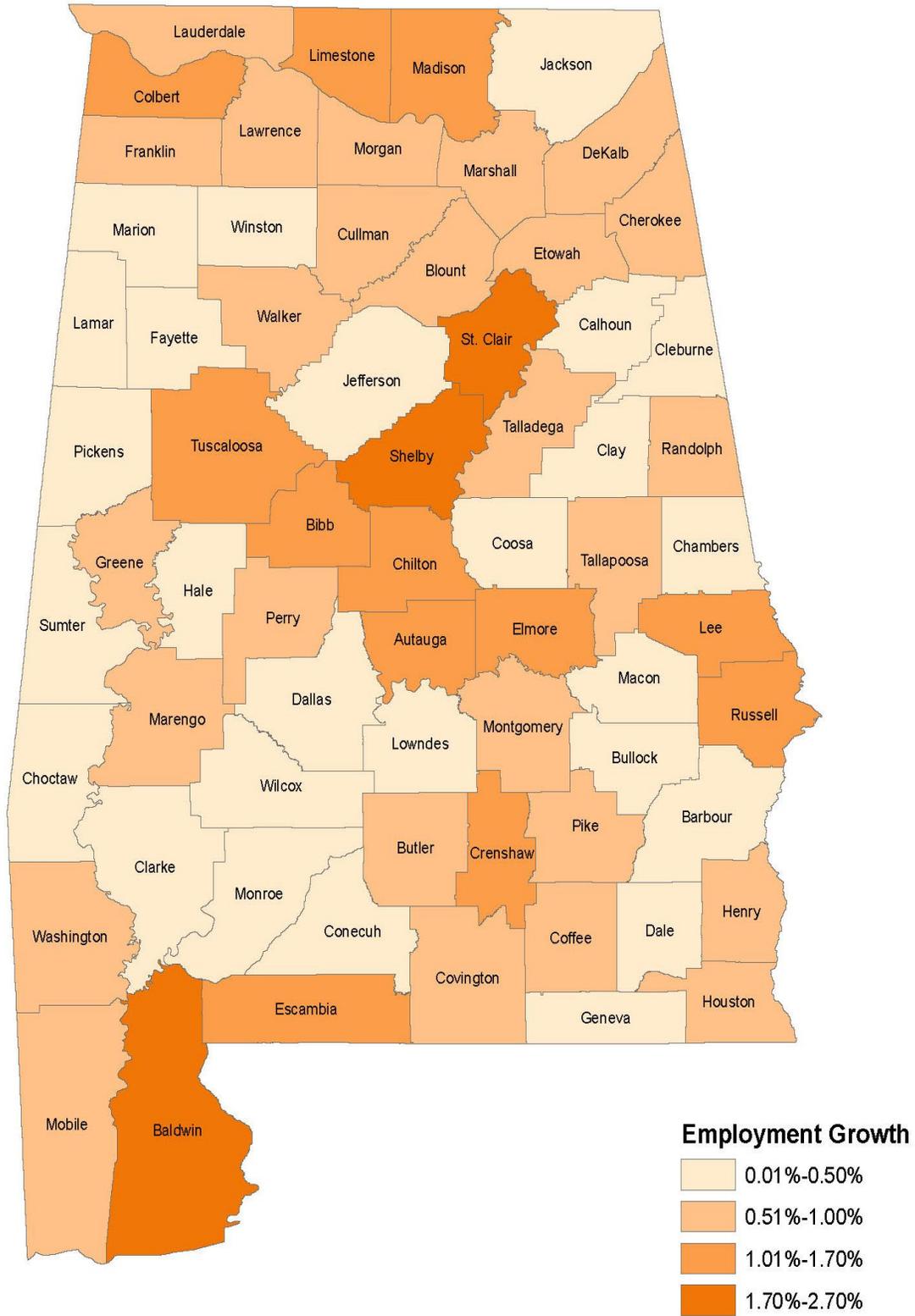


Figure 7-7: Projected Population Growth by Alabama County (2017-2027)



Source: Woods & Poole, Inc.

Figure 7-8: Projected Employment Growth Rate by Alabama County (2017-2027)



Source: Woods & Poole, Inc.



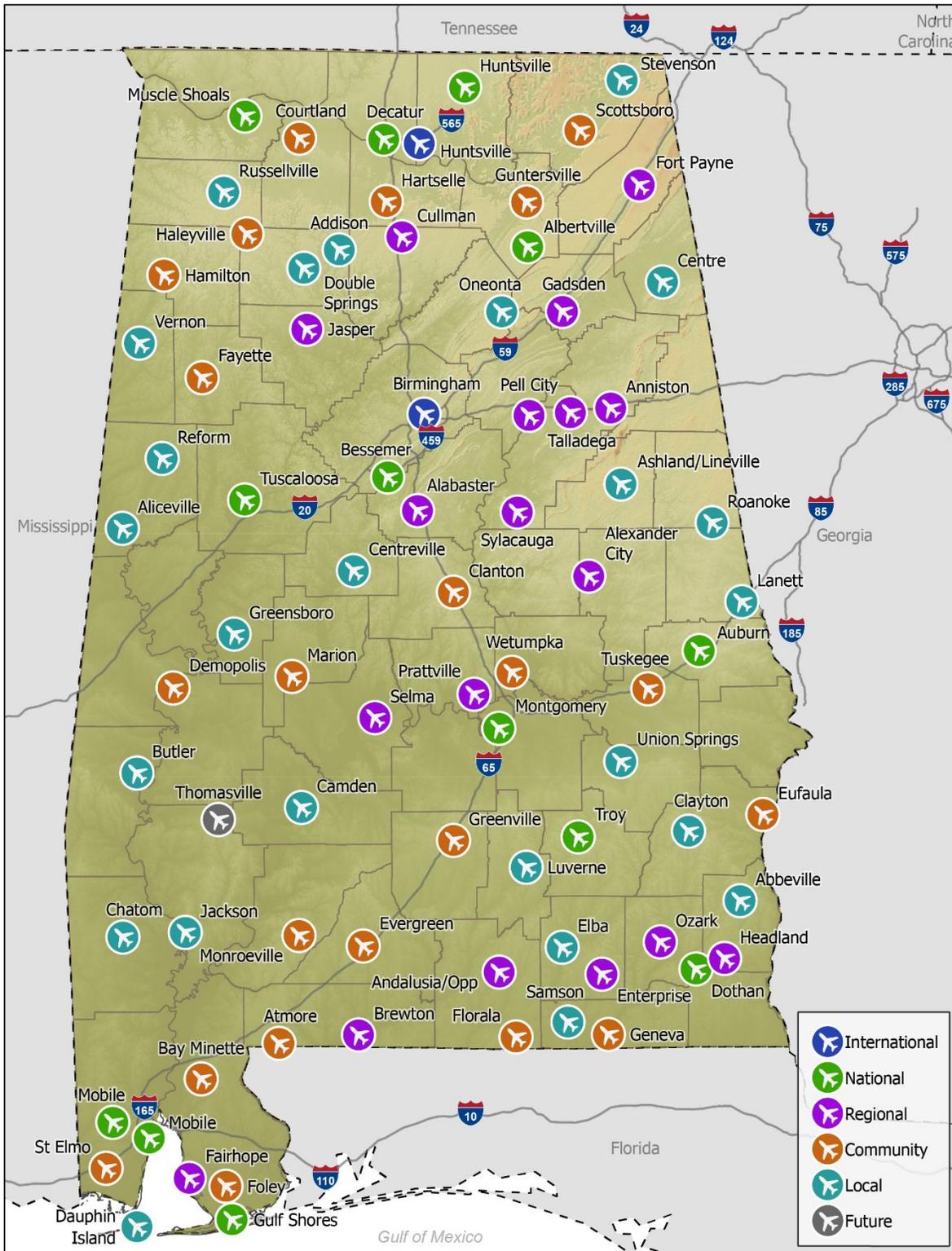
7.3.2 Airport Roles and NBAA Accessibility

This Statewide Airport System Plan focused on determining recommended roles for all system airports to help ensure that system airports are developed appropriately to be effective in serving their various users and market areas. As described in **Chapter Five**, the 80 study airports were stratified and assigned to one of five role categories. The state airport roles reflect the type of users each airport currently accommodates and/or is anticipated to accommodate, as well as the facilities and services that the airport has in place. Roles also reflect an airport's relative importance and performance as it relates to meeting the state's transportation and economic needs and objectives. From a practical perspective, roles are important within the system planning process since they help to establish facility and service objectives that are desirable for airports in a given role. The five role categories for Alabama system airports are presented below:

- *International* - International airports serve as Alabama's primary gateway to global passenger and air cargo markets.
- *National* – National airports serve a contributing role in enabling the local, regional, and statewide economy to have access to and from the national and global economy. All commercial and reliever airports are contained within this classification, as are other airports initially deemed to contribute significantly to Alabama's airport system. National airports accommodate the highest level of general aviation activity and serve major population centers in the State.
- *General Aviation Regional* – General Aviation Regional (GAR) airports serve a contributing role in supporting the local and regional economies and connecting them to the State and national economies. GAR airports serve primarily general aviation activity, with a focus on serving business activity, including small jet and multi-engine aircraft. These airports support the system of National airports and should provide significant coverage to the State's population.
- *General Aviation Community* – General Aviation Community (GAC) airports serve a supplemental contributing role in the local economy. GAC airports focus on providing aviation access for small business, recreational, and personal flying activities throughout Alabama. These airports are located throughout the State to serve rural needs and provide another connection to the State's transportation infrastructure.
- *Local Service* – Local Service (LS) airports serve a limited contributing role in the local economy. These airports are considered to have local importance, primarily serving recreational and personal flying activities.

Figure 7-9 identifies the recommended roles for each airport in the Alabama system. Note that the figure also reflects the future development of Southwest Alabama Regional Airport, a new General Aviation Regional airport to be located in Clarke County in southwest Alabama.

Figure 7-9: Recommended System Roles for Alabama Airports



Source: Jviation



As referenced above, **Chapter Four** provides an analysis of five of the fastest-growing industrial sectors in the state and their proximity to commercial service and general aviation airports. The chapter also identifies those airports that are most capable of serving the medium- and light-business jet aircraft typically used by businesses, as well as their proximity to those businesses. In this chapter, an analysis was conducted to establish how well the current airport system provides business aviation capabilities to those business clusters. **Figure 7-10** again presents Alabama's business clusters and economic hot spots, while also incorporating the combined 45-minute drive time service areas (shown in white) for airports currently meeting NBAA characteristics to serve medium business jets. Those areas that lie outside of the 45-minute drive time for one of these NBAA airports are shaded in a dark gray. Based on this analysis, it is evident that there are multiple areas of the state with business clusters that remain outside of a 45-minute drive time to an airport with NBAA characteristics for serving medium business jets.

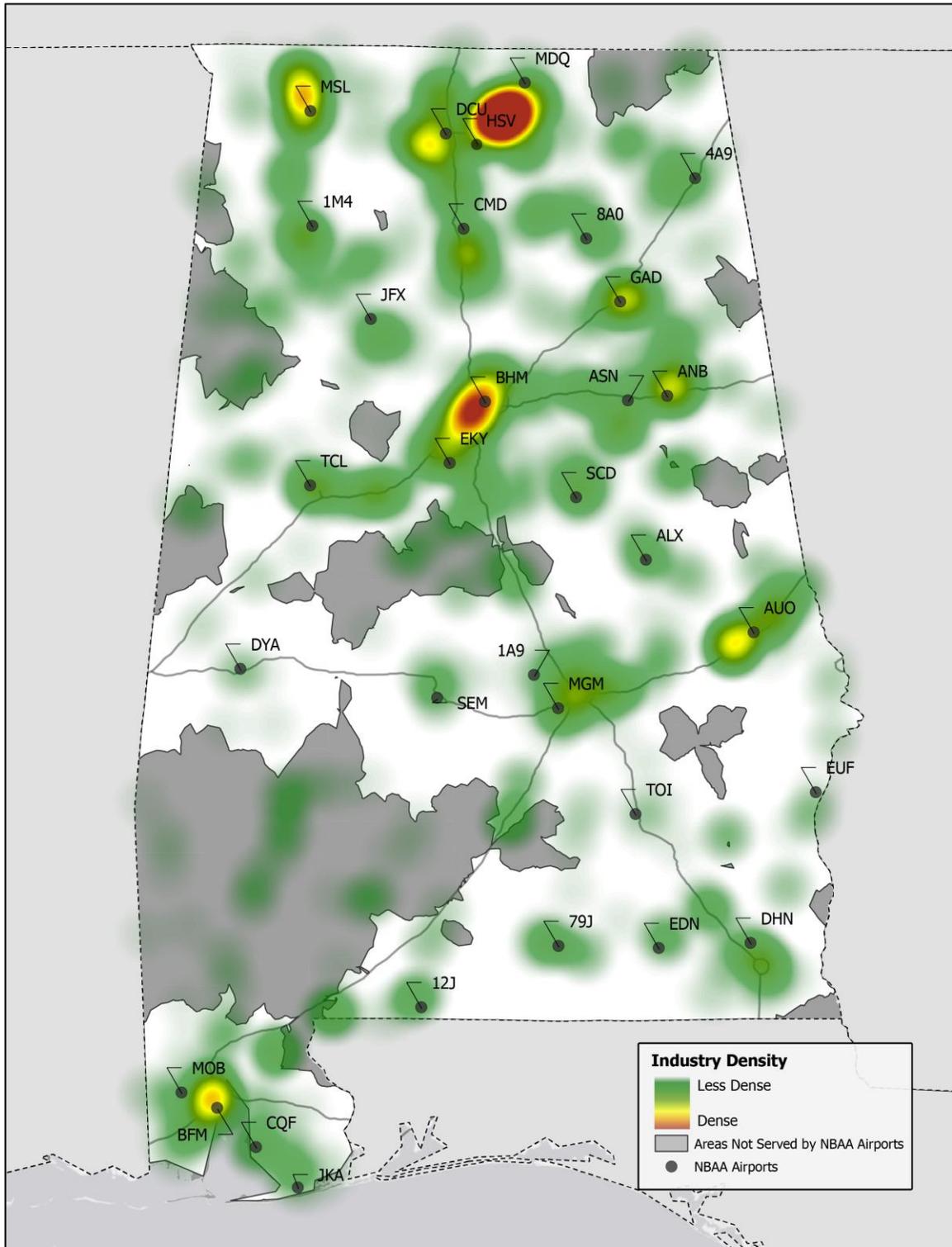
For those areas of the state where business clusters exist outside of the 45-minute drive time of airports having NBAA characteristics, an analysis was conducted to identify those existing airports that nearly meet the NBAA requirements to determine their ability to fully meet those requirements in the future. A total of nine airports were identified through this process. Appropriate improvements at these airports would have the effect of increasing the overall business aircraft accessibility coverage within the state as well as reducing the number of business clusters that lie outside of that coverage. As an example, Marion County Airport (HAB) meets nearly every standard for servicing business jet aircraft except for providing local weather reporting. By installing such equipment on the airport, Marion County would thereby meet all facility and service standards as defined by the NBAA and therefore provide additional drive time coverage in northwest Alabama. This would effectively fill existing system gaps in coverage and provide accessibility to two existing business clusters that currently lack immediate access.

It should be noted that this analysis also incorporates the future Southwest Alabama Regional Airport that will be located in Clarke County. This new airport will provide coverage for the largest geographic part in the state currently without such accessibility and includes Washington, Clarke, and Monroe Counties. This area is strong in the forestry industry with multiple mills and other forestry products being manufactured in the area. The future Southwest Alabama Regional Airport will help significantly in filling a gap for business aircraft accessibility for local industry.

Table 7-1 identifies the nine existing airports that have the greatest potential for meeting business aircraft needs while also filling existing system coverage gaps as well as the anticipated costs. The table also recognizes to what level each airport currently meets the business aircraft standards as well as its deficiencies. Note that one airport has only one deficiency, three airports have two, while the remaining five have three. It should also be recognized that some of the NBAA facility deficiencies identified here have already been recognized through other means and those improvements are already being planned either through system plan recommendations or through individual ACIPs. Thus, costs presented in **Table 7-1** reflect both the estimated costs to enact all NBAA improvements as well as the estimated costs for those improvements not already programmed into an ACIP or the system plan (i.e., these would be wholly new costs).

Based on the information provided in the table, recommended actions have also been provided for each airport as well as any new associated additional costs. Generally, all existing ACIP and system plan projects have been assumed, and all new NBAA improvements not associated with runway widening have been recommended. Note that while a runway width of 100 feet is recommended for an NBAA airport, a slightly narrower width (especially those that still meet FAA airport design standards) should not preclude such aircraft from operating at the airport; therefore, the cost-benefit for such an improvement specifically to accommodate NBAA recommendations would likely not be adequate to warrant such a widening. One example is Thomas C Russell Field (ALX) that meets all NBAA criteria with the exception of four feet of runway width. With only this minor deficiency, ALX has been classified as meeting the NBAA criteria since this will reasonably not prevent business aircraft from actively utilizing this airport. Other recommended improvements (i.e., weather, fuel, approaches, etc.) are more likely to have a positive impact on such aircraft in choosing to operate at a given airport.

Figure 7-10: 45-Minute Accessibility to Airports Meeting NBAA Medium Business Jets



Source: Alabama Department of Commerce; Jviation



Table 7-1: Airports Nearest to Meeting NBAA Medium Business Jet Standards in the Future

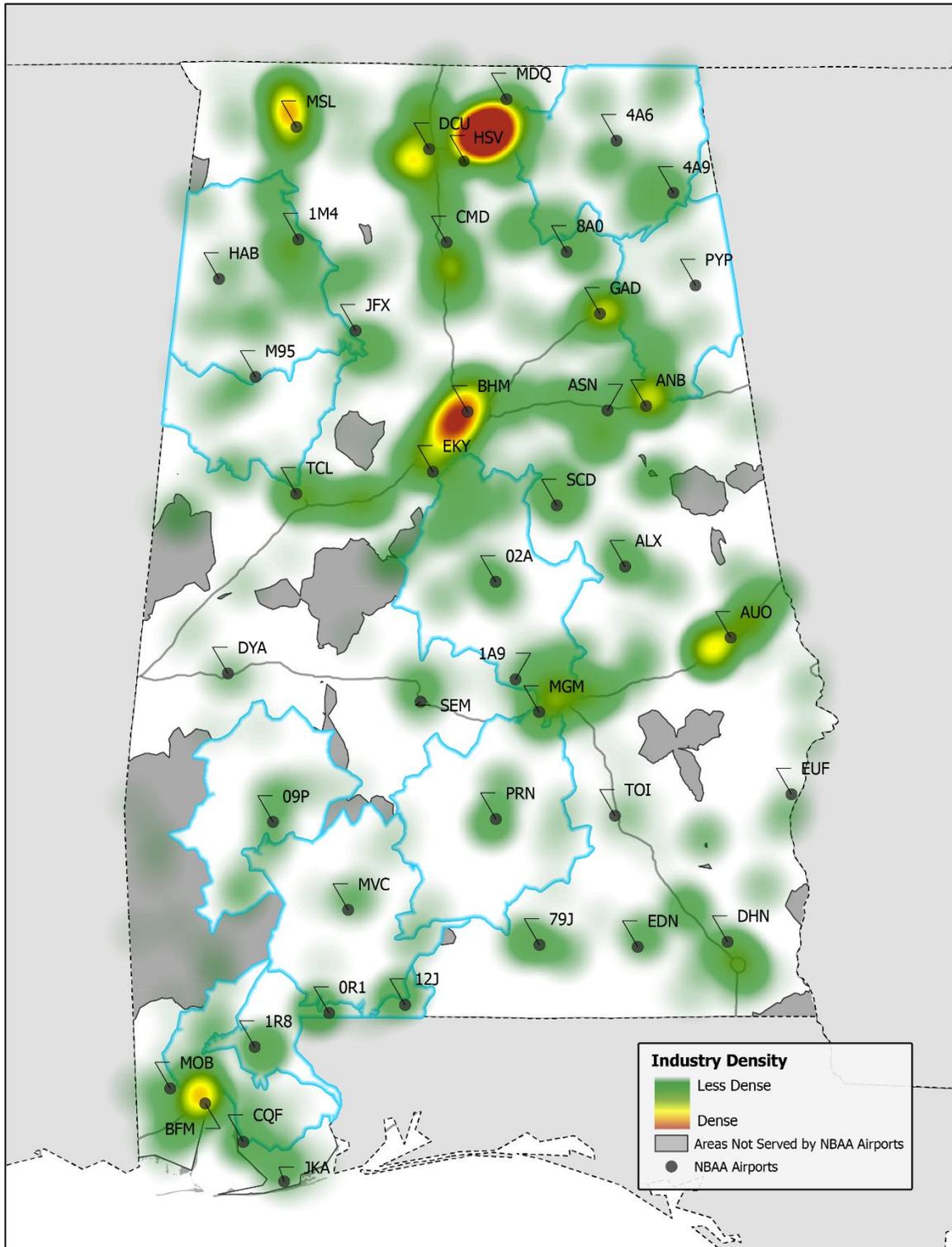
City	Atmore	Bay Minette	Centre	Clanton	Fayette	Greenville	Hamilton	Monroeville	Scottsboro
Airport Name	Atmore Municipal	Bay Minette Municipal	Centre-Piedmont-Cherokee	Chilton County	Richard Arthur Field	Mac Crenshaw Memorial	Marion County-Rankin Fite	Monroe County Airport	Scottsboro Municipal-Word Field
FAA ID	0R1	1R8	PYP	02A	M95	PRN	HAB	MVC	4A6
System Plan Role	GA Community	GA Community	GA Local	GA Community	GA Community	GA Community	GA Community	GA Community	GA Community
Primary Runway Length	5,001'	5,500'	5,500'	4,007'	5,009'	5,501'	5,495'	6,028'	5,240'
Runway Width	80'	79'	100'	100'	80'	80'	100'	100	80'
Approach	Vertical Guidance Approach	Vertical Guidance Approach	Vertical Guidance Approach	Published Approach	Published Approach	Published Approach	Vertical Guidance Approach	Published Approach	Published Approach
VGSI	P2L / P2L	P2L / P2L	None	P2L / P2L	P2L / P2L	P2L / P2L	P2L / P2L	P4L / P4L	P4L / P4L
Runway Lighting	MED	MED	MED	MED	MED	MED	MED	MED	MED
Weather	None	None	None	None	None	ASOS	None	None	AWOS
FBO	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Aircraft Maintenance	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Jet A	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Number of Deficiencies	3	3	3	3	3	2	1	2	2
Total Cost Estimate to Address NBAA Deficiencies	\$1,527,700	\$5,900,000	\$861,800	\$10,593,700	\$1,498,317	\$1,129,424	\$300,000	\$442,846	\$5,359,223
Total Cost to Address NBAA deficiencies Not Already Included in SASP/ACIP	\$1,211,400	\$300,000	\$625,800	\$1,743,700	\$1,073,317	\$1,129,424	\$300,000	\$442,846	\$159,223
Recommended Action(s)	Install Weather & Jet-A	Install Weather & Widen RW	Install VGSI, Weather, & Jet-A	Extend RW; Install Weather & LPV	Install Weather & LPV	Install LPV	Install Weather	Install Weather & LPV	Widen RW; Install LPV
Total Cost for Recommended Action(s) Not Already Included in SASP/ACIP	\$300,000 for Weather	\$300,000 for Weather	\$625,800 for Weather and Jet-A	\$1,743,700 for Weather & LPV	\$160,417 for LPV	\$126,924 for LPV	\$300,000 for Weather	\$442,846 for Weather & LPV	\$159,223 for LPV

Source: Jviation

Note: Deficient factors identified in **RED**.

Based on this analysis, an additional \$4.2 million beyond the existing system plan or ACIP costs would be required to enact these recommendations. If they were to be enacted, **Figure 7-11** reflects the improved system coverage if all nine airports were to implement enhancements to meet the NBAA standards (with the exception of not widening runways specifically for this purpose), plus the addition of the future Southwest Alabama Regional Airport to be located in Clarke County.

Figure 7-11: 45-Minute Accessibility to Airports Meeting NBAA Medium Business Jets (Post Improvements)



Source: Alabama Department of Commerce; Jviation



7.3.3 Commercial Air Service

Likely the most visible representation of any airport system’s effectiveness is the degree to which it provides access to commercial air service for the state’s citizens and its visitors. The FAA categorizes airports with commercial passenger service in the National Plan of Integrated Airport System (NPIAS) as either primary or nonprimary. Based on activity levels, primary airports are grouped into four categories: large, medium, small, and nonhub. Nonprimary airports with commercial air service and at least 2,500 annual passenger enplanements are also classified as nonhub airports. **Table 7-2** identifies FAA Airport Categories for commercial services airports.

Table 7-2: FAA Categories of Airport Activities

Statutory Definition	Criteria	Also referred to as:
Commercial Service	Publicly owned airports with at least 2,500 annual enplanements and scheduled air carrier service. Primary airports are a commercial service airport with more than 10,000 annual enplanements.	
Large Hub	Receives 1 percent or more of the annual U.S. commercial enplanements	Primary
Medium Hub	Receives 0.25 to 1.0 percent of the annual U.S. commercial enplanements	Primary
Small Hub	Receives 0.05 to 0.25 percent of the annual U.S. commercial enplanements	Primary
Nonhub	Receives less than 0.05 percent but more than 10,000 of the annual U.S. commercial enplanements	Primary
Nonprimary Commercial Service, Nonhub	Also referred to as nonhub nonprimary, these airports have scheduled passenger service and between 2,500 and 10,000 annual enplanements.	Nonprimary*

Source: FAA

*The Nonprimary category was established for the distribution of nonprimary entitlements apportioned under the AIP (§47114(d)(3)). Included in this category are the nonprimary commercial service, reliever, and general aviation airports.

As reflected in **Table 7-3**, Alabama’s commercial airport system includes three nonhub and two small hub airports that receive scheduled commercial air service from a U.S. network carrier (the sixth airport does not have an FAA hub classification). Birmingham-Shuttlesworth International Airport (BHM) is the busiest airport in the state with over 1.5 million passenger enplanements in 2019 followed by Huntsville International-Carl T. Jones Airport (HSV) with just over 700,000 annual passenger enplanements. Northwest Alabama Regional Airport (MSL) is the smallest commercial service airport in the state with just over 6,000 enplanements and receives federal funding for subsidized air service. It is also important to recognize that in 2021, the Federal Aviation Administration (FAA) approved a plan by the Mobile Airport Authority to relocate all commercial passenger air services from Mobile Regional Airport (MOV) to a new international airport terminal located at Mobile Downtown Airport (BFM). The new terminal is expected to open at Mobile Downtown in early 2024 and it is anticipated that it should replace Mobile Regional as a nonhub airport in the NPIAS classifications for Alabama.

Table 7-3: Alabama Commercial Service Airports Categories and Activities

Associated City	Airport Name	FAA Hub Classification	Passenger Growth 2018-2019	Number of Airlines (2021)	2019 Pax Enplanements
Birmingham	Birmingham-Shuttlesworth International	Small	4.01%	4	1,516,075
Dothan	Dothan Regional	NonHub	11.36%	1	58,860
Huntsville	Huntsville International-Carl T Jones Field	Small	20.94%	5	702,574
Mobile	Mobile Regional	NonHub	10.32%	3	328,245
Montgomery	Montgomery Regional (Dannelly Field)	NonHub	14.33%	2	194,990
Muscle Shoals	Northwest Alabama Regional	None	0.02%	1	6,124

Source: FAA

Air Service Industry Trends and Issues

The following sections provides an overview of the recent history of the United States (U.S.) air service industry and relevant industry-wide trends and issues that could impact Alabama’s commercial air service system, especially at its smaller, nonhub airports. Because the air service industry is so dynamic and constantly in a state of change, it is important that system recommendations appropriately anticipate and reflect these trends.

Recent History of the U.S. Commercial Air Service Industry

Prior to the passing of the Airline Deregulation Act of 1978, the airline industry was controlled by the Civil Aeronautics Board (CAB), an agency of the U.S. federal government. CAB regulated airline routes, fares, and the entry of new airlines into the market. Since deregulation and the inception of a free market, there have been five distinct business cycles in the U.S. airline industry:

- **Expansion and Consolidation (1978 – 2000):** Legacy airlines expanded service and there were many new entrants to the market like America West Airlines and ValuJet Airlines. Eventually, many of the new entrants failed or were acquired by larger, legacy carriers during the mid-1990s. Airline consolidation, or the merger of two airlines, continued into the 2000s. Carriers consolidated in the 1980s to build regional hubs. Consolidation in the 1990s was more focused on buying assets like international route authorities. Consolidation in the 2000s was largely necessary for airlines to survive financially.
- **Status Quo (2001 – 2006):** During the early 2000s, the airline industry was significantly impacted by the events of 9/11, its aftermath, and the beginning of a rise in fuel prices. The average cost of a barrel of oil from 1978 to 2004 was less than \$50.¹ Oil prices peaked at \$165 per barrel in 2008. This was critical since jet fuel is the second largest cost center after labor for an airline. This rapid increase in oil cost made the majority of commercial airline service unprofitable and unsustainable. There was little relationship between growth in U.S. gross domestic product (GDP) and the number of available airline seats (seat capacity). Historically, there had been a high and positive correlation between GDP and airline service.
- **Rationalization (2007 – 2009):** The Great Recession and the “new normal” of higher fuel prices sent macroeconomic shocks into the airline industry. In response, airlines underwent an active reduction in available seat capacity. The industry also moved its focus from mainline operations to the use of regional operators or “feeders” that used smaller aircraft. This trend further reduced the number of available seats. As the supply of available seats decreased, the remaining seats became more valuable because of the scarcity, and fares subsequently rose. This resulted in increased revenues per seat for the airlines.
- **Capacity Discipline (2010 – 2014):** During this period, seat capacity growth continued to be restricted by network carriers, including Southwest Airlines (a “Low-Cost Carrier”), even as increased passenger enplanements persisted. A growing demand for seats, as demonstrated by increased enplanements, coupled with restricted supply in available seats, led to even higher airline revenues per available seat.
- **Capacity Regeneration (2015 – present):** The seat capacity discipline exhibited by airlines prior to 2015 began to give way to new, measured seat growth that more closely mirrored growth in the U.S. economy. Seat growth since 2015 has been the result of a general trend toward larger aircraft, in

¹ “Crude Oil Prices – 70 Year Historical Chart,” Macrotrends.net, accessed March 25, 2020, <https://www.macrotrends.net/1369/crude-oil-price-history-chart>.



addition to added service. Air carriers continue to trend toward replacing smaller 50-seat regional jets with larger aircraft that can seat at least 70 to 90 passengers.²

In 2000, eleven mainline carriers were operating in the United States. Today, after seven major airline consolidations, only five mainline carriers remain (Delta Airlines, United Airlines, Southwest Airlines, American Airlines, and Alaska Airlines). Together with low-cost carriers JetBlue, Spirit Airlines, Frontier Airlines, Allegiant Air, and Sun Country Airlines, these carriers provide the vast majority of U.S. scheduled domestic service.

Over the last two decades, airlines also began to shift their business model from maximizing market share to maximizing earnings. They accomplished this as they exercised more growth discipline. Specifically, the industry has worked to correlate its overall capacity growth (as reflected in Available Seat Miles [ASM]) with growth in the U.S. economy (in the form of real gross domestic product [GDP]). During the 1991 – 2001 period, ASMs had grown by 100 percent as compared to the base period, whereas real GDP had grown by 66 percent. The fact that ASMs were growing much faster than the growth in the economy made it difficult for airlines to price the seats and earn a sufficient profit. As a result, when available seats were significantly higher than growth in the economy, the U.S. airline industry lost billions of dollars. As rates of seat growth have become more aligned with GDP growth, airlines have become more profitable.

Airline and airport/community interests have diverged as the industry has evolved and matured. Early airline strategies were to grow market share. To do so, airlines aggressively added seats to the system. In the era immediately following deregulation, airlines sought out cities where they could concentrate service to increase their market share in a “city-pair” (origin city and destination city). The result of this market-focused model meant business development in local communities followed available air service, which acted as a utility to the community.

Under the profit-focused business model more prevalent today, airlines seek out a strong, established local economy that can support air service and therefore maximize the airlines’ revenue. Airports still want growth, while airlines are much less aggressive in adding seats as they focus on profits.

Community-driven goals of airports are to attract air service that serves the business and leisure passenger demands in a community. In addition, air service brings passengers who spend money on hotels, meals, rental cars, and other items that have an economic impact on that community. With the existence of competition for air service in virtually every region of the U.S., communities must be assertive in their air service development strategies or risk losing service to another market.

General Commercial Air Service Trends

The nation’s domestic network carriers have been more disciplined since 2015 in their approach to managing growth, and carriers are increasingly revenue driven. There are also other trends in the U.S. airline industry that have impacted air service at smaller U.S. airports, including those in Alabama.

Pilot Shortage

In 2013, the FAA increased the qualification requirements for first officers (also known as co-pilots) who fly for U.S. passenger and cargo airlines. FAA now requires first officers to hold an Airline Transport Pilot certificate, requiring 1,500 hours total time as a pilot. Previously, first officers were required to have a commercial pilot certificate, which requires a minimum of 250 hours of flight time.

² Federal Aviation Administration, *Report to Congress: National Plan of Integrated Airport Systems (NPIAS) 2019-2023*, www.faa.gov, September 26, 2018, p. 33, https://www.faa.gov/airports/planning_capacity/npias/reports/media/NPIAS-Report-2019-2023-Narrative.pdf.

According to a U.S. Government Accountability Office (GAO) report, airlines will need to hire 1,900 to 4,500 new pilots annually to meet demand.³ The impact is felt at the regional airline level, due to a decline in qualified entry-level pilots. Entry-level pilots are needed to fill positions vacated by pilots hired by mainline carriers. There are also negative perceptions as they relate to salary and benefits for pilots who fly for regional airlines.

A lack of qualified pilots is a challenge for airlines to retain their service and attract new service. The decline in travelers as a result of the COVID-19 pandemic has temporarily alleviated the shortage; however, if passenger demand for air travel returns and the number of qualified pilots continues to decrease, the weakest performing routes may be the first to lose air service, especially if an alternative airport is within a reasonable driving distance.

Fleet Evolution

There is a national airline trend that reflects a migration from using smaller (50-seat) aircraft to larger (70-90 seat) aircraft. This trend is especially impactful on nonhub airports since small regional jets have historically been used to serve the nation's smaller airports. This is important in that nonhub airports would now have to generate sufficient demand to support the larger aircraft to maintain airline service profitability, and not all smaller airports and markets would be able to do so. As an example, three daily flights of 50-seat aircraft would serve 150 daily passengers, whereas three daily flights by 90-seat aircraft would accommodate 270 passengers. A community may not have the passenger base to justify the same number of flights with larger aircraft. In this case, an airline using larger aircraft might prefer only two daily flights (180 passengers) of 90-seat aircraft. Thus, the trend toward using larger aircraft may threaten to reduce or eliminate existing and/or new air service at nonhub airports.

Airport Infrastructure and Connectivity Constraints

Airport infrastructure, particularly access to large and medium hub airports, is critical for nonhub airports to thrive. Passengers leaving nonhub airports most often fly to a larger airport to connect to another flight to reach their final destination. Some larger or busier airports lack available gates to absorb more flights, and consequently, this can result in constraining airlines wishing to expand services from those larger airports to smaller, nonhub airports.

The Rise of Hub Alternatives for Leisure Markets

Air service from most mainline carriers has evolved into a "hub-and-spoke" model which is one in that flights from smaller airports are routed through larger connecting hub airports where passengers make connections to another flight to their eventual destination. This differs from the point-to-point model often used by low-cost carriers to provide flights to leisure-oriented destinations. While hub operations are used to improve airline operating efficiencies, point-to-point operations tend to improve opportunities for destination markets.

"Open Skies" Agreements

Open Skies Agreements (OSAs) minimize governmental regulation on air transport between two countries. Such agreements can enhance international travel by lifting restrictions on the destinations that foreign airlines can access and removing barriers such as regulations and tariffs. While OSAs do not currently impact Alabama nonhub markets and most likely will not increase opportunities for its small hub airports, OSAs encourage competition, allowing airlines to expand to new markets and lower the cost of doing business.

³ U.S. Government Accountability Office, *Aviation Workforce: Current and Future Availability of Airline Pilots*, GAO-14-232, February 2014, <https://www.gao.gov/products/GAO-14-232>.



The Volatility of Oil Prices

Price unpredictability has made it difficult for airlines to maintain consistent profitability since airlines cannot guarantee the cost to provide service. The price of oil is highly susceptible to geopolitical and macroeconomic shocks. Even low oil prices are not always a good thing for airlines, as low oil prices can signal weakness in the global economy. A weakening global economy causes airlines to reduce service from their respective hubs, diminishing connectivity levels at nonhub airports that are largely reliant on having the largest number of connecting options possible.

The U.S. Economy, Global Trade Tensions, and Wall Street

The airline industry is susceptible to economic disruptions occurring on the national and world stage. Sluggish macroeconomic indicators (such as GDP, unemployment rate, etc.), pandemics, international trade disputes, and little appetite from Wall Street investors for growth in airline service have put additional performance pressure on the airline industry. These effects trickle down to the smallest markets, and many small and nonhub airports must competitively provide air service incentives as a cost of entry for new service.

Alabama Commercial Air Service Airports

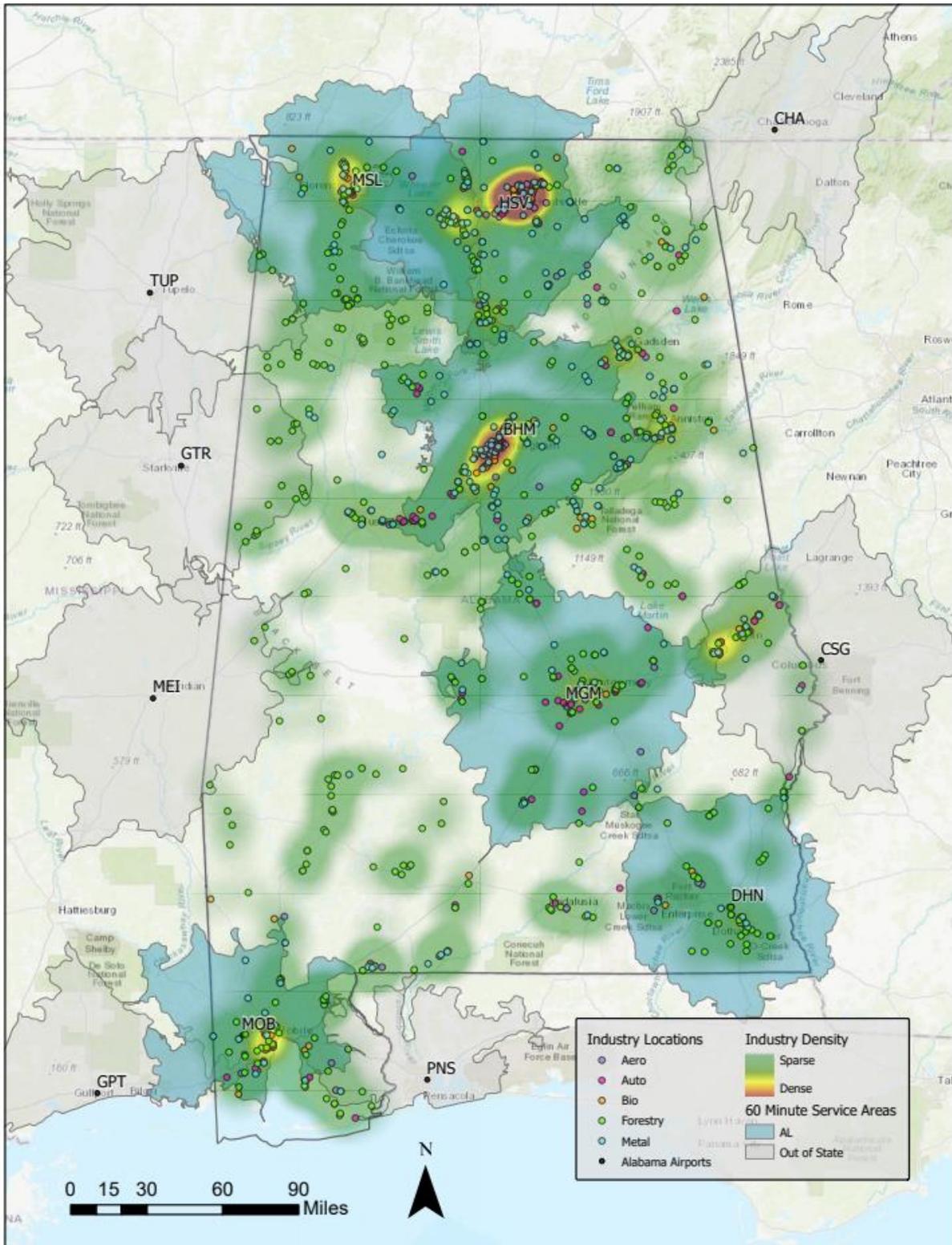
As presented in **Chapter Four**, an important aspect of the Statewide Airport System Plan is an evaluation the system's current performance with respect to its commercial air service airports. This evaluation is supported using several predetermined system performance measures based on those characteristics that are reflective of a high functioning airport system that meets statewide transportation and economic needs and objectives. For the system plan, the following system performance measures were considered:

- 60-minute accessibility to Alabama system airports or public airports in nearby states with scheduled airline service.
- 90-minute accessibility to Alabama system airports or public airports in nearby states with scheduled airline service.

Using these performance measures, an analysis was undertaken to determine current accessibility to commercial service airports and proximity to economic development corridors and areas in Alabama. The results of the mapping analysis are reviewed in the following sections and include both population and geographic coverages.

Figure 7-12 illustrates the 60-minute access coverage by Alabama commercial service airports as well as those located outside of the state but with service areas that lie partially within Alabama. Economic "hot spots" and significant industry clusters are also shown in the figure to reflect areas of industry concentrations in proximity to commercial service airports. Out-of-state commercial service airports provide additional coverage and levels of service to Alabama residents and businesses; these include Pensacola Regional Airport (PNS), Columbus Airport (CSG), Chattanooga Metropolitan Airport (CHA), Tupelo Regional Airport (TUP), Golden Triangle Regional Airport (GTR), Meridian Regional Airport (MEI), and Gulfport Biloxi Regional Airport (GPT). When all airports are also considered, approximately 78 percent of Alabama's population lives within 60 minutes of a commercial service airport, and geographic coverage of the state reaches 49 percent of the total area. The map also illustrates that much of the state's industry clusters are located within commercial service airport market areas, with a notable exception being the more rural southwest Alabama region.

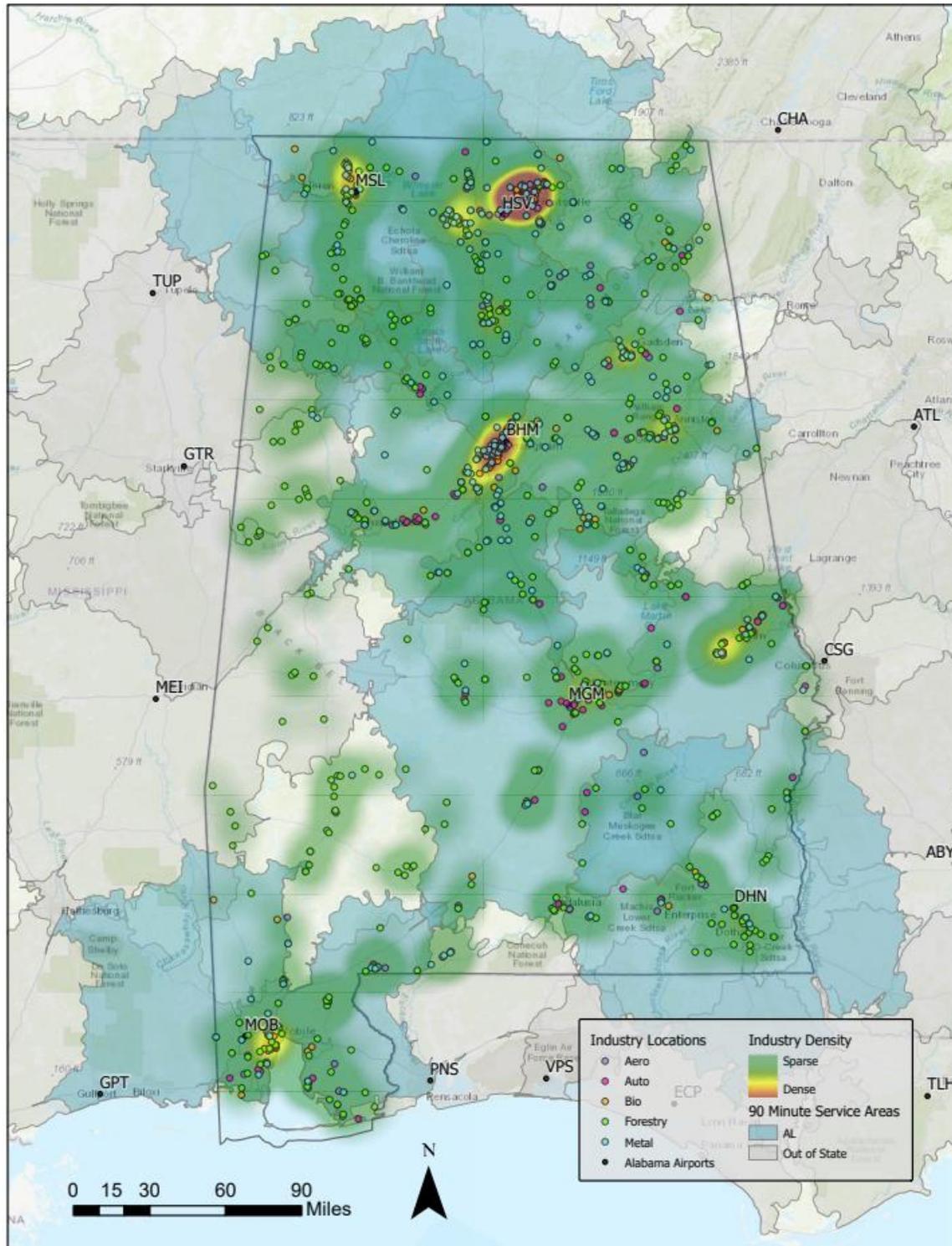
Figure 7-12: Commercial Service Airports 60-minute Coverage Areas in Alabama and Industry Density



Source: Jviation



Figure 7-13: Commercial Service Airports 90-minute Coverage Areas in Alabama and Industry Density



Source: Jviation

Figure 7-13 represents the 90-minute access coverage by commercial service airports both within Alabama and in neighboring states. Based on this metric, approximately 98 percent of Alabama’s residents are located within 90 minutes of a commercial service airport, as well as over 90 percent of Alabama’s land area.

Based on these analyses, the current level of accessibility to commercial air service for the citizens and businesses of Alabama appears to be adequate, particularly when factoring in coverages provided by airports that lie in neighboring states. However, given the extremely fluid nature of the commercial air service industry, it is critical that the ALDOT Aeronautics Bureau be vigilant in monitoring the health and viability of its commercial air service provider, airports, and markets to help ensure that coverages remain appropriate.

7.3.4 Airport System Facility and Service Improvements

Each airport within the Alabama system should strive to meet all facility and service objectives for its recommended system role to better serve the needs of its users, improve the efficiency and effectiveness of the airport system, and to help it fulfill its broader goals for the state. **Figure 7-14** summarizes the statewide facility and service objective compliance for Alabama’s 80 system airports. Overall, the system can reasonably be characterized as performing at a very high level with selected areas available for future improvement. In fact, for 14 of the 22 objectives, the existing system scores greater than 90 percent compliance and two of those objectives (FBO and Jet A fueling) score 100 percent compliance. Spanning all 22 objectives, the Alabama airport system has an average compliance score of 85 percent.

With respect to existing system deficiencies, the most common facility deficiencies include approach lighting, apron tie-downs, and taxiway systems. While it is understood that service improvements are largely market-driven, statewide service deficiencies include access to 100LL fuel and the availability of public phones. (Note that the relative importance of the latter has been largely diminished with general improvements in cell phone coverages across the state; therefore, this criterion has been removed from consideration with this system plan.) Several airports also require updated airport master plans to meet system plan objectives.

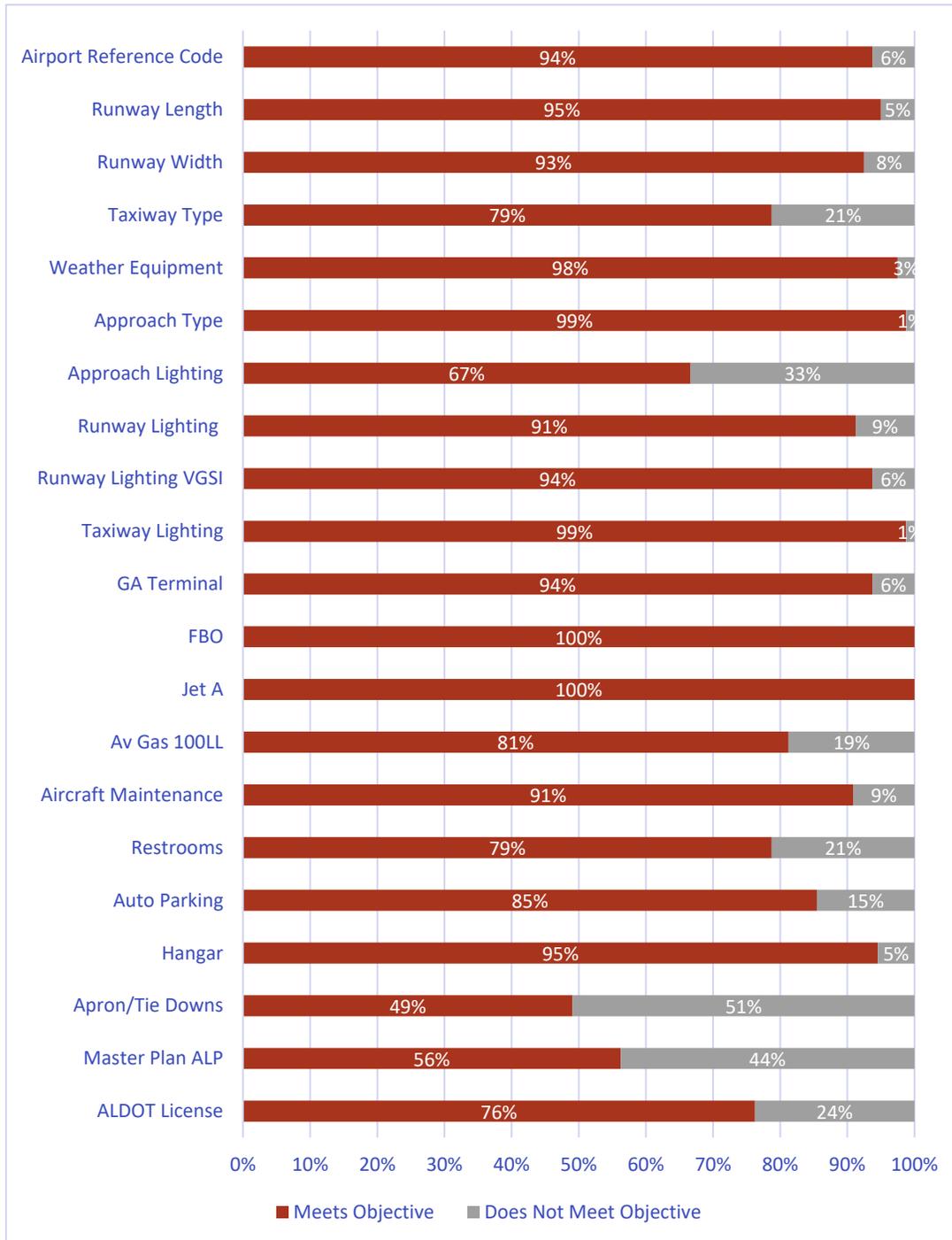
It must also be recognized that many of the potential airport-specific projects identified in the Statewide Airport System Plan to improve system performance must be confirmed by ALDOT Aeronautics Bureau staff and be supported by local airport master planning efforts. As airports in Alabama update their individual airport master plans, projects identified in the facilities and services objectives analysis should be incorporated into those plans. Some projects identified in the Statewide Airport System Plan, especially those that involve airfield improvement, will require justification and detailed environmental review prior to their implementation. Many services available at airports are market-driven and are beyond the ability of the ALDOT Aeronautics Bureau to influence or implement. These services include fuel availability, aircraft maintenance, and FBO services, all of which are primarily based on local demand.

Over time, it is possible statewide or local community conditions may change; thus, airport roles, as defined in this system plan, could likewise change. The facilities and services by airport role, as identified in this plan, serve as a guide for any airport to consider if market conditions change.

A summary of projects by airport that are needed to meet all established objectives is available in the airport report cards presented in **Appendix D**. It is possible that based on local need or development history, some airports may exceed their system plan objectives. Similarly, it is important to note that it is also possible that based on specific airport constraints, some airports might not be able to meet all the objectives associated with their recommended system role.



Figure 7-14: Alabama Airport System Facility and Service Objectives Compliance Summary



Source: Jviation

7.3.5 Airport Vulnerability Assessment

A key consideration in assessing the effectiveness of any system is to also gauge its long-term sustainability and viability by examining any potential weaknesses or vulnerabilities inherent to the system. Therefore, a separate assessment was conducted in the Statewide Airport System Plan to gauge the relative sustainability of airports within the state system. Presented in **Chapter Five**, this effort was undertaken to provide the ALDOT Aeronautics Bureau with an indication of potential challenges the airport system may face with respect to the long-term viability of specific airports. Having this information will help the ALDOT Aeronautics Bureau anticipate potential future changes to the airport system so that it can effectively formulate appropriate responses to potentially changing conditions. A wide variety of factors were considered in assessing every system airport's relative strength with regards to local funding, financial, activity level, and local support considerations. These are the most common underlying considerations that make airports more susceptible to negative pressures on their long-term viability and sustainability. Within the overall airport system, 35 airports were identified as having either a low, moderate, or high degree of negative pressure on their long-term viability and sustainability.

As part of its charge to support appropriate airport system planning, the ALDOT Aeronautics Bureau must consider broader trends within the aviation industry so that they can better anticipate future challenges. One trend that is important to recognize is the number of public airport closures in the United States. Since the early 1970s, when there were more than 7,000 airports open throughout the country, the remaining number of public-use airports has declined to about 5,000 currently. While the majority of this decline can be attributed to privately-owned airports, many were in fact publicly-owned facilities. The majority of these closures were rooted in lack of funding, diminishing activity levels, declining local support, or a combination of the three⁴.

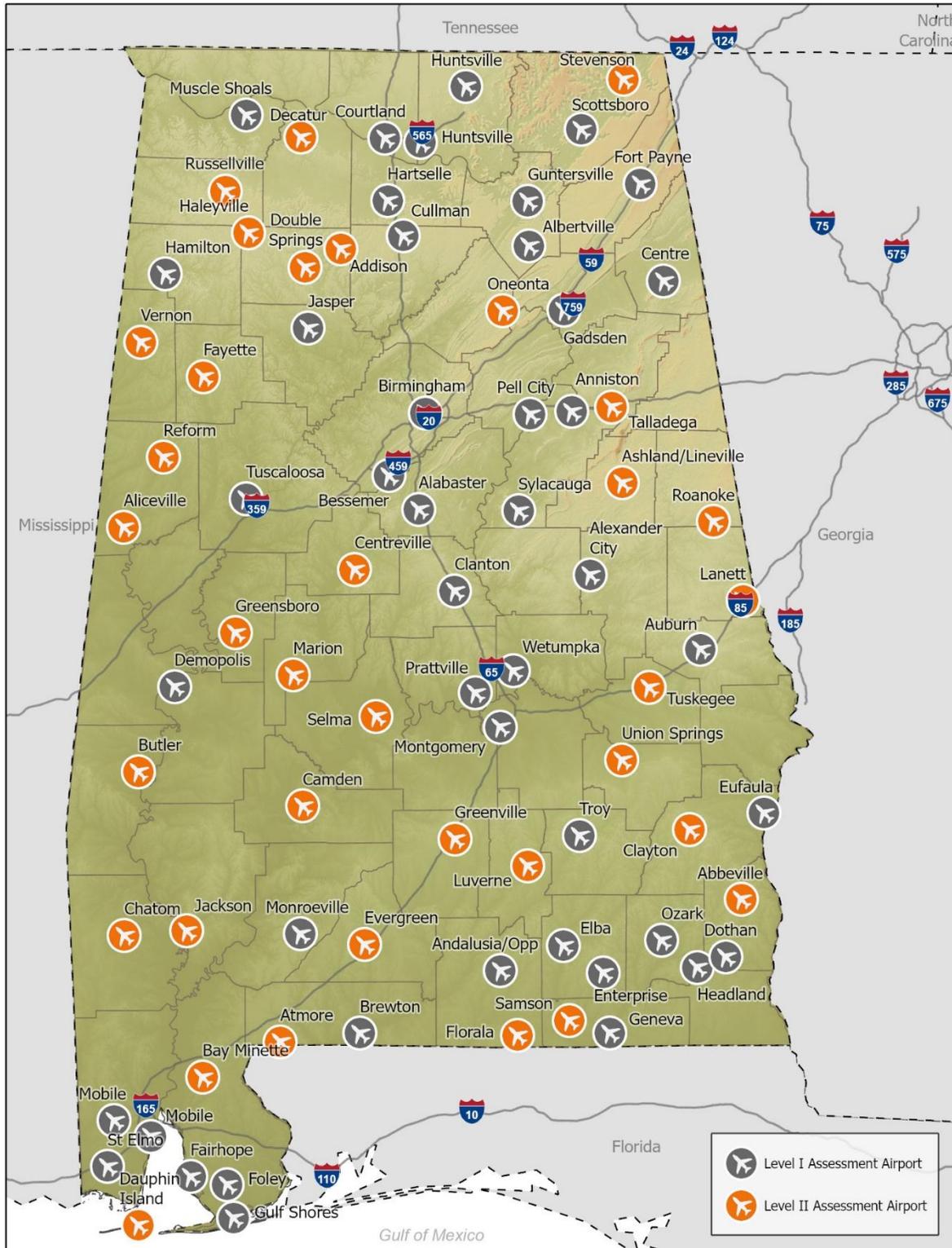
Recognizing this national trend, the ALDOT Aeronautics Bureau elected to analyze all system airports to assess their long-term strength, viability, and relative sustainability. This analysis included identifying those airports that may be potentially susceptible or vulnerable to key airport closure indicators. The system plan analysis encompassed a two-level assessment with the first Level I Assessment examining the entire system in a broad context to identify those airports that may potentially be most vulnerable. The 35 airports that were identified as warranting further analysis in a second Level II Assessment are illustrated in **Figure 7-15**. Further, **Figure 7-16** depicts the 30-minute drive-times for each of these 35 airports, as well as the drive times for all other system airports and those out-of-state airports that have drive times that extend into Alabama.

The 35 Level II Assessment airports are generally distributed throughout the state with some concentrations in southwest, northwest, and eastern Alabama. Many of the Level II Assessment airports also have service areas that overlap with other Alabama system airports, as well as with nearby airports located out-of-state. Overlapping drive time coverages of airports were analyzed further in a Level II Assessment with the intent of determining whether potential consolidation or regionalization of these airports with other nearby airports may be either reasonable or appropriate.

⁴ Note that the first factor, declining funding, is particularly concerning. Funding deficiencies can result in a degradation of the existing airport facilities to the point where they are unsafe for use. In such a situation, it is incumbent upon the airport and regulatory agencies to act before airport facilities degrade to an unsafe operating condition.



Figure 7-15: Level I and Level II Assessment Results



Source: Jviation



The Level II Assessment of the 35 airports is based on a detailed review of key indicators that included financial conditions, activity levels, facilities, market factors, and local sponsor engagement and support. Based on this review, 11 airports were identified as being most susceptible or vulnerable to experiencing negative pressures significant enough that their long-term viability and sustainability could be compromised. (See **Table 7-4** for a listing of the 11 airports presented alphabetically by associated city.)

Table 7-4: Most Vulnerable Alabama System Airports

City	Airport Name	FAA ID	Alabama Airport System	FAA NPIAS Role	ALDOT License
Addison	Addison Municipal	2A8	Local	Non NPIAS	Yes
Butler	Butler-Choctaw County	09A	Local	Unclassified	No
Camden	Camden Municipal	61A	Local	Basic	No
Clayton	Clayton Municipal	11A	Local	Unclassified	No
Double Springs	Double Springs/Winston County	3M2	Local	Non NPIAS	No
Jackson	Jackson Municipal	4R3	Local	Basic	No
Luverne	Frank Sikes	04A	Local	Non NPIAS	No
Roanoke	Roanoke Municipal	7A5	Local	Basic	Yes
Samson	Logan Field	1A4	Local	Non NPIAS	Yes
Stevenson	Stevenson	7A6	Local	Non NPIAS	No
Vernon	Lamar County	M55	Local	Non NPIAS	Yes

Source: Jviation

It is critical to recognize that the results of this assessment are not a definitive judgment of any airport’s absolute sustainability or viability - there are far too many local, state, and national variables that are unique to each airport to make such a determination. However, this assessment is appropriate for providing the ALDOT Aeronautics Bureau with an indication of which airports are potentially most vulnerable to those pressures known to pose the greatest challenge to an airport’s long-term viability.

This high-level overview provides several benefits. First, it provides airport sponsors with a gauge to work towards improving their airport so it is less susceptible to the factors that could ultimately negatively impact the airport’s viability. Second, it provides the ALDOT Aeronautics Bureau with the opportunity to provide guidance, as requested, to those airports that could face such pressures. Additionally, this information can also be used by the ALDOT Aeronautics Bureau to develop contingency plans if one or more of the identified airports prove to not be sustainable in the future.

Contingency Planning for Vulnerable Airports

The two levels of assessment included in the Statewide Airport System Plan evaluated and identified airports that have the potential to face challenges that could hinder their long-term viability. This process ultimately identified 11 airports that had characteristics that made them likely to be most vulnerable. **Table 7-4** and **Table 7-5** identify these airports and provide a sampling of their identified sustainability challenges. Of particular note, seven of the airports do not currently meet ALDOT Aeronautics Bureau Licensing standards, of which four are listed in the FAA National Plan of Integrated Airport Systems (NPIAS). Two of the four NPIAS airports are in the Unclassified category making them less likely to receive federal funding. All but one of the airports have fewer than 10 based aircraft (with four airports having 1 or no based aircraft) which has implications for the five NPIAS airports in that they could experience a change to their NPIAS airport role designation. Three airports have runway pavement in poor condition.

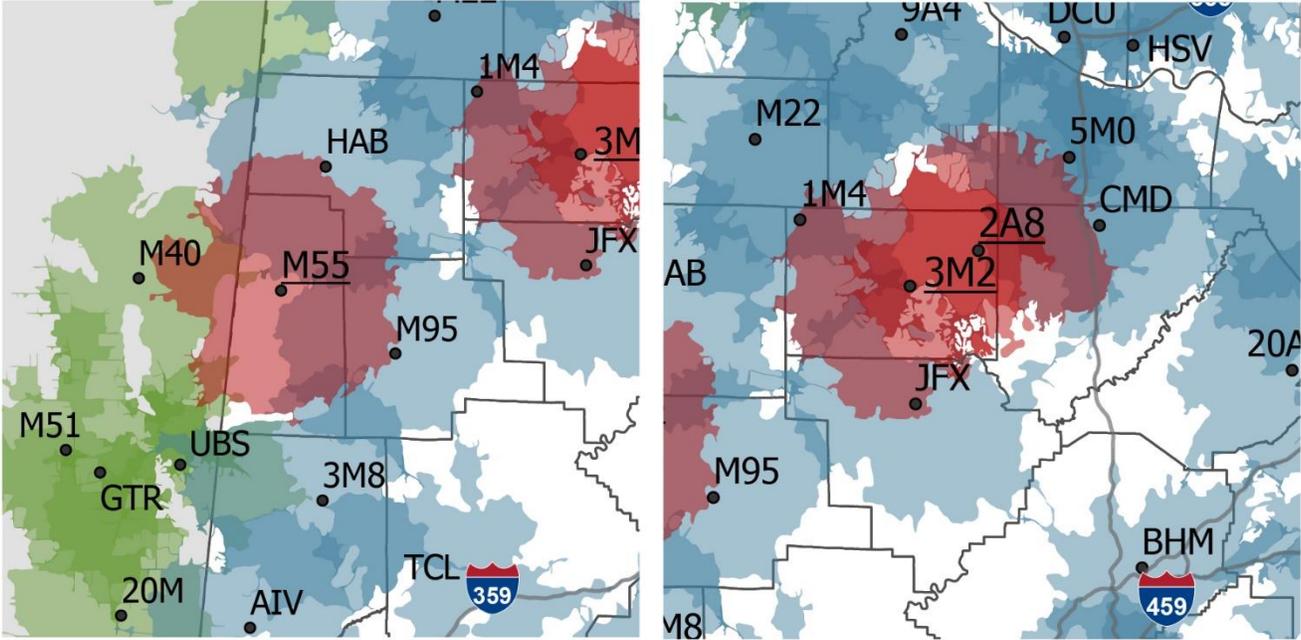
Table 7-5: Vulnerable Airports Facility and Activity Summary

City	Airport Name	FAA ID	Runway Length	Pavement Condition	Fueling Facilities	Based Aircraft
Addison	Addison Municipal	2A8	2,644'	TURF-G	No	4
Butler	Butler-Choctaw County	09A	4,082'	ASPH-P	No	0
Camden	Camden Municipal	61A	4,303'	ASPH-G	No	3
Clayton	Clayton Municipal	11A	5,010'	ASPH-E	No	1
Double Springs	Double Springs/Winston County	3M2	3,331'	ASPH-P	No	1
Jackson	Jackson Municipal	4R3	5,003'	ASPH-E	Yes	5
Luverne	Frank Sikes	04A	4,649'	ASPH-F	No	6
Roanoke	Roanoke Municipal	7A5	3,561'	ASPH-F	No	11
Samson	Logan Field	1A4	3,596'	ASPH-F	No	5
Stevenson	Stevenson	7A6	4,103'	ASPH-F	No	7
Vernon	Lamar County	M55	3,613'	ASPH-P	No	1

Source: Jviation, ALDOT Aeronautics Bureau Data, FAA Form 5010 records

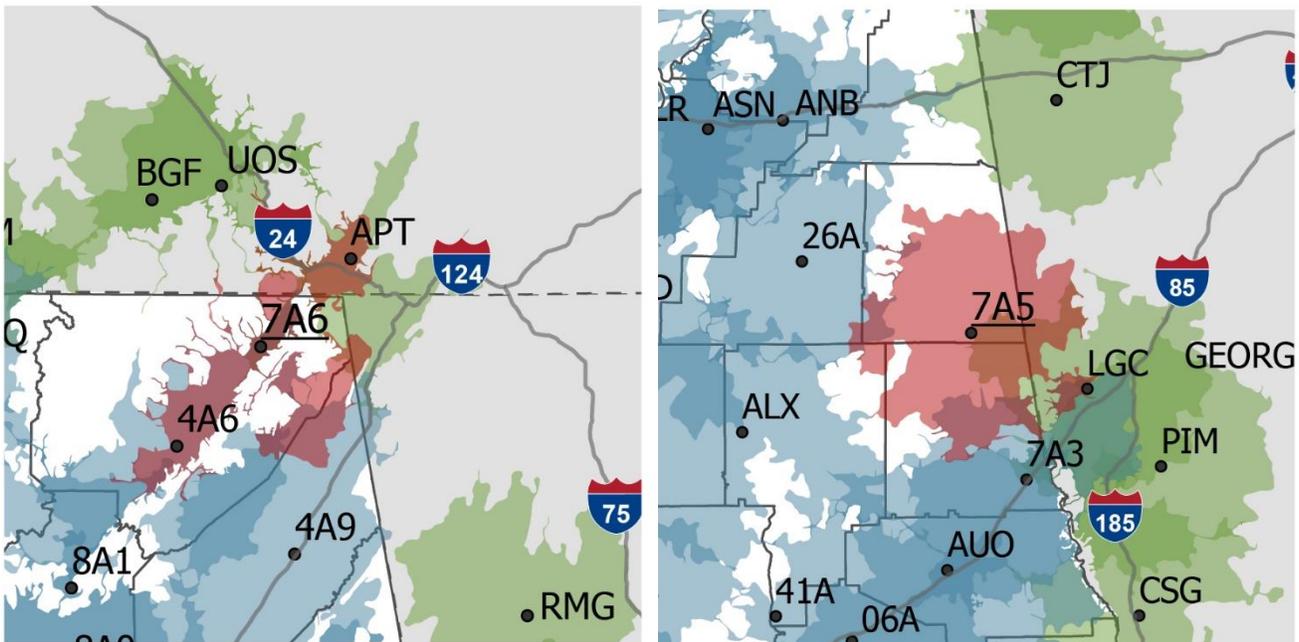
With respect to contingency planning, **Figure 7-17** presents the 30-minute drive times for the airport system's 11 most vulnerable airports to visually represent the potential system coverage implications that could be realized if one or more of these airports were to be degraded or closed. Additionally, **Figure 7-18**, **Figure 7-19**, and **Figure 7-20** provide closer views of each of these airports.

Figure 7-18: 30-Minute Drive Times for Most Vulnerable Airports (Northwest Areas)



Source: Jviation

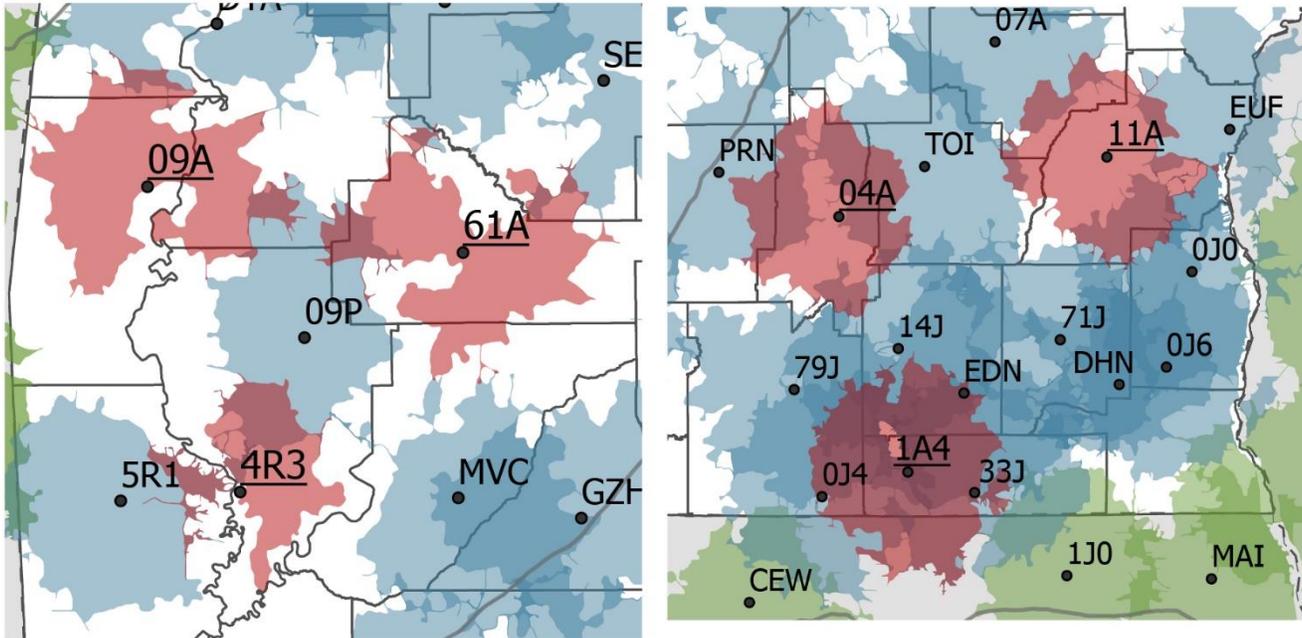
Figure 7-19: 30-Minute Drive Times for Most Vulnerable Airports (Northeast/East Areas)



Source: Jviation



Figure 7-20: 30-Minute Drive Times for Most Vulnerable Airports (South Areas)



Source: Jviation

It should also be noted that the FAA guidance for airport separation distance up until 2019⁵ was 20 miles or a 30-minute drive time buffer between NPIAS airports. Typically, when distances between airports are less than the FAA standard, one of the airports in the overlapping service areas was considered to be ineligible for inclusion in the NPIAS. In 2019, the FAA revised NPIAS inclusion criteria to increase the distance between NPIAS airports to a radius of 30 miles (air miles). Nationally, this new distance criterion has significantly increased the number of NPIAS airports having overlapping service areas as well as the degree of overlap. The resulting impact from this change is likely to be limiting the number of potential airports eligible for NPIAS inclusion in the future.

When considering the potential implications of the previous figures, several of these vulnerable airports have the potential to consolidate their market area services with neighboring airports. Consolidation of selected airports could increase the overall efficiency of the state airport system. Vulnerable airports that are less than 30 miles from another system airport should also be examined and contingencies planned for their potential future consolidation if future circumstances warrant such an action. A review of these airports, particularly those that are the closest in proximity to each other, may necessitate further analysis of the efficiencies gained by potentially consolidating the functionality of these airports. **Table 7-6** below identifies the 11 most vulnerable airports and any public-use airports that are within 30 miles (including out-of-state airports and the future Southwest Alabama Regional Airport) ranked in order of proximity to the nearest airport. The purpose of this is to present how the market area of a vulnerable airport may be able to be served if that airport ultimately had to be consolidated. There are several important points to acknowledge with respect to this table:

- Addison Municipal serves a niche role within the system in that it has a turf runway. As such, it often attracts users that are specifically interested in utilizing that type of runway.

⁵ <https://www.faa.gov/documentLibrary/media/Order/Order-5090-5-NPIAS-ACIP.pdf>

- Double Springs has the greatest number of airports located within 30 miles with a total of six. (*Note: Double Springs Airport officially closed in 2021.*)
- The new Southwest Alabama Regional Airport that will be located in Clarke County (near Thomasville) lies within 30 miles of three of the 11 vulnerable airports (Butler-Choctaw County, Camden Municipal, and Jackson Municipal).
- Since the start of the system plan study and this associated vulnerability analysis, Jackson Municipal has taken significant steps in reducing its consolidation susceptibility. These actions include the receipt of FAA AIP grants in association with its NPIAS role classification as a Basic airport and providing self-serve fuel service.
- Roanoke Municipal has also recently been the recipient of FAA AIP grants in association with its NPIAS role classification as a Basic airport and has over 10 based aircraft at the airport.
- Lamar County, Roanoke Municipal, and Stevenson Airport all have airports located in neighboring states within 30 miles.

Table 7-6: Vulnerable Airport Proximity Summary

City	Airport Name	FAA ID	Nearest ALDOT System Airport	FAA ID	DISTANCE IN AIR MILES
Addison	Addison Municipal	2A8	Double Springs*	3M2	11 mi
			Cullman Regional	CMD	18 mi
			Hartselle-Morgan County	5M0	18 mi
			Walker County – Bevill Field	JFX	23 mi
			Haleyville – Posey Field	1M4	26 mi
Double Springs	Double Springs/Winston County	3M2	Addison Municipal*	2A8	11 mi
			Walker County – Bevill Field	JFX	17 mi
			Haleyville – Posey Field	1M4	18 mi
			Cullman Regional	CMD	28 mi
			Hartselle-Morgan County	5M0	29 mi
			Russellville - Bill Pugh Field	M22	30 mi
Samson	Logan Field	1A4	Geneva Municipal	33J	12 mi
			Florala	0J4	15 mi
			Enterprise	EDN	17 mi
			Carl Folsom	14J	21 mi
			Andalusia	79J	24 mi
Luverne	Frank Sikes	04A	Troy Municipal	TOI	17 mi
			Greenville	PRN	22 mi
			Carl Folsom	14J	25 mi
			Andalusia	79J	30 mi
Stevenson	Stevenson	7A6	Marion County*	APT	17 mi
			Scottsboro Municipal*	4A6	18 mi
			Franklin County, TN	UOS	23 mi
			Winchester Municipal, TN	BGF	25 mi
			Isbell Field	4A9	29 mi



City	Airport Name	FAA ID	Nearest ALDOT System Airport	FAA ID	DISTANCE IN AIR MILES
Vernon	Lamar County	M55	Richard Arthur Field/Fayette	M95	20 mi
			Marion County-Rankin Fite	HAB	20 mi
			Monroe County Airport, MS	M40	22 mi
			Columbus-Lowndes County, MS	UBS	30 mi
Clayton	Clayton Municipal	11A	Weedon Eufaula	EUF	21 mi
			Abbeville Municipal	OJ0	24 mi
			Union Springs	07A	27 mi
			Troy Municipal	TOI	31 mi
Butler	Butler-Choctaw County	09A	Demopolis Regional	DYA	26 mi
			Southwest Alabama Regional**	09B	26 mi
Roanoke	Roanoke Municipal	7A5	Lagrange-Callaway Airport, GA	LGC	19 mi
			Lanett Municipal	7A3	23 mi
			Ashland/Lineville	26A	27 mi
Camden	Camden Municipal	61A	Southwest Alabama Regional**	09B	23 mi
			Selma Craig Field	SEM	32 mi
Jackson	Jackson Municipal	4R3	Roy Wilcox	5R1	18 mi
			Southwest Alabama Regional**	09B	31 mi
			Monroe County	MVC	32 mi

Source: Jviation

* Airport has been identified as being vulnerable.

** Southwest Alabama Regional Airport is a new regional airport that is planned for construction in Clarke County.

Figure 7-21 provides an illustration of the information provided in the previous table. The 11 vulnerable airports are denoted by two factors: the red areas on the map represent their 30-minute drive times, and the orange rings represent a 30-mile NPIAS radius. Many of the vulnerable airports have overlapping drive-time coverage areas with other Alabama system airports. When applying the FAA NPIAS standard of a 30-mile radius, all 11 vulnerable airports are within the radius of one or more Alabama system airports as well as several airports located out-of-state. The only exception to this is Camden Municipal (61A), which is not currently within a 30-mile radius of another airport but will be once the new Southwest Alabama Regional Airport (09P) is constructed in Clarke County.

While the closure of airports is not typically an ideal circumstance, it must be recognized that consolidation of the vulnerable airports could create a more efficient airport system and reduce the number of airport sponsors facing difficulties in meeting the financial obligations of maintaining their facility. The potential consolidation of airports could also address the duplication of overlapping airport catchment areas. Note that the new Southwest Alabama Regional Airport has the potential to consolidate one or more airports in southwest Alabama, and could serve as a template for the ALDOT Aeronautics Bureau to follow in the coming years.



Finally, it is again important to acknowledge that the consolidation of airports is not a goal of the ALDOT Aeronautics Bureau, and the closure of any airport can be a challenging process that often involves multiple layers of stakeholders representing local, state, and federal concerns. However, for planning purposes, it is nevertheless prudent to anticipate how the airport system might be able to respond to a potential future airport closure. If a future closure were to occur (as it has recently occurred with Double Springs in 2021), the ALDOT Aeronautics Bureau must be able to react appropriately to continue to serve any market area that may be left uncovered by the closure. Responses could include the following, among other actions:

- Removal of the closed airport from the state airport system as well as the FAA NPIAS, if it was a participant.
- Identification of neighboring airports that could accommodate the market area of the closed airport.
- Additional investments in those neighboring airports to help accommodate the market area demands of the closed airport.
- Potential airport system role changes for those neighboring airports in response to their accommodating the market area demands of the closed airport.
- Potential FAA NPIAS role changes or inclusion in the NPIAS for those neighboring airports in response to their accommodating the market area demands of the closed airport.
- No action, if the market area of the closed airport is already adequately served by neighboring airports.

7.4 Recommendations Summary

The Statewide Airport System Plan provides a comprehensive look at how Alabama’s airport system is currently performing, its degree of effectiveness for its various users and stakeholders, how to continue to improve its performance, as well as how to enhance it to meet future needs. The evaluation has also identified a variety of recommendations designed to enhance the safety and performance of the Alabama airport system, to help augment the system’s effectiveness for the state, and to promote its long-term sustainability. The following sections focus on various elements related to the efficiency with which the system may be able to maintain its effectiveness.

7.4.1 Funding Recommendations

In order to provide a complete view of the total funding requirements of the Alabama airport system, the system plan has provided an analysis of funding recommendations based on three primary data sources: the Statewide Airport System Plan itself, the results of the airport Pavement Management Program (PMP) produced as part of the system planning effort for 59 of the 80 system airports, and the actual Airport Capital Improvement Program (ACIP) for each system airport. When combined and sorted to eliminate any duplications, these comprise the basis of the airport system financial requirements and funding recommendations.

Based on system analyses, the Statewide Airport System Plan identifies specific projects for implementation at specific airports in the Alabama system. These projects relate to improving the airport system’s performance, especially as it relates to facility and service objectives set as part of this study. A cost estimate has been provided for recommended projects.

Current Airport Capital Improvement Programs were reviewed studied to provide a general understanding of what projects are already being considered on the local level that would address facility or service deficiencies noted in the Statewide Airport System Plan. An analysis was performed for each airport to ensure project costs

were not duplicated between the Statewide Airport System Plan and current ACIP projects. **Table 7-7** presents the adjusted costs by project type for all system airports based on system plan recommendations.

Table 7-7: Adjusted System Plan Costs for Recommended Development

	International	National	General Aviation Regional	General Aviation Community	Local Service	Subtotals	In %
Runway Extension	\$-	\$3,660,000	\$-	\$5,920,000	\$-	\$9,580,000	14.1%
Runway Widening	\$-	\$-	\$7,200,000	\$64,000	\$-	\$7,264,000	10.7%
Install Turn Arounds	\$-	\$-	\$-	\$1,940,000	\$6,960,000	\$8,900,000	13.1%
Design LPV	\$-	\$-	\$80,000	\$2,047,000	\$-	\$2,127,000	3.1%
Install PAPI	\$-	\$285,000	\$-	\$-	\$-	\$285,000	0.4%
Install ALS	\$-	\$10,450,000	\$-	\$-	\$-	\$10,450,000	15.3%
Install HIRL	\$-	\$2,550,000	\$-	\$-	\$-	\$2,550,000	3.7%
Install MIRL	\$-	\$-	\$-	\$-	\$1,070,000	\$1,070,000	1.6%
Install MITL	\$-	\$-	\$1,230,000	\$-	\$-	\$1,230,000	1.8%
Install ASOS	\$-	\$-	\$600,000	\$1,500,000	\$300,000	\$2,400,000	3.5%
Add Hangar Space	\$5,800,000	\$3,230,000	\$-	\$-	\$-	\$9,030,000	13.3%
Install Tie Downs	\$-	\$105,000	\$147,000	\$141,000	\$-	\$393,000	0.6%
GA Terminal	\$-	\$-	\$-	\$518,000	\$-	\$518,000	0.8%
GA Car Park	\$-	\$69,000	\$199,000	\$7,000	\$-	\$275,000	0.4%
Fuel Install	\$-	\$-	\$-	\$-	\$3,909,600	\$3,909,600	5.7%
New MP	\$-	\$2,000,000	\$2,040,000	\$2,380,000	\$1,700,000	\$8,120,000	11.9%
Totals	\$5,800,000	\$22,349,000	\$11,496,000	\$14,517,000	\$13,939,600	\$68,101,600	100.0%

Source: Jviation

Note: Costs do not include individual ACIP projects

The combined costs from all three sources (system plan facility analyses, pavement management, and airport-specific ACIPs) provide a comprehensive view of the anticipated financial needs for Alabama’s system of airports over the next ten years. **Table 7-8** provides a summary of identified costs by system plan role and project source. A complete description of the project costs (e.g., system planning costs, pavement management program costs, and ACIP costs) have been provided in **Appendix E**.



Table 7-8: Summary of Total Identified Development Costs by Role and Plan

Airport Role	10-Year System Plan Development Need	10-Year ACIP Need	10-Year Pavement Maintenance Need*	Combined 10-Year Development Need	Average Annual Development Costs
International	\$5,800,000	\$105,757,680	\$102,401,520	\$213,959,200	\$21,395,920
National	\$22,349,000	\$267,946,616	\$214,354,084	\$504,649,700	\$50,464,970
General Aviation Regional	\$11,496,000	\$114,328,211	\$156,837,700	\$282,661,911	\$28,266,191
General Aviation Community	\$14,517,000	\$131,081,944	\$71,851,156	\$217,450,100	\$21,745,010
General Aviation Local	\$13,939,600	\$60,649,828	\$47,740,019	\$122,329,447	\$12,232,945
10-Year Development Need	\$68,101,600	\$679,764,280	\$593,184,478	\$1,341,050,358	\$134,105,036
Average Annual Development Costs	\$6,810,160	\$67,976,428	\$59,318,448	\$134,105,036	

Source: Jviation

*The Pavement Management Program conducted in association with the Statewide Airport System Plan provided an analysis for 59 of the 80 system airports. For those airports not included in the Pavement Management Program, pavement management costs were interpolated through an averaging methodology based on each airport’s individual ACIP.⁶

To complete the analysis, a full 10-year estimate of anticipated project costs was developed. Projects identified within the Statewide Airport System Plan do not have a programmed year, so costs from that source were averaged over a 10-year period to arrive at an annualized estimate. Additionally, since Alabama airports’ ACIPs only project six years into the future and the pavement management projects seven years, the remaining years were interpolated based on averages of identified project costs to better represent all funding needs over the next 10 years.

Average annual costs to implement all system plan-related projects are estimated at approximately \$6.8 million over the next ten years. Average annual costs to address current ACIP requests and pavement maintenance costs are estimated at \$68.0 million and \$59.3 million, respectively. Considering costs from all elements over the next 10 years, it is estimated that the total annual financial need will be \$134.1 million.

When the total average annual investment need of \$134.1 million is compared to anticipated annual federal, state, and local funding, it is clear that a significant annual funding gap should be anticipated. Based on average historical funding levels experienced by Alabama, there is an anticipated average annual funding gap of approximately \$67.6 million. Without additional FAA or state funding, this will mean that funding decisions will need to be prioritized to ensure that airports and projects that are most critical to the success of the Alabama airport system are provided funding. However, to be clear, in order not only preserve but also enhance the effectiveness of the overall system for the benefit of the State of Alabama, the ALDOT Aeronautics Bureau should strive to fully meet the annual financial need described above.

To support the implementation of projects that can help to best preserve and elevate the performance of Alabama’s airport system, stakeholders, and elected officials should be briefed and educated on the financial needs of the airport system as well as its resultant benefits. Educational efforts should focus on the total

⁶ Appendix E only provides specific details of the pavement management costs associated with the 59 airports included in the Pavement Management Plan. Interpolated pavement management cost for the 21 airports not included in the Pavement Management Program have been assumed to be included in each airport’s individual ACIP.

economic benefits of the system (see **Table 7-9**) as provided in the companion 2020 Alabama Statewide Airport Economic Impact Study versus the airport system’s projected annual need. This statewide analysis has shown that there is an average annual need of \$134.1 million to maintain and improve the airport system. However, that number pales in comparison to the \$4.9 billion of annual economic benefit produced the airport system as well as the 44,399 jobs it generates. Clearly, the annual economic benefits produced by the airport system, in addition to the \$267.6 million of tax benefits⁷ it generates on an annual basis, significantly exceed the system’s annual financial need.

Table 7-9: Summary of Identified Investment Needs, Economic Activity, and Employment by Airport Role

Airport Role	Average Annual Investment Need	Total Annual Economic Activity	Total Employment
International	\$21,395,920	\$1,668,572,600	18,021
National	\$50,464,970	\$2,926,954,200	23,216
General Aviation Regional	\$28,266,191	\$229,873,400	2,219
General Aviation Community	\$21,745,010	\$81,779,100	820
General Aviation Local	\$12,232,945	\$16,491,900	123
Totals	\$134,105,036	\$4,923,671,200	44,399

Source: Jviation

7.4.2 Pavement Capital Improvements Program Recommendations

It is recommended that the ALDOT Aeronautics Bureau implement pavement improvements and assist airports in prioritizing pavement-related projects. It is also recommended that the ALDOT Aeronautics Bureau continue to encourage improved routine pavement maintenance practices and educate airport officials on the benefits of pavement maintenance and the existing pavement condition index (PCI) program.

Responsible for preserving and enhancing Alabama’s air transportation system, ALDOT implemented an Airport Pavement Management Program (APMP) in 2008 using the PAVER system. The Statewide Airport System Plan scope of work included an update of the APMP for 59 airports, which was conducted by All About Pavements, Inc., a project team member.

An APMP provides an integrated framework for comprehensive evaluation and decision-making for managing airfield pavements. The essential components of an effective APMP provide for an objective evaluation of the condition of existing pavements, identification of short-term and long-range major rehabilitation work, necessary improvements in the pavement structural capacity, and the recurring maintenance work that should be completed each year. The APMP also provides a budget for each of these types of pavement construction.

Historically, pavement maintenance decisions have been based on past experiences and without the benefit of documented data or analysis. This practice does not encourage life cycle cost analysis, nor the evaluation of cost-effectiveness of alternate scenarios, and can lead to the inefficient use of funds. With limited allocated funding for Maintenance and Repair (M&R) Program projects, a defined procedure for setting priorities and schedules that will maximize the funds available is more important than ever.

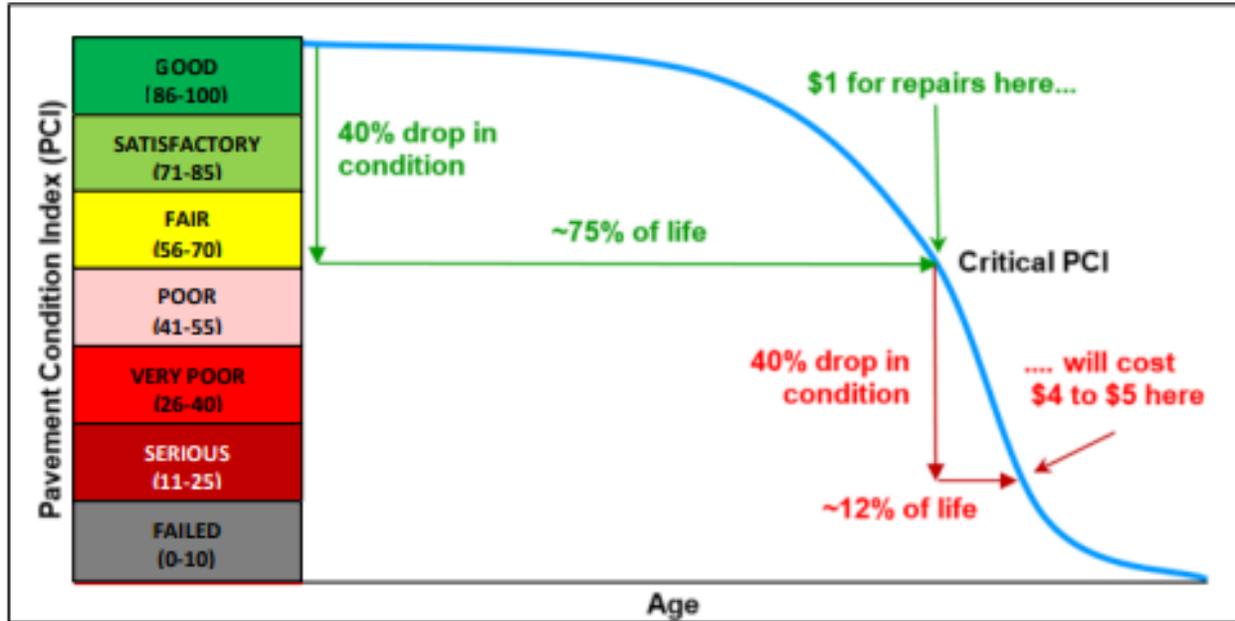
In examining the lifespan of a 20-year pavement, a “good” to “fair” condition rating may last only 5 to 15 years. After that point, the rate of deterioration of pavements accelerates sharply as the age of the pavement increases, and within five years, the pavement may deteriorate to the point of failure. In order to extend

⁷ Tax revenues were estimated based on direct economic impacts, not on total economic impacts. For more detail, please see the companion *Alabama Statewide Airport Economic Impact Study Technical Report*.



pavement life, maintenance and repairs need to be scheduled and performed before the pavement surface declines to a “fair” condition. The point at which rehabilitation can be done before the steep decline occurs is called the “critical PCI” and is generally considered to occur when the PCI is between 60 and 70 for general aviation airports. If the work is done before deterioration accelerates, the cost of rehabilitation can be reduced as shown in Figure 7-22.

Figure 7-22: Pavement Management Concept



Source: All About Pavements Inc.

For Alabama, the following APMP tasks were completed to achieve the project objectives at each airport evaluated:

- Updated the PAVER work history with records review information provided by ALDOT
- Conducted a visual pavement condition survey of the airfield pavements
- Updated the PAVER database with inventory and condition data
- Updated Maintenance and Rehabilitation policies and unit costs
- Developed a 7-Year Pavement Capital Improvement Program (PCIP) with associated cost estimates

With this update of the APMP, Alabama airports will continue to be eligible for FAA funding for major pavement rehabilitation work under the AIP since an APMP meets the pavement maintenance management requirements described in Appendix A of FAA AC 150/5380-6C. As part of the Statewide Airport System Plan, each airport’s aeronautical pavements were analyzed to determine overall condition. It is recommended that the ALDOT Aeronautics Bureau continue to implement pavement improvements and assist airports in prioritizing pavement-related projects.

7.4.3 Project Prioritization Recommendations

The ALDOT Aeronautics Bureau has established grant program guidelines in association with the Alabama Airport Improvement Funding Program, which is a reimbursement program intended to provide financial assistance to the state’s publicly owned airports for planning and capital construction of various airfield facilities, as well as land acquisition for airport expansion and/or obstruction removal. This is in conformance

with funding authorizations provided by the “Airport Constitutional Amendment” of 1946 and by Section 23-1-360 of the Code of Alabama 1975. Specifically, the Alabama Airport Improvement Funding Program has two primary priorities:

- Develop and maintain the safe and secure operation of Alabama’s airport system
- Preserve and improve an adequate system of airports to meet economic development trends occurring in the state.

To support these priorities, the ALDOT Aeronautics Bureau has instituted a series of policies regarding the application and use of state matching funds for qualified airport improvement projects. Key elements of these policies include the following (note that there are other elements included in the formal program):

- **Matching Ratio** – ALDOT will award grants through the Alabama Airport Improvement Funding Program up to 50 percent of the project’s actual cost incurred by the airport sponsor. For FAA-assisted projects, ALDOT will award grants up to 50 percent of the local match required for the project.
- **Local Matching Requirement** - Alabama Airport Improvement Funding Program must be matched with a local cash contribution.
- **Annual Grant Application Cycle** – An annual grant application cycle will be employed to better synchronize the Alabama Airport Improvement Funding Program with the FAA AIP. This helps ensure that the state leverages the maximum amount of FAA funding available. Through this annual process, projects are identified and prioritized in terms of funding.

Projects eligible for funding through the Alabama Airport Improvement Funding Program can be divided into six broad categories:

1. Safety Projects
2. Airside Improvements and Enhancements
3. Landside Improvements and Enhancements
4. Planning and Engineering (P&E) Services
5. FAA Airport Improvement Program Projects
6. Emergency Projects

(Note that projects ineligible for state funding generally include those items considered to be day-to-day operational expenses that are required to comply with grant assurances and/or to maintain airport facilities in proper working order.)

With respect to approval of projects and associated funding, the ALDOT Aeronautics Bureau utilizes an objective priority rating system to generate scores for individual projects. This mechanism is designed to help assess the relative importance and therefore priority of each project as they are related to ALDOT’s goals and priorities for the airport system. Specifically, points are assigned to an individual project based on a variety of criteria designed to promote system goals in a balanced and transparent manner. The current scoring system is comprised of three categories that include multiple subcategories that are themselves comprised of a wide range of factors, each of which has an associated point score. In general, the system structure is as follows:

- Category I – Project Type
 - Runways
 - Taxiways
 - Aircraft Parking Aprons
 - Landside Access/Improvements



- Land Acquisition
- Other Infrastructure
- Terminal/Hangar Area Development
- Planning & engineering Studies
- Lighting and Navigation Aids
- Category II – Airport Usage
 - Based Aircraft
 - Economic Development
 - Airport System Classification
- Category III – Sponsor Responsibility
 - Licensing Compliance
 - Airport Minimum Standards
 - Height Zoning
 - Capital Improvement Plan (CIP) Status
 - Pavement Maintenance Management Program
 - State System Plan Status

It is recommended that the ALDOT Aeronautics Bureau continue to utilize and to monitor/refine its existing priority funding investment system to reflect the results of the Statewide Airport System Plan as well as any changing requirements association local, state, federal, and industry conditions.

7.4.4 NPIAS Airport Roles Recommendations

The FAA's National Plan of Integrated Airport Systems (NPIAS) is a plan that identifies those airports that are considered important to the national air transportation system and categorizes how those airports currently operate within the federal system. Being included in NPIAS makes an airport eligible to receive grants from the FAA's Airport Improvement Program (AIP), which is typically utilized for the planning and implementation of many airport capital improvements. For those airports included in the NPIAS, a specific role is defined based on the activity the airport currently accommodates. The NPIAS airport roles also help define AIP funding categories and assist in the distribution of AIP funds for airport development.

Planning for the future of national air transportation infrastructure is a critical portion of the FAA's mission. FAA Order 5090.5 (issued in September 2019) combines two former federal orders related to the Airport Capital Improvement Plan (ACIP) and the NPIAS into one order to outline requirements for inclusion in the NPIAS, as well as updating the process related to ACIP development. Important changes included airport eligibility for entry into the NPIAS, information on how an airport can withdraw from the NPIAS, and information on how to close an airport that is part of the federal system.

Seventy-three of the 80 airports in the Alabama system are included in the FAA's current 2021-2025 NPIAS. While the Statewide Airport System Plan and FAA NPIAS role categorizations are separate and serve different purposes, a comparison of the two sets of roles helps identify how airports are prioritized in the national airport system. These airports are also subject to grant assurances if funding is utilized.

It should be noted that the NPIAS is updated every two years to provide Congress with an updated outlook of five-year AIP project needs across the federal airport system. Inclusion in the NPIAS makes an airport eligible to receive AIP funds that can then support anywhere from 75 percent to 95 percent of a project's eligible cost.

In Alabama, AIP provides funding for approximately 90 percent of the eligible project’s cost. The remaining funds come from state and local sources.

Requirements for an airport to be considered for inclusion in the NPIAS are provided in Order 5090.5; these include:

- Airport ownership by a sponsor eligible to receive federal funds and meet FAA grant obligations
- Ten or more operational and airworthy based aircraft, with tail numbers validated against the FAA registry
- Location in a community that is outside a 30-mile radius from the nearest NPIAS airport
- Demonstration of an identifiable role in the national system
- Inclusion in a current State Airport System Plan, approved by the FAA
- No significant airfield design standard deficiencies, compliance violations, or wetland/wildlife issues

All general aviation airports are categorized as Nonprimary and are classified as either Reliever or General Aviation airports. The FAA further classifies general aviation airports in the NPIAS through five sub-categories: National, General, Local, Basic, and Unclassified.

While included in the NPIAS, Unclassified airports are limited in the types of capital improvement projects that may be funded through the ACIP. Improvements may only focus on pavement maintenance, obstruction removal, and rehabilitation related to the primary runway. Unclassified airports may also be at-risk of removal from the NPIAS due to limited activity and deficiencies in meeting the screening requirements listed above.

State airport role assignments in the Statewide Airport System Plan do not always align with the NPIAS roles, as each has a different context and intent. **Table 7-10** lists the 80 airports included in the Statewide Airport System Plan, their system plan roles, and their current FAA 2021-2025 NPIAS roles.

Table 7-10: 2020 System Roles and 2021 NPIAS Roles

Associated City	Airport Name	FAA ID	Alabama Airport Role (based on 2020 system plan update)	FAA NPIAS Airport Classification
Birmingham	Birmingham-Shuttlesworth International	BHM	International	Small Hub
Huntsville	Huntsville International-Carl T Jones Field	HSV	International	Primary - Small Hub
Montgomery	Montgomery Regional (Dannelly Field)	MGM	National	Primary - Nonhub
Dothan	Dothan Regional	DHN	National	Primary - Nonhub
Mobile	Mobile Regional	MOB	National	Primary - Nonhub
Tuscaloosa	Tuscaloosa National	TCL	National	National
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	National	Local
Mobile	Mobile Downtown	BFM	National	Regional
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	National	Regional
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	National	Regional
Bessemer	Bessemer	EKY	National	Regional
Decatur	Pryor Field Regional	DCU	National	Regional
Gulf Shores	Jack Edwards National	JKA	National	Regional
Auburn	Auburn University Regional	AUO	National	Regional
Muscle Shoals	Northwest Alabama Regional	MSL	National	Regional



Associated City	Airport Name	FAA ID	Alabama Airport Role (based on 2020 system plan update)	FAA NPIAS Airport Classification
Anniston	Anniston Regional	ANB	Regional	Basic
Fairhope	H L Sonny Callahan	CQF	Regional	Regional
Jasper	Walker County-Bevill Field	JFX	Regional	Local
Alabaster	Shelby County	EET	Regional	Regional
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	Regional	Local
Enterprise	Enterprise Municipal	EDN	Regional	Local
Pell City	St Clair County	PLR	Regional	Local
Selma	Craig Field	SEM	Regional	Basic
Alexander City	Thomas C Russell Field	ALX	Regional	Regional
Gadsden	Northeast Alabama Regional	GAD	Regional	Local
Headland	Headland Municipal	0J6	Regional	Local
Prattville	Prattville - Grouby Field	1A9	Regional	Local
Brewton	Brewton Municipal	12J	Regional	Local
Talladega	Talladega Municipal	ASN	Regional	Local
Cullman	Cullman Regional-Folsom Field	CMD	Regional	Regional
Sylacauga	Merkel Field Sylacauga Municipal	SCD	Regional	Local
Fort Payne	Isbell Field	4A9	Regional	Regional
Ozark	Ozark Airport - Blackwell Field	71J	Regional	Local
Demopolis	Demopolis Regional	DYA	Community	Local
Eufaula	Weedon Field	EUF	Community	Local
Greenville	Mac Crenshaw Memorial	PRN	Community	Basic
Tuskegee	Moton Field Municipal	06A	Community	Basic
Courtland	Courtland	9A4	Community	Local
Haleyville	Posey Field	1M4	Community	Basic
Hartselle	Hartselle-Morgan County Regional	5M0	Community	Local
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	Community	Local
Marion	Vaiden Field	A08	Community	Basic
Clanton	Chilton County	02A	Community	Local
Scottsboro	Scottsboro Municipal-Word Field	4A6	Community	Local
Bay Minette	Bay Minette Municipal	1R8	Community	Basic
Atmore	Atmore Municipal	0R1	Community	Basic
Hamilton	Marion County-Rankin Fite	HAB	Community	Local
Monroeville	Monroe County Airport	MVC	Community	Local
Evergreen	Evergreen Regional - Middleton Field	GZH	Community	Basic
Floral	Floral Municipal	0J4	Community	Basic
Wetumpka	Wetumpka Municipal	08A	Community	Local
St Elmo	St Elmo	2R5	Community	Local
Foley	Foley Municipal	5R4	Community	Local
Fayette	Richard Arthur Field	M95	Community	Basic
Geneva	Geneva Municipal	33J	Community	Local

Associated City	Airport Name	FAA ID	Alabama Airport Role (based on 2020 system plan update)	FAA NPIAS Airport Classification
Centre	Centre-Piedmont-Cherokee County Regional	PYP	Local	Local
Elba	Carl Folsom	14J	Local	Local
Greensboro	Greensboro Municipal	7A0	Local	Basic
Russellville	Bill Pugh Field	M22	Local	Basic
Reform	North Pickens	3M8	Local	Basic
Luverne	Frank Sikes	04A	Local	Non NPIAS
Stevenson	Stevenson	7A6	Local	Non NPIAS
Union Springs	Franklin Field	07A	Local	Basic
Aliceville	George Downer	AIV	Local	Unclassified
Clayton	Clayton Municipal	11A	Local	Unclassified
Jackson	Jackson Municipal	4R3	Local	Basic
Lanett	Lanett Municipal	7A3	Local	Basic
Butler	Butler-Choctaw County	09A	Local	Unclassified
Centreville	Bibb County	0A8	Local	Basic
Double Springs	Double Springs-Winston County	3M2	Local	Non NPIAS
Vernon	Lamar County	M55	Local	Non NPIAS
Ashland/Lineville	Ashland/Lineville	26A	Local	Basic
Chatom	Roy Wilcox	5R1	Local	Non NPIAS
Dauphin Island	Jeremiah Denton	4R9	Local	Basic
Roanoke	Roanoke Municipal	7A5	Local	Basic
Samson	Logan Field	1A4	Local	Non NPIAS
Camden	Camden Municipal	61A	Local	Basic
Oneonta	Robbins Field	20A	Local	Basic
Abbeville	Abbeville Municipal	0J0	Local	Basic
Addison	Addison Municipal	2A8	Local	Non NPIAS

Source: 2021-2025 NPIAS Report, Jviation

NPIAS airport roles are reviewed and updated during the FAA’s biennial update. It is recommended that the ALDOT Aeronautics Bureau monitor the status of all Alabama NPIAS airports, and in particular, the level of activity at airports with fewer than 10 based aircraft, which is a key marker separating Basic from Unclassified airports. Note that this is particularly important since existing Unclassified airports are less likely to receive federal funding for projects and may be susceptible to removal from the NPIAS altogether. To ensure accuracy, airport managers should also monitor airworthy based aircraft at their airports and update the FAA aircraft registry (basedaircraft.com) annually.

As shown above, Alabama has three NPIAS Unclassified airports: Butler-Choctaw County, Clayton Municipal, and George Downer (Aliceville). Of these three, both Butler-Choctaw County and Clayton Municipal have also been identified as being among the most vulnerable airports in Alabama due to a range of facility and service deficiencies as well as a general lack of activity and market area demands. Therefore, based on current and projected airport conditions, operational levels, and market area requirements, it is recommended that both Butler-Choctaw County Airport and Clayton Municipal Airport be formally removed from the FAA NPIAS.



Additionally, it must be recognized that the future construction of the Southwest Alabama Regional Airport in Clarke County will result in a new Alabama airport included in the FAA NPIAS. As discussed previously, Southwest Alabama Regional will provide new regional market coverage for two of Alabama's most vulnerable airports (Camden Municipal and Butler-Choctaw County), both of which are currently also included in the FAA NPIAS. (As discussed above, Butler-Choctaw has already been recommended for removal from the NPIAS.) Recognizing that appropriate coverage will be provided to the Camden market area once the new airport has been constructed, it is also recommended that Camden Municipal Airport be ultimately removed from the FAA NPIAS when Southwest Alabama Regional is opened. This will enhance system efficiency and promote effectiveness of the new airport.

7.4.5 Other Recommendations

Promote Aviation Throughout Alabama - The ALDOT Aeronautics Bureau can help promote a more widespread understanding of airports and their needs and benefits. These efforts can be supported by products from the Statewide Airport System Plan and the companion economic impact study. Aeronautics can partner with other aviation groups in the state such as the General Aviation Alliance, the Aviation Council of Alabama, and other airport stakeholders to educate state and local elected officials, along with the public, on the many benefits the state receives from the airport system. A strong and vibrant airport system is important to both Alabama's transportation system, as well as the state's economy.

Monitor Economic Development Initiatives - It is recommended that the ALDOT Aeronautics Bureau continue to support economic development opportunities in industrial sectors that have a propensity to utilize general aviation aircraft for business travel. The ALDOT Aeronautics Bureau should continue to work with airports; local, regional, and state economic development groups; and others to identify strategic investment opportunities at airports that can be used to support existing Alabama businesses and industries, or to attract new companies to the state.

Airport Roles Recommendations - The 80 study airports were stratified in **Chapter Five** into categories by identifying the role that they play within the Alabama system of airports. These roles reflect the type of users each airport accommodates and the facilities and services that the airport has in place. Roles also reflect an airport's relative importance as it relates to meeting the state's transportation and economic needs and objectives. This system plan recommends that no airport system plan roles change. However, the ALDOT Aeronautics Bureau does support an initiative for the development of a new general aviation airport in southwest Alabama. Additionally, it is important for the ALDOT Aeronautics Bureau continue to monitor the FAA NPIAS airports in Alabama with fewer than 10 based aircraft. Airport managers should also monitor airworthy based aircraft at their airports and regularly update the FAA aircraft registry.

Monitor Vulnerable Airports - It is recommended ALDOT Aeronautics Bureau staff actively monitor the status of the 11 airports identified in **Chapter Five** of the Statewide Aviation System Plan as being most vulnerable to airport closure indicators. This would serve two purposes. First, it would indicate to those airports that they may experience challenges to their long-term viability. Second, as responsible stewards of the state airport system, it would afford the ALDOT Aeronautics Bureau the opportunity to provide guidance as required to those airports, as well as to develop contingency plans if one or more of those airports were to ultimately be removed from the system.

Complete Projects Identified Through the Analysis of Facility and Service Objectives - The statewide plan identified facility and service objectives needed to optimize the performance of each airport per their assigned role category. Facility recommendations identified for each airport should be given funding priority since these improvements will optimize the performance of the state airport system. While many services available at airports are demand-driven and are beyond the control of the ALDOT Aeronautics Bureau, there are opportunities to assist airports in cultivating services. While funds are typically not available to subsidize private

businesses, the ALDOT Aeronautics Bureau can consider sponsoring feasibility studies or business plans that could help system airports determine their ability to improve their services. Additionally, the ALDOT Aeronautics Bureau should support projects specifically designed to enhance nine system airports so that they meet the NBAA facility and service recommendations for airports designed to accommodate medium-sized business aircraft. This action would fill existing gaps in system coverage for such demands.

Fund Development in Airport CIPs that align with the Statewide Airport System Plan - The system plan provides decision-making information by identifying projects and actions that are important to elevating future system performance. These include projects identified through the facility and service objectives analysis, as well as in each airport's current ACIP. As future investment decisions are made, recommendations for specific capital projects should be considered that align with the system plan's facility and service objectives. Projects from airport-specific ACIPs should be aligned with the needs of the greater state airport system. Occasionally, projects advanced at the local level are not aligned with the betterment of the state airport system.

Implement Recommendations from the concurrent Pavement Management Plan – As part of the Statewide Airport System Plan, each airport's aeronautical pavements were analyzed to assess overall condition. It is recommended that the ALDOT Aeronautics Bureau implement pavement improvements and assist airports in prioritizing pavement-related projects. This also includes continuing to encourage improved routine pavement maintenance practices and educating airport officials on the benefits of pavement maintenance and the existing PCI program.

Maintain Aeronautics Prioritization System in the ACIP - It is recommended that the ALDOT Aeronautics Bureau continue to utilize and to monitor/refine its existing priority funding investment system to reflect the results of the Statewide Airport System Plan as well as any changing requirements association local, state, federal, and industry conditions. This should be done in support of the Alabama Airport Improvement Funding Program's two primary priorities:

- Develop and maintain the safe and secure operation of Alabama's airport system
- Preserve and improve an adequate system of airports to meet economic development trends occurring in the state.



Appendix A

AVIATION GLOSSARY OF TERMS

ABOVE GROUND LEVEL (AGL). An altitude that is measured with respect to the underlying ground.

ACCELERATED-STOP DISTANCE AVAILABLE (ASDA). See *Declared Distances*.

ACI-NA. Airports Council International – North America.

ADMINISTRATOR. Federal Aviation Administrator or any person to whom he has delegated his authority in the matter concerned.

ADVISORY CIRCULAR (AC). External communications or publications issued by the FAA to provide non-regulatory guidelines for the recommendations relative to a policy, and guidance and information relative to a specific aviation subject matter. An example of this is AC 150/1300-13A, *Airport Design*, which is frequently referenced throughout a typical master plan.

AIR CARRIER. A person or company who undertakes directly by lease, or other arrangement, to engage in air transportation.

AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCC). A facility responsible for enroute control of aircraft operating under IFR in a particular volume of airspace (within its area of jurisdiction) at high altitudes between airport approaches and departures. Approximately 26 such centers cover the United States.

AIR TAXI. An aircraft operating under an air taxi operating certificate for the purpose of carrying passengers, mail, cargo for revenue in accordance with FAR 121 or FAR Part 135.

AIR TRAFFIC. Any aircraft operating in the air or on an airport surface, exclusive of loading ramps and parking areas.

AIR TRAFFIC CONTROL (ATC). A service provided by ground-based controllers who direct aircraft on the ground and in the air. The primary purpose of ATC systems is to separate aircraft to prevent collisions, to organize and expedite the flow of traffic, and to provide information and other support for pilots when able.

AIR TRAFFIC CONTROL TOWER (ATCT). A facility in the terminal air traffic control system located at an airport which consists of a tower cab structure and an associated instrument flight rules room, if radar equipped, that uses ground-to-air and air-to-ground communications and radar, visual, signaling, and other devices to provide for the safe and expeditious movement of terminal area air traffic in the airspace and airports within its jurisdiction.

AIR TRAFFIC CONTROL (ATC) SERVICE. A service provided for the purpose of promoting the safe, orderly, and expeditious flow of air traffic, including airport, approach, and enroute air traffic control services. ATC is provided by the Federal Aviation Administration, a branch of the federal government under the Department of Transportation or, at Airport Traffic Control Tower (ATCT), through an independent service provider contracted with the Federal Aviation Administration.

AIRCRAFT. A device that is used or intended to be used for flight in the air.

- **Airplane.** An engine-driven fixed-wing aircraft heavier than air that is supported in flight by the dynamic reaction of the air against its wings.

- **Large Airplane.** An airplane of more than 12,500 pounds maximum certified takeoff weight.
- **Small Airplane.** An airplane of 12,500 pounds or less maximum certified takeoff weight.
- **Balloon.** A lighter-than-air aircraft that is not engine-driven, and that sustains flight through the use of either gas buoyancy or an airborne heater.
- **Glider.** A heavier-than-air aircraft that is supported in flight by the dynamic reaction of the air against its lifting surfaces and whose free flight does not depend principally on an engine.
- **Heavy Aircraft.** Aircraft capable of takeoff weight of more than 255,000 pounds whether or not they are operating at this weight during a particular phase of flight.
- **Helicopter.** A rotorcraft that, for horizontal motion, depends principally on its engine-driven rotors.
- **Large Aircraft.** Aircraft of more than 41,000 pounds maximum certified takeoff weight, up to 255,000 pounds
- **Regional Jet (RJ).** There is no regulatory definition for an RJ; however, for FAA use, an RJ is a commercial jet airplane that carries fewer than 100 passengers.
- **Rocket.** An aircraft propelled by ejected expanding gases generate in engine from self-contained propellants and not dependent on the intake of outside substances.
- **Rotorcraft.** A heavier-than-air aircraft that depends principally for its support in flight on the lift generated by one or more rotors.
- **Small Aircraft.** Aircraft of 41,000 pounds or less maximum certified takeoff weight.

AIRCRAFT APPROACH CATEGORY (AAC). A grouping of aircraft based on approach speed, defined as 1.3 times the aircraft stall speed at maximum certificated takeoff weight. The categories are as follows:

- **Category A:** Speed less than 91 knots.
- **Category B:** Speed 91 knots or more but less than 121 knots
- **Category C:** Speed 121 knots or more but less than 141 knots.
- **Category D:** Speed 141 knots or more but less than 166 knots.
- **Category E:** Speed 166 knots or more.

AIRCRAFT DEICING PAD. See *Deicing Pad*.

AIRCRAFT ENGINE. The component of the propulsion system for an aircraft that generates mechanical power. They are almost always either lightweight piston engines or gas turbines, although electric engines are currently in development.

- **Piston Engine.** A heat engine that uses one or more reciprocating pistons to convert pressure generated from aviation gasoline into a rotating motion.
- **Turbine Engine.** A mechanical device or engine that spins in reaction to fluid flow through or over it. This device is used in turbofan, turbojet, and turboprop-powered aircraft and utilizes jet fuel.
 - **Turbofan.** A turbojet engine whose thrust has been increased by the addition of a low-pressure compressor fan.
 - **Turbojet.** An engine that derives power from a fanned wheel spinning in reaction to burning gases escaping from a combustion chamber. The turbine in turn drives a compressor and other accessories.
 - **Turboprop.** A turbine engine in which the rotating turbine turns a propeller.

AIRCRAFT OPERATION. See *Operation*.



AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF). A special category of fire fighting that involves the response, hazard mitigation, evacuation and possible rescue of passengers and crew of an aircraft involved in (typically) an airport ground emergency.

AIRPLANE. See *Aircraft*.

AIRPLANE DESIGN GROUP (ADG). A numerical classification aircraft based on wingspan or tail height. Where an airplane is in two categories, the most demanding category should be used. The groups are as follows:

- **Group I:** Up to but not including 49 feet wingspan or tail height up to but not including 20 feet. (e.g. Cessna 172)
- **Group II:** 49 feet up to but not including 79 feet wingspan or tail height from 20 up to not including 30 feet. (e.g. Cessna Citation Business jet).
- **Group III:** 79 feet up to but not including 118 feet wingspan or tail height from 30 up to but not including 45 feet. (e.g. Boeing 737)
- **Group IV:** 118 feet up to but not including 171 feet wingspan or tail height from 60 up to but not including 66 feet. (e.g. Boeing 767)
- **Group V:** 171 feet up to but not including 214 feet wingspan or tail height from 60 up to but not including 66 feet. (e.g. Boeing 747)
- **Group VI:** 214 feet up to but not including 262 feet wingspan or tail height from 66 up to but not including 80 feet. (e.g. Airbus A380)

AIRPORT. An area of land or water that is used or intended to be used for the landing and takeoff of aircraft, and includes its buildings and facilities, if any. Different types of airports include the following:

- **Cargo Service Airport.** An airport served by aircraft providing air transportation of property only, including mail, with an annual aggregate landed weight of at least 100 million pounds.
- **Certificated Airport.** An airport that has been issued an Airport Operating Certificate (AOC) by the FAA under the authority of FAR Part 139, Certification and Operation.
- **Commercial Service Airport.** A public airport providing scheduled passenger service that enplanes at least 2,500 annual passengers.
- **General Aviation Airport.** An airport that provides air service to only general aviation.
- **Hub Airport.** An airport that an airline uses as a transfer point to get passengers to their intended destination. It is part of a hub and spoke model, where travelers moving between airports not served by direct flights change planes enroute to their destinations.
 - **Large Hub Airport.** An airport that handles over 1% of the country's annual enplanements.
 - **Medium Hub Airport.** An airport that handles 0.25% ≥ 1% of the country's annual enplanements.
 - **Small Hub Airport.** An airport that handles 0.05% ≥ 0.25% of the country's annual enplanements.
 - **Non-Hub Airport.** An airport that handles over 10,000 enplanements, but less than 0.05% of the country's annual enplanements.
- **International Airport.** Relating to international flight, it means:
 - An airport of entry which has been designated by the Secretary of Treasury or Commissioner of Customs as an international airport for customs service.
 - A landing rights airport at which specific permission to land must be obtained from customs authorities in advance of contemplated use.
 - Airports designated under the Convention on ICAO as an airport for use by international commercial air transport and/or international general aviation.
- **Primary Airport.** A commercial service airport that enplanes at least 10,000 annual passengers.

- **Reliever Airport.** General aviation airports in a major metropolitan area that provides pilots with attractive alternatives to using congested hub airports.
- **Uncontrolled Airport.** An airport without an air traffic control tower at which the control of VFR traffic is not exercised. Pilots “see and avoid” other traffic without the aid of air traffic control.

AIRPORT AUTHORITY. A quasi-government public organization responsible for setting the policies governing the management and operation of an airport or system of airports under its jurisdiction.

AIRPORT CAPITAL IMPROVEMENT PLAN (CIP). The planning program used by the FAA to identify, prioritize, and distribute funds for airport development and the needs of National Airspace System (NAS) to meet specified national goals and objectives.

AIRPORT CERTIFICATION MANUAL (ACM). An approved ACM is an extension of the Part 139 regulation and its contents are legally enforceable under Federal law. An ACM should describe how a certificate holder complies with Part 139 requirements in a manner acceptable to the Administrator.

AIRPORT DIAGRAM. A diagram of an airport that is specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations.

AIRPORT ELEVATION. The highest point of an airport’s usable runway(s) expressed in feet above mean sea level (MSL).

AIRPORT EMERGENCY PLAN (AEP). A coordinated plan to provide emergency related actions to ensure for the safety of and emergency services for the airport and community.

AIRPORT FACILITY DIRECTORY (AFD). Now known as a Chart Supplement, a publication with information on all airports, seaplane bases, and heliports open to the public. This publication is issued in seven volumes according to geographical area, and includes communications data, navigational facilities, and certain special notices and procedures.

AIRPORT HAZARD. Any structure or natural object located on or in the vicinity of a public airport, or any use of land near such airport, that obstructs the airspace required for the flight of aircraft in landing or taking off at the airport or is otherwise hazardous to aircraft landing, taking of, or taxiing at the airport.

AIRPORT IMPROVEMENT PROGRAM (AIP). An FAA program authorized by the Airport and Airway Improvement Act of 1982 that serves as the primary source of funding airport planning and development. This funding is provided at specific levels, with the funding priority based on the airport’s Capital Improvement Program (CIP) and available funds.

AIRPORT INFLUENCE AREA. The area defined by overlaying the FAR Part 77 Imaginary Surfaces, Aircraft Accident Safety Zone data, and Noise Contour data over the top of an existing land use map, critical areas map or other base map.

AIRPORT LAYOUT PLAN (ALP). A scaled drawing (or set of drawings), in either traditional or electronic form, of current and future airport facilities that provides a graphic representation of the existing and long-term development plan for the airport and demonstrates the preservation and continuity of safety, utility, and efficiency of the airport to the satisfaction of the FAA.

AIRPORT LIGHTING. Various lighting aids that may be installed on an airport. Types of airport lighting include:

- **ALS.** See *Approach Light System*.
- **Boundary Lights.** Lights defining the perimeter of an airport or landing area.



- **Runway Centerline Lighting.** Flush centerline lights spaced at 50-foot intervals beginning 75 feet from the landing threshold and extending to within 75 feet of the opposite end of the runway. Only used on Category II/III ILS Runways.
- **Runway Edge Lights.** Lights used to outline the edges of the runways during periods of darkness or restricted visibility conditions. They are usually uniformly spaced at intervals of approximately 200 feet, and intensity may be controlled or preset. These light systems are classified according to the intensity they are capable of producing:
 - High Intensity Runway Lights (HIRLs).
 - Medium Intensity Runway Lights (MIRLs).
 - Low Intensity Runway Lights (LIRLs).
- **Runway End Identifier Lights (REIL).** Provides rapid and positive identification of the approach end of particular runway. The system consists of a pair of synchronized flashing lights, one on each side of the runway threshold.
- **Threshold Lights.** Fixed lights arranged symmetrically left and right of the runway centerline, identifying the runway threshold. Lights are green for arriving aircraft and red for departing aircraft.
- **Touchdown Zone Lighting.** Two rows of transverse light bars located symmetrically about the runway centerline normally at 100-foot intervals. Only used on Category II/III ILS Runways.

AIRPORT MARKINGS. Markings used on runway and taxiway surfaces to identify a specific runway, a runway threshold, a centerline, a hold line, etc. A runway should be marked in accordance with its present usage such as: 1) Visual, 2) Nonprecision instrument, 3) Precision Instrument.

AIRPORT MASTER PLAN. A comprehensive study of an airport that focuses on the short-, medium-, and long-term development plan to meet future aviation demand of the airport.

AIRPORT OBSTRUCTION CHART (OC). A scaled drawing depicting the FAR Part 77 imaginary airspace surfaces, a representation of objects that penetrate these surfaces, runway, taxiway, and ramp areas, navigational aids, buildings, roads, and other detail in the vicinity of the airport.

AIRPORT OPERATIONS AREA (AOA). An area of an airport used or intended to be used for landing, takeoff, or surface maneuvering of aircraft. An AOA includes such paved areas or unpaved areas that are used or intended to be used for the unobstructed movement of aircraft in addition to its associated runway, taxiways, or apron.

AIRPORT OPERATOR. The operator (private or public) or sponsor of a public-use airport.

AIRPORT REFERENCE CODE (ARC). A coding system used to relate the airport design criteria to the operational and physical characteristics of the airplanes intended to use the airport or the critical aircraft. It is a two-character code consisting of the Aircraft Approach Category and the Airplane Design Group.

AIRPORT REFERENCE POINT (ARP). The latitude and longitude of the approximate center of the runway(s) at an airport.

AIRPORT SIGNS. Signs used to identify items and locations on the airport. Following are the most common sign types:

- **Boundary Sign.** These signs are used to identify the location of the boundary of the RSA/ROFZ or ILS critical areas for a pilot, or an existing the runway. These signs have a black inscription on a yellow background.
- **Destination Sign.** These signs indicate the general direction to a remote location. They have black inscriptions on a yellow background and ALWAYS contain an arrow.

- **Direction Sign.** These signs indicate directions of taxiways leading out of an intersection. They may also be used to indicate a taxiway exit from a runway. These signs have black inscriptions on a yellow background and ALWAYS contain arrows.
- **Information Sign.** These signs are installed on the airside of an airport and are considered to be signs other than mandatory signs. They have black inscriptions on a yellow background.
- **Location Sign.** These signs identify the taxiway or runway upon which the aircraft is located. The sign has yellow inscriptions on a black background with a yellow border and does NOT use arrows.
- **Mandatory Instruction Sign.** They denote taxiway/runway intersections, runway/runway intersections, ILS critical areas, OFZ boundaries, runway approach areas, CAT II/II operations areas, military landing zones, and no entry areas. These signs have white inscriptions with a black outline on a red background.
- **Roadway Sign.** These signs are located on the airfield and are solely intended for vehicle operators. They should conform to the categorical color codes established by the Manual on Uniform Traffic Control Devices (MUTCD).
- **Runway Distance Remaining Signs.** These signs are used to provide distance remaining information to pilots during takeoff and landing operations. These signs have a white numeral inscription on a black background.

AIRPORT SPONSOR. The entity that is legally responsible for the management and operation of an airport including the fulfillment of the requirements of laws and regulations related thereto.

AIRPORT SURVEILLANCE RADAR (ASR). A radar system used at airports to detect and display the position of aircraft in the terminal area.

AIRSIDE. The portion of an airport that contains the facilities necessary for the operations of aircraft.

ANNUAL SERVICE VOLUME (ASV). The number of annual operations that can reasonably be expected to occur at the airport based on a given level of delay.

APPROACH END OF RUNWAY. The approach end of runway is the near end of the runway as viewed from the cockpit of a landing airplane.

APPROACH LIGHT SYSTEM (ALS). An airport lighting facility aids in runway identification during the transition from instrument flight to visual flight for landing. Typical approach lighting systems used at airports include:

- **Approach Light System with Sequenced Flashing (ALSF).**
- **Lead-in-light System (LDIN).** Consists of one or more series of flashing lights installed at or near ground level that provides positive visual guidance along an approach path, either curving or straight, where special problems exist with hazardous terrain, obstructions, or noise abatement procedures.
- **Medium-Intensity Approach Light System with Runway Alignment Indicator (MALSR).** A lighting system installed on the approach end of a runway and consists of a series of lightbars, strobe lights, or a combination that extends outward from the runway end. It usually serves a runway that has an instrument approach procedure associated with it and allows the pilot to visually identify and align self with the runway environment once the pilot has arrived at a prescribed point on the approach.
- **Omnidirectional Approach Lighting System (ODALS).** Consist of seven omnidirectional flashing lights located in the approach area of a non-precision runway. Five lights are located on the runway centerline extended with the first light located 300 feet from the threshold and extending at equal intervals up to 1,500 feet from the threshold. The other two lights are located on each side of the runway, with a lateral distance of 40 feet from the runway edge, or 75v feet from the runway edge when installed on a runway equipped with VASI.



- **Runway Alignment Indicator Lights (RAILS).** Sequenced Flashing Lights which are installed only in combination with other lighting systems.

APPROACH PROCEDURES WITH VERTICAL GUIDANCE (APV). Instrument approach procedures conducted under IFR that provide both lateral and vertical guidance, but that do not meet all the accuracy requirements and navigation specifications to be classified as precision approach. Examples of APV approaches include Area Navigation (RNAV) (lateral approach procedures with vertical guidance (LPV) or lateral navigation (LNAV)/vertical navigation (VNAV) minimums) and localizer-type directional aid (LDA) with glideslope (GS).

APPROACH SURFACE. See *Imaginary Surfaces*.

APRON. A specific portion of the airfield used for passenger, cargo or freight loading and unloading, aircraft parking, and the refueling, maintenance and servicing of aircraft. Also referred to as ramp or tarmac.

ARCHITECTURAL/ENGINEERING (AE).

ARFF BUILDING. A facility located at an airport that provides emergency vehicles, extinguishing agents, and personnel responsible for minimizing the impacts of an aircraft accident or incident.

ARRIVAL TIME. The time an aircraft touches down on arrival.

AVIATION SECURITY STAKEHOLDER PARTICIPATION ACT OF 2014 (ASSPA OF 2014). Directs the DHS and TSA to establish in the TSA an aviation security advisory committee.

AVIATION AND TRANSPORTATION SECURITY ACT (ATSA). This act created the Transportation Security Administration. Prior to the passage of the ATSA, passenger screening was the responsibility of airlines.

AUTOMATED FLIGHT SERVICE STATION (AFSS). An automated air traffic facility that provides information and services to aircraft pilots before, during, and after flights, but it is not responsible for giving instructions or clearances or providing separation.

AUTOMATED SURFACE OBSERVATION SYSTEM (ASOS). Similar data reporting as an AWOS, but usually owned and maintained by the National Weather Service.

AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS). An automated sensor suite which is voice synthesized to provide a weather report that can be transmitted via VHF radio, NDB, or VOR ensuring that pilots on approach have up-to-date airport weather for safe and efficient aviation operations. Most AWOS observe and record temperature and dew point in degrees Celsius, wind speed and direction in knots, visibility, cloud coverage and ceiling up to 12,000 feet, freezing rain, thunderstorm (lightning), and altimeter setting.

AVGAS. Aviation fuel (gasoline) used for aircraft with internal-combustion engines. The most common Avgas is currently 100LL (Low Lead).

AVIATION SECURITY ADVISORY COMMITTEE (ASAC). Initially established in 1989 and managed by the FAA, it was transferred to the TSA with the enactment of the ATSA. The ASAC provides advice to the TSA administration on aviation security matters.

AVIGATION EASEMENT. A contractual right or a property interest in land over which a right of unobstructed flight in the airspace can occur.

BALLOON. See *Aircraft*.

BAGGAGE CLAIM. An area where passengers obtain luggage that was previously checked at an airline ticket counter at the departing airport.

BASED AIRCRAFT. An aircraft permanently stationed at an airport by agreement between the airport owner (management or FBO) and the aircraft owner.

BASE LEG. See *Traffic Pattern*.

BENEFIT-COST ANALYSIS (BCA). An analysis of the cost, benefit, and the uncertainty associated with a project or action. A formal BCA is required for capacity projects of \$5 million or more AIP discretionary funds.

BIRDS BALLS. High-density plastic floating balls that can be used to cover ponds and prevent birds from using the sites.

BLAST FENCE. A barrier used to divert or dissipate jet blast or propeller wash.

BOUNDARY LIGHTS. See *Airport Lighting*.

BOUNDARY SIGN. See *Airport Signs*.

BUILDING RESTRICTION LINE (BRL). A line that identifies suitable building area locations on airports to limit building proximity to aircraft movement areas. Typically based on the FAR Part 77 Airport Imaginary Surfaces.

CAPACITY (THROUGHPUT CAPACITY). A measure of the maximum number of aircraft operations or their airport components which can be accommodated on the airport.

CAPITAL IMPROVEMENT PROGRAM (CIP). Provides a schedule of development for the proposed projects identified by an airport or through the development of an Airport Master Plan.

CARGO SERVICE AIRPORT. See *Airport*.

CEILING. The height above the earth's surface of the lowest layer of clouds or obscuring phenomena that is reported as broken, overcast or obscured.

CERTIFICATED AIRPORT. See *Airport*.

CIRCLING APPROACH. A maneuver initiated by the pilot to align the aircraft with a runway for landing when a straight-in landing from an instrument approach is not possible or is not desirable.

CLEARWAY (CWY). A defined rectangular area beyond the end of the runway cleared or suitable for use in lieu of runway to satisfy take off distance requirements.

COMMERCIAL SERVICE AIRPORT. See *Airport*.

COMMON TRAFFIC ADVISORY FREQUENCY (CTAF). The VHF radio frequency used for air-to-air communication at uncontrolled airports or where no control tower is currently active. Pilots use the common frequency to coordinate their arrivals and departures safely, give position reports, and acknowledge other aircraft in the airfield traffic pattern.

COMPASS ROSE. A circle, graduated in degrees, printed on some charts or marked on the ground at an airport. It is used as a reference to either true or magnetic direction. When marked on the ground it is used to calibrate an aircraft's compass.

CONICAL SURFACE. See *Imaginary Surfaces*.



CONSULTANT. A firm, individual, partnership, corporation, or joint venture that performs architectural, engineering or planning service as defined in FAA AC150/5100-14D, employed to undertake work funded under an FAA airport grant assistance program.

CONTROLLED AIRSPACE. Airspace of defined dimensions within which air traffic control service is provided to IFR flight and to VFR flights in accordance with the airspace classification. Controlled airspace is a generic term that covers Class A, Class B, Class C, Class D, and Class E Airspace.

CRITICAL (DESIGN) AIRCRAFT. The most demanding aircraft with at least 500 annual operations that operates, or is expected to operate, at the airport.

CROSSWIND. A wind that is not parallel to a runway centerline or to the intended flight path of an aircraft.

CROSSWIND COMPONENT. The component of wind that is at a right angle to the runway centerline or the intended flight path of an aircraft.

CROSSWIND LEG. See *Traffic Pattern*.

DISADVANTAGED BUSINESS ENTERPRISE (DBE). "Disadvantaged Business **Enterprise**" (DBE) means a business which is at least fifty-one percent (51%) owned and operated by one or more socially and economically disadvantaged individuals and whose management and daily operation is controlled by the qualifying party(ies).

DECISION HEIGHT (DH). The lowest height or altitude in an approach descent and the point at which a missed approach shall be initiated if the required visual reference has not been established. This term is used only in procedures where an electronic glide slope provides the reference for descent, as in ILS.

DECLARED DISTANCES. The distances the airport owner declares available for an aircraft's takeoff run, takeoff distance, accelerated-stop distance, and landing distance requirements.

- **Takeoff Run Available (TORA).** The runway length declared available and suitable for the ground run of an aircraft taking off.
- **Takeoff Distance Available (TODA).** The runway length equal to the TORA plus the length of any remaining runway or clearway beyond the far end of the TORA; the full length of TODA may need to be reduced because of obstacles in the departure area.
- **Accelerated Stop Distance Available (ASDA).** The runway length equal to the runway plus stopway length declared available and suitable for the acceleration and deceleration of an aircraft aborting a takeoff.
- **Landing Distance Available (LDA).** The runway length equal to the length of runway available and suitable for the landing ground run of airplanes.

DESIGN AIRCRAFT. An aircraft whose dimensions and/or other requirements make it the most demanding aircraft for an airport's facilities (i.e. runways and taxiways). The Design Aircraft is used as the basis for airport planning and design since it is assumed that airport facilities are designed to accommodate the Design Aircraft will also be able to accommodate less demanding aircraft as well. An aircraft can be utilized as the Design Aircraft for an airport if it will (has) conduct(ed) 500 or more annual operations (250 landings) at that airport.

DECISION HEIGHT (DH). This is associated with precision approaches and the aircraft is continually descending on final approach. When the aircraft reaches the DH, the pilot must make a decision to land or execute the missed approach procedure.

DEICING. The removal, though application of a max of heated water and propylene or ethylene glycol, of frost, ice, slush, or snow from the aircraft in order to provide clean surfaces.

DEICING PAD. A facility where an aircraft received deicing or anti-icing.

DELAY. The difference between constrained and unconstrained operating time.

DEMAND. The number of aircraft operations, passengers, or other factors that are required in a specific period of time.

DEPARTMENT OF TRANSPORTATION (DOT). The United States federal department that institutes and coordinates national transportation programs; created in 1966. The FAA is an organization within the DOT.

DEPARTURE AIRSPACE. See *Approach Airspace*.

DESTINATION SIGN. See *Airport Signs*.

DETENTION PONDS. Storm water management ponds that hold storm water for short periods of time, a few hours to a few days.

DIRECTION SIGN. See *Airport Signs*.

DISCRETIONARY GRANT FUNDS. Annual Federal grant funds that may be appropriate to an airport based upon designation by the Secretary of Transportation or Congress to meet a specified national priority such as enhancing capacity, safety, and security or mitigating noise.

DISPLACED THRESHOLD. See *Threshold*.

DISTANCE MEASURING EQUIPMENT (DME). See *Navigation Aid*.

DEPARTMENT OF REVENUE (DOR). The general mission of the DOR is to fairly, efficiently, and accurately administer the tax laws and other revenue for that state. Source: Pennsylvania Department of Revenue.

DOWNWIND LEG. See *Traffic Pattern*.

EMERGENCY LOCATOR TRANSMITTER (ELT). A radio transmitter attached to the aircraft structure that aids in locating downed aircraft by radiating an audio tone on 121.5 MHz or 243 MHz.

ENPLANEMENT. The boarding of a passenger, cargo, freight or mail on an aircraft at an airport.

END-AROUND TAXIWAY (EAT). Taxiways constructed to allow an aircraft to cross the extended centerline of the runway without specific clearance from ATC. EAT projects must be pre-approved by the FAA Office of Airport Safety and Standards, Airport Engineering Division.

ENTITLEMENT GRANT FUNDS. Annual federal funds for which all airports in the NPIAS are eligible for.

ENVIRONMENTAL ASSESSMENT (EA). An environmental analysis performed pursuant to the Nation Environmental Policy Act to determine whether an action would significantly affect the environment and thus require a more detailed environmental impact statement.

ENVIRONMENTAL IMPACT STATEMENT (EIS). A document required of federal agencies by the National Environmental Policy Act (NEPA) for major projects or legislative proposals affecting the environment. It is a tool for decision-making describing the positive. If no significant impact is found a Finding of No Significant Impact (FONSI) is issued.



ESSENTIAL AIR SERVICE (EAS). The EAS program was put into place after passage of the Airline Deregulation Act in 1978 to guarantee that small communities that were served by certificated air carriers before airline deregulation maintain a minimal level of scheduled air service. The United States Department of Transportation is mandated to provide eligible EAS communities with access to the National Air Transportation System. This is generally accomplished by subsidizing two round trips a day with 30- to 50-seat aircraft, or additional frequencies with aircraft with nine seats or fewer, usually to a large- or medium-hub airport.

FAA ELIGIBILITY. Refers to an airport sponsor's eligibility to receive funds under the AIP program which varies per the type of airport and the type of proposed project.

FEDERAL AVIATION ADMINISTRATION (FAA). An agency of the United States Department of Transportation with authority to regulate and oversee all aspects of civil aviation in the United States.

FEDERAL AVIATION REGULATION (FAR). The general and permanent rules established by the executive departments and agencies of the Federal government for aviation which are published in the Federal Register. These are the aviation subset of the U.S. Code of Federal Regulations (CFR).

FEDERAL GRANT AGREEMENT. A Federal agreement that represents an agreement made between the FAA (on the behalf of the United States) and an airport sponsor for the grant of Federal Funding.

FEDERAL GRANT ASSURANCE. A provision within a Federal grant agreement to which the recipient of Federal airport development assistance has agreed to comply in consideration of the assistance provided.

FEDERAL SECURITY DIRECTOR (FSD). The federal security director is responsible for security operations at United States federal airports.

FINAL APPROACH FIX (FAF). The fix from or over which final approach (IFR) to an airport is executed.

FINAL APPROACH. A flight path of a landing aircraft in the direction of landing along the extended runway centerline from the base leg to the runway. For instrument approaches, the final approach typically begins at the final approach fix (FAF).

FINDING OF NO SIGNIFICANT IMPACT (FONSI). A public document prepared by a Federal agency that presents the rationale why a proposed action will not have a significant effect on the environment and for which an environmental impact statement will not be prepared.

FIX. A geographical position determined by visual reference to the surface by reference to one or more radio NAVAIDs, by celestial plotting, or by another navigational device.

FIXED BASE OPERATION or FIXED BASE OPERATOR (FBO). A business enterprise located on the airport property that provides services to pilots including aircraft rental, training, fueling, maintenance, parking, and the sale of pilot supplies.

FLIGHT SERVICE STATION (FSS). An air traffic facility that provides information and services to aircraft pilots before, during, and after flights, but unlike ATC, is not responsible for giving instructions, clearances, or providing separation.

FLIGHT STANDARDS DISTRICT OFFICE (FSDO). An FAA field office serving an assigned geographical area and staffed with Flight Standard personnel who serve the aviation industry and the general public on matters relating to the certification and operation of air carrier and general aviation aircraft. Activities include general surveillance of operation safety, certification of airmen and aircraft, accident prevention, investigation, enforcement, etc.

FOREIGN OBJECT DEBRIS (FOD). Any object found on an airport that does not belong in or near airplanes, and as a result can injure personnel and damage aircraft.

FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERNATION. Federal law requires filing a Notice of Proposed Construction or Alteration (Form 7460) for all structures over 200 feet AGL or lower if closer than 20,000 feet to a public use airport with a runway over 3,200 feet in length.

FORM 7480-1, NOTICE OF LANDING AREA PROPOSAL. Submitted to the FAA Airport Regional Division Office or ADO as formal written notification for project involving the construction of a new airport; the construction, realigning, altering, activating, or abandoning of a runway, landing strip, or associated taxiway; or the deactivation or abandoning of an entire airport.

FUEL FLOWAGE FEE. A tax assessed on the user, which is paid at the pump. Fuel flowage fee revenues are sent to the airport governing body, usually the board or authority and are then used for airport improvements or other expenses.

GAP ANALYSIS. See *Safety Management System*.

GATE. An aircraft parking position used by a single aircraft loading or unloading passengers, mail, or cargo, etc.

GENERAL AVIATION (GA). The segment of aviation that encompasses all aspects of civil aviation except certified air carriers and other commercial operators, such as airfreight carriers.

GENERAL AVIATION AIRPORT. See *Airport*.

GEOGRAPHIC INFORMATION SYSTEM (GIS). A technology that manages, analyzes, and disseminates geographic data.

GLIDER. See *Aircraft*.

GLIDESLOPE. See *Instrument Landing System*.

GLOBAL POSITIONING SYSTEM (GPS). A satellite based navigational system that provides signals in the cockpit of aircraft defining aircraft position in terms of latitude, longitude, and altitude.

GPS RUNWAY. See *Runway*.

GRANT AGREEMENT. See *Federal Grant Agreement*.

GROUND ACCESS. The transportation system on and around the airport that provides access to and from the airport by ground transportation vehicle for passengers, employees, cargo, freight, and airport services.

HAZARD. See *Safety Management System*.

HAZARD TO AIR NAVIGATION. An existing or proposed object that the FAA, as a result of an aeronautical study, determines will have a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft, operation of air navigation facilities, or existing or potential airport capacity.

HAZARDOUS WILDLIFE. Species of wildlife (birds, mammals, reptiles) including feral animals and domesticated animals not under control, that are associated with aircraft strike problems, are capable of causing structural damage to airport facilities, or act as attractants to other wildlife that pose a strike hazard.

HEAVY AIRCRAFT. See *Aircraft*.



HEIGHT ABOVE AIRPORT (HAA). Indicates the height of the MDA above the published airport elevation. This is published in conjunction with circling minimums.

HELICOPTER. See *Aircraft*.

HELIPAD. A small, designated area, usually with prepared surface, on a heliport, airport, landing/takeoff area, apron/ramp, movement area used for takeoff, landing, or parking of helicopters.

HELIPORT. An area of land, water, or structure used or intended to be used for the landing and takeoff of helicopters.

HIGH INTENSITY RUNWAY LIGHTING (HIRL). See *Airport Lighting*.

HOLDING. A predetermined maneuver which keeps an aircraft within a specified airspace while awaiting further clearance.

HOLDING FIX. A specified geographical point or NAVAID used as a reference point in establishing and maintaining the position of an aircraft while holding.

HOLDOVER TIME. The estimated time the application of anti-icing fluid will prevent the formation of frozen contamination on the protected surfaces of an aircraft. With a one-step deicing/anti-icing operation, the holdover begins at the start of the operations; with a two-step operation, the holdover begins at the start of the final anti-icing application.

HOT SPOT. A location on an airport movement area with a history of potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary.

HORIZONTAL SURFACE. See *Imaginary Surfaces*.

HUMAN RESOURCES (HR). The people who make up the workforce of an organization, business sector, or economy.

HUB AIRPORT. See *Airport*.

INDEPENDENT FEE ESTIMATE (IFE). An independent cost analysis for a project to be utilized as a negotiation tool and/or a cost validation tool by the sponsor.

IMAGINARY SURFACES. Are surfaces defined in 14 CFR Part 77 and are in relation to the airport and each runway. The size of these imaginary surfaces is based on the category of each runway for current and future airport operations. Any objects which penetrate these surfaces are considered an obstruction and affects navigable airspace.

- **Approach Surface.** An imaginary obstruction limiting surface defined in 14 CFR Part 77 which is longitudinally centered on an extended runway centerline and extends outward and upward from the primary surface at each end of a runway at a designated slope and distance upon the type of available or planned approach by aircraft to a runway.
- **Conical Surface.** An imaginary obstruction-limiting surface defined in 14 CFR Part 77 that extends from the edge of the horizontal surface outward and upward at a slope of 20 to 1 for a horizontal distance of 4,000 feet.
- **Horizontal Surface.** An imaginary obstruction-limiting surface defined in 14 CFR Part 77 that is specified as a portion of a horizontal plane surrounding a runway located 150 feet above the established airport elevation. The specific horizontal dimension of this surface is a function of the types of approaches existing or planned for the runway.

- **Primary Surface.** An imaginary obstruction-limiting surface defined in 14 CFR Part 77 that is specified as a rectangular surface longitudinally centered about a runway. The specific dimensions of this surface are function of types of approaches existing or planned for the runway.
- **Transitional Surface.** An imaginary obstruction-limiting surface defined in 14 CFR Part 77 that extends outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the slides of the primary surface.

INCURSION. The unauthorized entry by an aircraft, vehicle, or obstacle into the defined protected area surrounding an active runway, taxiway, or apron.

INFORMATION SIGN. See *Airport Signs*.

INITIAL APPROACH. The segment of a standard instrument approach procedure between the initial approach fix and the intermediate fix, or the point where the aircraft is established on the intermediate segment of the final approach course.

INITIAL APPROACH ALTITUDE. The altitude prescribed for the initial approach segment of an instrument approach.

INNER MARKER (IM). See *Instrument Landing System*.

INSTRUMENT APPROACH PROCEDURE (IAP). A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing or to a point from which a landing may be made visually.

INSTRUMENT FLIGHT RULES (IFR). Procedures for the conduct of flight in weather conditions below Visual Flight Rules (VFR) weather minimums. The term IFR is often also used to define weather conditions and type of flight plan under which an aircraft is operating. IFR is defined as the weather condition that occurs whenever the cloud ceiling is at least 500 feet above ground level, but less than 1,000 feet and/or visibility is at least one statute mile, but less than 3 statute miles.

INSTRUMENT LANDING SYSTEM (ILS). A precise ground-based navigation system for aircraft that provides precision guidance to an aircraft approaching a runway. It uses a combination of radio signals and, in many cases, high-intensity lighting arrays to enable a safe landing during instrument meteorological conditions. Normally consists of the following components and visual aids:

- **Localizer.** The component of an ILS which provides horizontal guidance to the runway.
- **Glideslope.** An independent ILS subsystem that provides vertical guidance to aircraft approaching a runway. It is an antenna array that is usually located on one side of the runway touchdown zone.
- **Outer Marker (OM).** A marker beacon at or near the glideslope intercept altitude of an ILS approach and it keyed to transmit two dashes per second.
- **Middle Marker (MM).** A marker beacon that defines a point along the glideslope of an ILS normally located at or near the point of DH (CAT I). It is keyed to transmit alternate dots and dashes.
- **Inner Marker (IM).** A marker beacon used with an ILS (CAT II & CAT III) precision approach located between the middle marker and the end of the ILS runway, transmitting a radiation pattern keyed at six dots per second, and indicating that the pilot, both aurally and visually, is at the DH
- **Approach Lights.** See *Approach Lighting Systems*.

ILS CATEGORIES. The weather minimums associated with an ILS is defined by the following categories (note that to make landing under these conditions, aircraft must be equipped with special avionics, pilot must be qualified to land under specified conditions for that category, and aircraft must have proper ground equipment for conditions):



- **Category I: 200-foot ceiling and 2,400-foot RVR;**
- **Category II: 100-foot ceiling and 1,200-foot RVR;**
- **Category IIIA: zero-foot ceiling and 700-foot RVR;**
- **Category IIIB: zero-foot ceiling and 150-foot RVR; and**
- **Category IIIC: zero-foot ceiling and zero-foot RVR.**

INSTRUMENT METEOROLOGICAL CONDITIONS (IMC). Meteorological conditions expressed in terms of specific visibility and ceiling conditions that are less than the minimums specified for visual meteorological conditions. IMC are defined as period when cloud ceiling are less than 1,000 feet above ground and/or visibility less than three miles

INSTRUMENT RUNWAY. See *Runway*.

INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO). An agency of the United Nations which codifies the principles and techniques of the international air navigation and fosters the planning and development of international air transport to ensure safe and orderly growth. The ICAO Council adopts standards and recommended practices concerning air navigation, prevention of unlawful interference, and facilitation of border-crossing procedure for international civil aviation.

IRREGULAR OPERATIONS (IROPS). Unique events that require special attention from airport operations and airline staff that can impact all or part of an airport.

ISLAND. An unused paved or grassy area between taxiways, between runways, or between a taxiway and a runway. Paved islands are clearly marked as unusable, either by painting or the use of artificial turf.

INFORMATION TECHNOLOGY (IT). Information Technology is the application of computers to store, retrieve, transmit and manipulate data or information, often in the context of a business or other enterprise. IT is considered to be a subset of information and communications technology (ICT). Information technology is commonly used as a synonym for computers and computer networks, but it also encompasses other information distribution technologies such as television and telephones.

ITINERANT OPERATIONS. See *Operation*.

JET-A. Type of aviation fuel designed for use in aircraft powered by gas-turbine engines.

KNOT. A unit of speed equal to one nautical mile per hour, or 1.15 statute mile per hour.

LAND AND HOLD SHORT OPERATIONS (LAHSO). To increase airport capacity, efficiency, and safety, LAHSO clearances usually instruct an aircraft to land, and then hold short of an intersecting runway, taxiway, or predetermined point.

LARGE HUB AIRPORT. See *Airport*.

LANDING DISTANCE AVAILABLE (LDA). See *Declared Distances*.

LANDSIDE. The portion of an airport that provides the facilities necessary for the processing of passengers, cargo, freight, and ground transportation vehicles.

LARGE AIRPLANE. See *Aircraft*.

LEAD-IN-LIGHT SYSTEM (LDIN). See *Approach Light System*.

LOCALIZER. See *Instrument Landing System*.

LOCALIZER PERFORMANCE WITH VERTICAL GUIDANCE (LPV). An instrument approach procedure that uses wide area augmentation system (WAAS) and very precise GPS capabilities to attain an airplane's position. Although it does provide vertical guidance and can provide minimums consistent with an ILS, an LPV is considered to be a non-precision approach.

LOCALIZER TYPE DIRECTIONAL AID (LDA). A facility of comparable utility and accuracy to a localizer but which is not part of a complete ILS and will not be aligned with the runway.

LOCAL OPERATIONS. See *Operation*.

LOCATION SIGN. See *Airport Signs*.

LOW INTENSITY AIRPORT LIGHTING. See *Airport Lighting*.

LOCAL OPERATION. See *Operations*.

MAGNETIC (COMPASS) HEADING. The heading relative to the magnetic poles of the Earth and indicated by a magnetic compass.

MANDATORY INSTRUCTION SIGN. See *Airport Signs*.

MAXIMUM CERTIFIED TAKEOFF WEIGHT (MTOW). The Maximum certificated weight for the airplane at takeoff, i.e. the airplane's weight at the start of the takeoff run.

MEAN SEA LEVEL (MSL). The average or mean height of the sea, with reference to a suitable reference surface.

MEDIUM HUB AIRPORT. See *Airport*.

MEDIUM INTENSITY APPROACH LIGHT SYSTEM WITH RUNWAY ALIGNMENT INDICATOR (MASLR). See *Approach Light System*.

MEDIUM INTENSITY RUNWAY LIGHTS (MIRL). See *Airport Lighting*.

MIDDLE MARKER (MM). See *Instrument Landing System*.

MILITARY OPERATIONS. See *Operation*.

MINIMUM DESCENT ALTITUDE (MDA). This is associated with non-precision approaches and is the lowest altitude an aircraft can fly until the pilot sees the airport environment. If the pilot has not found the airport environment by the Missed Approach Point (MAP) a missed approach is initiated.

MISSED APPROACH POINT (MAP). The point prescribed in an instrument approach at which a missed approach procedure shall be executed if visual reference of the runway environment is not in sight or the pilot decides it is unsafe to continue. The MAP is similar in principle to the Decision Height.

MODIFICATION TO STANDARDS (MOS). Any approved nonconformance to FAA standards, other than dimensional standards for Runway Safety Areas (RSAs), applicable to an airport design, construction, or equipment procurement project that is necessary to accommodate an unusual local condition for a specific project on a case-by-case basis while maintaining an acceptable level of safety.

MOVEMENT AREA. The runway, taxiways, and other area of an airport an airport/heliport which are utilized for taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and parking areas. At those airports with a tower, specific approval for entry onto the movement area must be obtained from ATC.



NATIONAL AIRSPACE SYSTEM (NAS). The network of air traffic control facilities, air traffic control areas, and navigational facilities throughout the U.S.

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA). Federal legislation that established environmental policy for the nation. It requires an interdisciplinary framework for federal agencies to evaluate environmental impacts and contains action-forcing procedures to ensure that federal agency decision makers take environmental factors into account.

NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS (NPIAS). The national airport system plan developed by the Secretary of Transportation on a biannual basis for the development of public use airports to meet national air transportation needs.

NATIONAL TRANSPORTATION SAFETY BOARD (NTSB). A federal investigatory board whose mandate is to ensure safe public transportation. As part of the DOT, the NTSB investigates accidents, conducts studies, and makes recommendations to federal agencies and the transportation industry.

NAUTICAL MILE (NM). The unit measure of distance in both nautical and aeronautical context. A nautical mile equals 1.15 statute miles (6,080 feet). The measure of speed in regard to nautical miles is known as KNOTS (nautical miles per hour).

NAVIGATION AID (NAVAID). Any electronic and visual air navigation aids, lights, signs, and associated supporting equipment used or available for providing point-to-point guidance information or position data to aircraft in flight.

- **Distance Measuring Equipment (DME).** Equipment (airborne and ground) used to measure, in nautical miles, the slant range distance of an aircraft from the DME NAVAID.
- **Non-Directional Beacon (NDB).** A radio beacon transmitting non-directional signals whereby an aircraft equipped with direction finding equipment can determine headings to or from the radio beacon and “home” in on a track to or from it. The signal transmitted does not include inherent directional information.
- **Precision Approach Path Indicator (PAPI).** A path indicator that uses a single row of lights arranged to provide precision descent guidance information during approach to a runway.
- **Rotating Beacon.** A visual NAVAID used to assist pilots in finding an airport, particularly those flying in IMC or VFR at night. The beacon provides information about the type of airport through the use of a particular set of color filter:
 - **Green flashed alternated with two quick white flashes:** Lighted military land airport.
 - **Alternating White and green flashes:** Lighted civilian land airport.
 - **Alternating white and yellow flashes:** lighted water airport.
 - **Alternating yellow, green, and white:** Lighted heliport.
- **Tactical Air Navigation (TACAN).** An ultra-high frequency electronic rho-theta NAVAID which provides suitably equipped aircraft a continuous indication of bearing and distance to the TACAN station.
- **Visual Approach Slope Indicator (VASI).** A system of lights arranged to provide vertical visual approach slope guidance to aircraft during approach to landing by radiating a directional pattern of high intensity red and white focused light beam.
- **VOR (Very High Frequency Omni-directional Radio-range).** A ground-based electronic NAVAID transmitting very high frequency navigation signals, 360-degree azimuth, oriented from magnetic north, used as a basis for navigation in NAS.
- **VORTAC (Very High Frequency Omni-Directional Radio-range/Tactical Aircraft Control).** A NAVAID providing VOR azimuth, TACAN azimuth, and TACAN DME at one site.

NIGHT. The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time.

NOISE ABATEMENT PROCEDURES. Procedures developed by the FAA and community to reduce the level of noise generated by aircraft departing over-populated areas.

NOISE CONTOUR. A continuous line on a map of the airport vicinity connecting all points of the same noise level. These contours represent noise levels generated from aircraft operations, takeoff and landing of aircraft. They are generated based on methodology developed by the FAA and the data provides information that can be used to identify varying degrees of noise impacts on the surrounding area.

NON-DIRECTIONAL BEACON (NDB). See *Navigation Aid*.

NON-HUB AIRPORT. See *Airport*.

NON-MOVEMENT AREA. Taxilanes and apron areas not in the movement area and therefore not under the control of traffic control.

NONPRECISION APPROACH PROCEDURE. A standard instrument approach procedure in which no electronic glideslope is provided.

NONPRECISION RUNWAY. See *Runway*.

NOTICE TO AIRMEN (NOTAM). A notice containing information concerning the establishment, condition, or change in any component (facility, service, procedure of, or hazard in the NAS) the timely knowledge of which is essential to personnel concerned with flight operations.

OBJECT. Includes, but is not limited to above ground structures, NAVAIDs, people, equipment, vehicles, natural growth, terrain, and parked aircraft.

OBJECT FREE AREA (OFA). An area on the ground centered on a runway (ROFA), taxiway (TOFA), or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

OBSTACLE. An existing object at a fixed geographical location or which may be expected at a fixed location within a prescribed area with reference to which vertical clearance is or must be provided during flight operation.

OBSTACLE FREE ZONE (OFZ). The three-dimensional airspace along the runway and extended runway centerline that is required to be clear of obstacles for protection for aircraft landing or taking off from the runway and for missed approaches. It is the airspace below 150 feet above the established airport elevation and along the runway and extended runway centerline that is required to be clear of all objects, except for frangible visual NAVAIDs that need to be located in the OFZ because of their function, in order to provide clearance protection for aircraft landing or taking off from the runway, and for missed approaches.

OBSTRUCTION. An existing or future object that is of a greater height than any of the heights or surfaces defined in 14 CFR Part 77.23 and 77.25. (Note that obstructions to air navigation are presumed to be hazards to air navigation until an FAA study has determined otherwise.)

OFFICE OF MANAGEMENT AND BUDGET (OMB). The OMB may help or assist the Governor, State agencies, and their employees provide effective, efficient, and fiscally sound government to the citizens of their state. OMB support agency efforts to achieve results by helping them obtain the fiscal, capital, and personnel resources needed to provide services to their citizens. The OMB may be a cabinet-level agency within the



executive branch of state government. OMB develops, coordinates and monitors the individual budgets of state agencies and reviews all financial transactions made with public funds.

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM (ODALS). See *Approach Light System*.

OPERATION. The landing, takeoff, or touch-and-go procedure by an aircraft on a runway at an airport. Operations can be categorized into the following categories:

- **Itinerant Operations.** Operations by aircraft that leaves the local airspace.
- **Local Operations.** Aircraft operations performed by aircraft that are based at the airport and that operate in the local traffic pattern or within sight of the airport, that are known to be departing for or arriving from flights in local practice areas within a prescribed distance from the airport, or that execute simulated instrument approaches at the airport.
- **Military Operations.** Aircraft operations performed in military aircraft. May be itinerant or local operations.
- **Transient Operations.** Operations by aircraft that are not based at a specified airport.

OUTER MARKER (OM). See *Instrument Landing System*.

PARALLEL RUNWAYS. See *Runway*.

PARALLEL TAXIWAYS. See *Taxiway*.

PASSENGER FACILITY CHARGE (PFC). The collection of PFC fees for every enplaned passenger at commercial airports controlled by public agencies to be used to fund FAA-approved projects that enhance safety, security, or Capacity; reduce noise; or increase air carrier competition.

PEAK HOUR (PH). An estimate of the busiest hour in a day. This is also known as the design hour.

PERFORMANCE-BASED NAVIGATION (PBN). It specifies that aircraft RNP and RNAV systems performance requirements be defined in terms of accuracy, integrity, availability, continuity and functionality required for the proposed operations in the context of a particular airspace, when supported by the appropriate navigation infrastructure.

- **Area Navigation (RNAV).** A method of navigation that permits aircraft operations on any desired flight path.
- **Required Navigation Performance (RNP).** A type of Performance-Based Navigation (PBN) that allows an aircraft to fly a specific path between two, 3 dimensionally defined points in space.

PISTON ENGINE. See *Aircraft Engine*.

PLANNING ACTIVITY LEVEL (PAL). Selected activity levels that may trigger the need for additional facilities or improvements.

PRECISION APPROACH CATEGORIES I, II, III (CAT I, CAT II, CAT III). See *Instrument Landing System*.

PRECISION APPROACH PROCEDURE. A standard precision approach procedure in which an electronic glideslope is provided, such as ILS or PAR.

PRIMARY AIRPORT. See *Airport*.

PRIMARY SURFACE. See *Imaginary Surfaces*.

POOR VISIBILITY AND CEILING (PVC). Is a condition that exists whenever the cloud ceiling is less than 500 feet, and/or the visibility is less than one statute mile.

PRECISION APPROACH PATH INDICATOR (PAPI). See *Navigational Aid*.

PUBLIC USE AIRPORT. An airport that is open to the general public with or without a prior request to use the airport.

RADAR (RADIO DETECTION AND RANGING). A device which, by measuring the time interval between transmission and reception of radio pulses, provides information on range, azimuth and/or elevation of objects in the path of the transmitted pulses.

RADAR SERVICE. A term which encompasses aircraft separation, navigation guidance, and/or flight track monitoring services based on the use of radar which can be provided by a controller to a pilot of a radar-identified aircraft.

RADAR SURVEILLANCE. The radar observation of a given geographic area for the purpose of performing some radar function.

RADIAL. A magnetic bearing extending from a VOR, a VORTAC, or a TACAN navigational facility.

RAMP. Synonymous with Apron. See *Apron*.

RECORD OF DECISION (ROD). A public document that reflects the FAA's final decision of an EIS, rationale behind that decision, and commitments to enforce and monitor mitigation.

REGIONAL JET. See *Aircraft*.

REGRESSION ANALYSIS. A statistical technique that seeks to identify and quantify the relationships between factors associated with a forecast.

RELIEVER AIRPORT. See *Airport*.

RETENTION PONDS. Storm water management ponds that hold water for several months.

REQUEST FOR QUALIFICATIONS (RFQ). The RFQ is a formal process of procuring a product or service. It is typically a screening step to establish a pool of firms or individuals to provide a product that is then evaluated on their qualifications.

REQUEST FOR PROPOSALS (RFP). The RFP is typically a second step in a procurement process following the Request for Qualification stage where there is a pre-selected short-list of firms. These short-listed firms will respond to the project requirements and allow for further evaluation by the selection committee.

RISK ASSESSMENT. See *Safety Management System*.

RNAV. See *Performance Based Navigation*

RNP. See *Performance Based Navigation*.

ROADWAY SIGN. See *Airport Signs*.

ROCKET. See *Aircraft*.

ROTATING BEACON. See *Navigation Aid*.



ROTORCRAFT. See *Aircraft*.

RUNWAY (RW). Defined as rectangular surface on an airport prepared or suitable for the landing and takeoff of airplanes. Runways can be classified as the following:

- **Instrument Runway.** A runway equipped with electronic and visual navigation aids for which a precision or nonprecision approach procedure having straight-in landing minimums has been approved.
- **GPS Runway.** A runway having a precision or nonprecision approach procedure using GPS navigational guidance with or without vertical guidance.
- **Nonprecision Instrument Runway.** A runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance for which a straight-in or side-step nonprecision approach procedure has been approved.
- **Nonprecision Runway.** A runway with only horizontal guidance available.
- **Parallel Runways.** Two or more runways at the same airport whose centerlines are parallel. In addition to runway number, parallel runways are designated as L (left) and R (right) or, if three parallel runways exist, L (left), C (center), and R (right).
- **Precision Instrument Runway.** A runway having an existing instrument approach procedure utilizing air navigation facilities with both horizontal and vertical guidance for which a precision approach procedure has been approved.
- **Utility Runway.** A runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight and less.
- **Visual Runway.** A runway without an existing or planned straight-in instrument approach procedure and no instrument approach procedure/equipment.

RUNWAY ALIGNMENT INDICATOR LIGHTS (RAILS). See *Approach Light System*.

RUNWAY BLAST PAD. A surface adjacent to the ends of the runways provided to reduce the erosive effect of jet blast and propeller wash.

RUNWAY CENTERLINE LIGHTING. See *Airport Lighting*.

RUNWAY DESIGN CODE (RDC). A code signifying the design standards to which a runway is to be built. It is comprised for three elements - the Aircraft Approach Category (AAC), the Airplane Design Group (ADG), and Visibility Minimums – that are combined to form the RDC of a particular runway.

RUNWAY DISTANCE REMAINING SIGN. See *Airport Signs*.

RUNWAY EDGE LIGHTS. See *Airport Lighting*.

RUNWAY END IDENTIFIER LIGHTS (REIL). See *Airport Lighting*.

RUNWAY ENVIRONMENT. The physical runway and the areas surrounding the runway out to the hold position marking.

RUNWAY GRADIENT. The ratio of the change in elevation divided by the length of the runway expressed as a percentage.

RUNWAY HEADING. The magnetic direction that corresponds with the runway centerline extended.

RUNWAY INCURSION. Any occurrence at an airport involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and takeoff of aircraft.

RUNWAY LIGHTS. See *Airport Lighting*.

RUNWAY PROTECTION ZONE (RPZ). A trapezoidal area off the runway end intended to enhance the protection of people and property on the ground.

RUNWAY SAFETY AREA (RSA). A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.

RUNWAY VISUAL RANGE (RVR). The distance over which a pilot of an aircraft on the centerline of the runway can see the runway surface markings delineating the runway or identifying its centerline. RVR is normally expressed in feet.

SAFETY ASSESSMENT. See *Safety Management System*.

SAFETY ASSURANCE. See *Safety Management System*.

SAFETY MANAGEMENT SYSTEM (SMS). The formal top-down business-like approach to managing safety risk. It includes systematic procedures, practices, and policies for the management of safety (including safety risk management, safety policy, safety assurance, and safety promotion).

- **Gap Analysis.** Identification of existing safety components compare to SMS program requirements. Gap analysis provides an airport operator an initial SMS development plan and Safety roadmap to compliance.
- **Hazard.** Any existing or potential condition that can lead to injury, illness, or death to people; damage to or loss of a system, equipment, or property, or damage to the environment. A hazard is a condition that is a prerequisite to an accident or incident.
- **Risk Assessment.** Assessment of the system or component to compare the achieved risk level with the tolerable risk level.
- **Safety Assessment.** A systematic, comprehensive evaluation of an implemented system.
- **Safety Assurance.** SMS process management functions that systematically provides confidence that organizational products/services meet or exceed safety requirements.
- **Safety Policy.** Defines the fundamental approach to managing safety that is to be adopted within an organization. Safety policy further defines the organization's commitment to safety and overall safety vision.
- **Safety Promotion.** A combination of safety culture, training, and data sharing activities that supports the implementation and operation of an SMS in an organization.
- **Safety Risk Control.** Anything that mitigates the safety risk of a hazard. Safety risk controls necessary to mitigate an unacceptable risk should be mandatory, measurable, and monitored for effectiveness.
- **Safety Risk Management (SRM).** A formal process within the SMS composed of describing the system, identifying the hazards, assessing the risk, analyzing the risk, and controlling the risk. The SRM process is embedded in the operation system is not a separate/distinct process.
- **Severity.** The consequence or impact of a hazard in terms of degree of loss or harm.

SAFETY POLICY. See *Safety Management System*.

SAFETY PROMOTION. See *Safety Management System*.



SAFETY RISK. See *Safety Management System*.

SAFETY RISK CONTROL. See *Safety Management System*.

SAFETY RISK MANAGEMENT (SRM). See *Safety Management System*.

SCOPE. The document that identifies and defines the tasks emphasis, and level of effort associated with a project or study.

SELF-FUELING. The fueling of an aircraft by the owner or operator of the aircraft.

SEGMENTED CIRCLE. A circle located on an airport where wind and runway pattern information are located. It performs two functions: it aids the pilot in locating the obscure airports, and it provides a centralized location for wind and traffic pattern indicators as may be required on a particular airport.

SEPARATION. The spacing of aircraft to achieve their safe and orderly movement in flight and while landing and taking off.

SEPARATION MINIMA. The minimum longitudinal, lateral, or vertical distances by which aircraft are spaced through the application of air traffic control procedures.

SERVICE AREA. The FAA organizes the airspace across the U.S. into three geographic Service Areas (Eastern, Central and Western) which are managed through one of the three Service Centers.

SERVICE CENTER. There is a Service Center for each of the three Service Areas and the Service Centers report to FAA Headquarters in Washington, D.C.

SEVERITY. See *Safety Management System*.

SHOULDER. An area adjacent to the edge of paved runways, taxiways, or aprons providing a transition between the pavement and the adjacent surface; support for aircraft running off the pavement; enhanced drainage; and blast protection.

SIDA. Security Identification Display Area is a special area designated by an airport operator in the United States to comply with Federal Aviation Administration requirements directed by Federal Aviation Regulations (FAR) Part 107.205.

SMALL AIRPLANE. See *Aircraft*.

SMALL HUB AIRPORT. See *Airport*.

SNOW REMOVAL EQUIPMENT (SRE). Equipment, such as plow trucks and brooms, to remove snow from the paved surfaces on an airport.

SOQ. Statement of Qualifications is a written response to a Request for Qualification by an individual or firm identifying the prospective bidder's experience and key personnel.

SPONSOR. A public agency or private owner of a public-use airport that submits to the Secretary an application for financial assistance for the airport.

STATUTE MILE. A regular "highway" mile measuring 5,280 feet.

STOP END OF RUNWAY. The far runway end as viewed from the cockpit of a landing airplane.

STOPWAY. An area beyond the stop end of the takeoff runway which is no less wide than the runway and is centered on the extended centerline of the runway. It is able to support an airplane during an aborted takeoff without causing structural damage to the airplane and designated by airport authorities for use in decelerating the airplane during an aborted takeoff. A blast pad is not a stopway.

SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (SMGCS). Systems providing routing, guidance, surveillance and control to aircraft and affected vehicles in order to maintain movement rates under all local weather condition within the Aerodrome Visibility Operational Level (AVOL) whilst maintaining the required level of safety.

SYSTEM OF AIRPORT REPORTING (SOAR). The FAA Office of Airport integrated database that contains airport planning, development, and financial information.

STRAIGHT-IN APPROACH. Entry into the traffic pattern by interception of the extended runway centerline (final approach) without executing any other portion of the traffic pattern.

TACTICAL AIR NAVIGATION (TACAN). See *Navigation Aid*.

TAILWIND. Any wind more than 90 degrees to the longitudinal axis of the runway.

TAKEOFF DISTANCE AVAILABLE (TODA). See *Declared Distances*.

TAKEOFF RUN AVAILABLE (TORA). See *Declared Distances*.

TAXI. The movement of an airplane under its own power on the surface of an airport.

TAXILANE (TL). The portion of the aircraft parking area used for access between taxiways and aircraft parking positions. A taxilane is outside the movement area and is normally not controlled by the Air Traffic Control Tower.

TAXIWAY (TW). A defined path established for the taxiing aircraft from one part of an airport to another.

- **Parallel Taxiway.** A taxiway whose centerline is parallel to an adjacent runway.

TAXIWAY/TAXILANE OBJECT FREE AREA (TOFA). Clearing standards which prohibit service vehicle roads, parked aircraft, and other objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes. Vehicles may operate within the OFA provided they give right of way to oncoming aircraft.

TAXIWAY/TAXILANE SAFETY AREA (TSA). A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway.

TAXIWAY DESIGN GROUP (TDG). FAA aircraft classification system for taxiway design based on design aircraft undercarriage dimensions. These include the overall Main Gear Width (MGW) and the Cockpit to Main Gear Distance (CMG).

TECHNICAL ADVISORY COMMITTEE (TAC). A group of individuals that provide input on technical issues.

TERMINAL AREA. A general term used to describe airspace in which approach control service or airport traffic control service is provided.



TERMINAL AREA FORECAST (TAF). The official forecast of aviation activity, both aircraft and enplanements, at FAA facilities. This includes FAA-towered airports, federally contracted towered airports, non-federal towered airports, and many non-towered airports.

TERMINAL INSTRUMENT PROCEDURES (TERPS). Published flight procedure standards for conducting instrument approaches to runways under instrument meteorological conditions. Information on TERPS is contained in FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS).

THRESHOLD (TH). The beginning of that portion of the runway available for landing. In some instances, the landing threshold may be displaced.

- **Displaced Threshold.** A threshold that is located at a point on the runway other than the designated beginning of the runway.

THRESHOLD LIGHTING. See *Airport Lighting*.

THROUGH-THE-FENCE (TTF) OPERATIONS. Those activities permitted by the airport sponsor through an agreement that permits access to the public landing area by independent entities or operator offering an aeronautical activity or to owners of aircraft based on land adjacent to, but not a part of, the airport property. The obligation to make an airport available for the use and benefit of the public does not impose any requirement for the airport sponsor to permit ground access by aircraft from adjacent property.

THROUGHPUT CAPACITY. See *Capacity*.

TOUCH AND GO. A training operation in which a landing approach is made, the aircraft touches-down on the runway, but does not fully reduce speed to turn off the runway. Instead, full engine power is applied while still rolling and a takeoff is made, thereby practicing both maneuvers as part of one motion. It counts as two separate aircraft operations.

TOUCHDOWN ZONE LIGHTING. See *Airport Lighting*.

TRACK. The flight path of an aircraft over the surface of the earth.

TERMINAL RADAR APPROACH CONTROL FACILITY (TRACON). Uses radar to “see” the airspace and typically manage the airspace for approximately a 30-mile radius around busy airports. Not all airports have TRACON’s.

TRAFFIC PATTERN. The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport. The following defines components of a standard traffic pattern:

- **Base Leg.** A flight path at right angles to the landing runway off its approach end. The base leg extends from the downwind leg to the intersection of the extended runway centerline.
- **Crosswind Leg.** A flight path at right angles to the landing runway off its upwind end.
- **Downwind Leg.** A flight path parallel to the landing runway in the direction opposite to landing. The downwind leg normally extends between the crosswind leg and the base leg.
- **Upwind Leg.** A flight path parallel to the landing runway in the direction of the landing.

TRANSITIONAL SURFACE. See *Imaginary Surfaces*.

TRANSIENT OPERATIONS. See *Operation*.

TRANSPORTATION SECURITY ADMINISTRATION (TSA). An agency established in 2001 to safeguard United States transportation systems and to insure safe air travel. TSA operates under the Department of Homeland Security.

TRUE HEADING. A heading relative to the actual North and South Poles of the Earth, rather than the magnetic poles.

TURBINE ENGINE. See *Aircraft Engine*.

TURBOFAN. See *Aircraft Engine*.

TURBOJET. See *Aircraft Engine*.

TURBOPROP. See *Aircraft Engine*.

UNCONTROLLED AIRPORT. See *Airport*.

UNCONTROLLED AIRSPACE. Airspace where an ATC service is not deemed necessary or cannot be provided for practical reasons. Uncontrolled airspace is a generic term that covers Class F and Class G Airspace.

UNIVERSAL INTEGRATED COMMUNICATIONS (UNICOM). An air-ground communication facility operated by a private agency to provide advisory service at uncontrolled airport. Aircraft call the ground station to make announcements of their intentions. In some cases, the ground station is not staffed. If no one is staffing the ground station, pilots broadcast their location and intentions over the UNICOM or CTAF channel. When the ground station is closed this is done without an acknowledgement.

UPWIND LEG. See *Traffic Pattern*.

UTILITY RUNWAY. See *Runway*.

VISIBILITY. A measure of the horizontal opacity of the atmosphere at which prominent unlighted objects may be seen and identified by day and prominent lighted objects may be seen and identified by night; and is expressed in terms of the horizontal distance at which a person should be able to see and identify, is measured in statute miles.

VISIBILITY MINIMUMS. Visibility expressed in terms of Runway Visibility Range (RVR) values in feet of 1200, 1600, 2400, 4000, and 5000. The following correlates the RVR values with Instrument Flight Visibility Categories in statute miles:

- **1200:** lower than 1/4 mile
- **1600:** lower than 1/2 mile but not lower than 1/4 mile
- **2400:** lower than 3/4 mile but not lower than 1/2 mile
- **4000:** lower than 1 mile but not lower than 3/4 mile
- **5000:** not lower than 1 mile

VISUAL APPROACH. An approach conducted on an IFR flight plan which authorizes the pilot to proceed visually and clear of clouds to the airport. The pilot, at all times, must have either the airport or the preceding aircraft in sight. Reported weather at the airport must be ceiling at or above 1,000 feet and visibility of three miles or greater.

VISUAL APPROACH SLOPE INDICATOR (VASI). See *Navigational Aid*.

VISUAL FLIGHT RULES (VFR). Procedures for the conduct of flight in weather conditions above Visual Flight Rules (VFR) weather minimums. The term VFR is often also used to define weather conditions and type of flight plan under which an aircraft is operating. VFR is defined as the weather condition whenever the cloud ceiling is at least 1,000 feet above ground level and visibility is at least three statute miles.



VISUAL METEOROLOGICAL CONDITIONS (VMC). Meteorological conditions expressed in terms of specific visibility and ceiling conditions which are equal to or greater than the threshold values for IMC.

VISUAL RUNWAY. See *Runway*.

VOR. See *Navigation Aid*.

VORTAC. See *Navigation Aid*.

WAKE TURBULENCE. The air turbulence caused by a moving aircraft, originating at the tips of the wings. The turbulence is caused by vortices generated by an aircraft's wingtips as it travels through the air. This turbulence is greatest when the aircraft is taking off and landing.

WIDE AREA AUGMENTATION SYSTEM (WAAS). An enhancement of the GPS that includes integrity broadcasts, differential correction, and additional ranging signals for the purpose of providing the accuracy, integrity, availability, and continuity required to support all phases of flight.

WILDLIFE ATTRACTANTS. Any human-made structure, land-use practice, or human-made or natural geographic feature that can attract or sustain hazardous wildlife within the approach or departure airspace or the airport's AOA. These attractants can include architectural features, landscaping, waste disposal sites, wastewater treatment facilities, agricultural or aquaculture activities, surface mining, or wetlands.

WILDLIFE HAZARD ASSESSMENT (WHA). An FAA assessment to assess the potential of and mitigate the risk of wildlife strikes at an airport. It includes an analysis of the airport's wildlife strike history; the identification of the wildlife species observed and their numbers, locations, local movements, and daily and seasonal occurrences; the identification and location of features on and near the airport that attract wildlife; a description of wildlife hazards to aircraft operations; and ultimately, if required, a Wildlife Hazard Management Plan (WHMP) to identify measures to be implemented to reduce the risk of wildlife strikes.

WIND COVERAGE. The percent of time for which aeronautical operations are considered safe due to acceptable crosswind components.

WIND DIRECTION. The opposite direction in which the windsock is pointing and is specified in terms of a magnetic heading.

WINDSOCK (WIND CONE). A conical textile tube designed to indicate wind direction and relative wind speed.

WINGSPAN. The maximum horizontal distance from one wingtip to the other wingtip, including the horizontal component of any extensions such as winglets or raked wingtips.



B. Appendix B – Inventory

Table B-1: Current Primary Runway Dimensions

City	Airport Name	FAA ID	NPIAS Airport	Runway	Length (feet)	Width (feet)	ATCT
Commercial Service Airports							
Birmingham	Birmingham-Shuttlesworth International	BHM	Yes	06/24	12,007	150	Yes
Dothan	Dothan Regional	DHN	Yes	14/32	8,499	150	Yes
Huntsville	Huntsville International-Carl T Jones Field	HSV	Yes	18R/36L	12,600	150	Yes
Mobile	Mobile Regional	MOB	Yes	15/33	8,502	150	Yes
Montgomery	Montgomery Regional (Dannelly Field)	MGM	Yes	10/28	9,020	150	Yes
Muscle Shoals	Northwest Alabama Regional	MSL	Yes	12/30	6,694	150	
General Aviation Airports							
Abbeville	Abbeville Municipal	OJ0	Yes	17/35	2,900	80	
Addison	Addison Municipal	2A8	No	05/23	2,644	112	
Alabaster	Shelby County	EET	Yes	16/34	5,000	75	
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	Yes	05/23	6,114	100	
Alexander City	Thomas C Russell Field	ALX	Yes	18/36	5,422	96	
Aliceville	George Downer	AIV	Yes	06/24	5,001	80	
Andalusia/Opp	South Alabama Regional at Bill Benton Field	79J	Yes	11/29	6,000	100	
Anniston	Anniston Regional	ANB	Yes	05/23	7,000	150	
Ashland/Lineville	Ashland/Lineville	26A	Yes	09/27	4,023	80	
Atmore	Atmore Municipal	0R1	Yes	18/36	5,001	80	
Auburn	Auburn University Regional	AUO	Yes	18/36	5,264	100	
Bay Minette	Bay Minette Municipal	1R8	Yes	08/26	5,500	79	
Bessemer	Bessemer	EKY	Yes	05/23	6,007	100	
Brewton	Brewton Municipal	12J	Yes	06/24	5,136	150	
Butler	Butler-Choctaw County	09A	Yes	12/30	4,082	80	
Camden	Camden Municipal	61A	Yes	18/36	4,303	80	
Centre	Centre-Piedmont-Cherokee County Regional	PYP	Yes	07/25	5,500	100	
Centreville	Bibb County	0A8	Yes	10/28	4,206	80	
Chatom	Roy Wilcox	5R1	No	12/30	4,002	80	
Clanton	Chilton County	02A	Yes	08/26	4,007	100	

Table B-1: Current Primary Runway Dimensions

City	Airport Name	FAA ID	NPIAS Airport	Runway	Length (feet)	Width (feet)	ATCT
Clayton	Clayton Municipal	11A	Yes	09/27	5,010	80	
Courtland	Courtland	9A4	Yes	13/31	4,994	100	
Cullman	Cullman Regional-Folsom Field	CMD	Yes	02/20	5,500	100	
Dauphin Island	Jeremiah Denton	4R9	Yes	12/30	3,000	80	
Decatur	Pryor Field Regional	DCU	Yes	18/36	6,107	100	
Demopolis	Demopolis Regional	DYA	Yes	04/22	5,002	100	
Double Springs	Double Springs-Winston County	3M2	No	03/21	3,403	79	
Elba	Carl Folsom	14J	Yes	01/19	3,050	75	
Enterprise	Enterprise Municipal	EDN	Yes	05/23	5,080	100	
Eufaula	Weedon Field	EUF	Yes	18/36	5,000	100	
Evergreen	Evergreen Regional - Middleton Field	GZH	Yes	01/19	5,005	150	
Fairhope	H L Sonny Callahan	CQF	Yes	01/19	6,604	100	
Fayette	Richard Arthur Field	M95	Yes	18/36	5,008	80	
Floral	Floral Municipal	0J4	Yes	04/22	3,197	75	
Foley	Foley Municipal	5R4	Yes	18/36	3,700	74	
Fort Payne	Isbell Field	4A9	Yes	04/22	5,001	100	
Gadsden	Northeast Alabama Regional	GAD	Yes	06/24	6,802	150	
Geneva	Geneva Municipal	33J	Yes	11/29	3,998	100	
Greensboro	Greensboro Municipal	7A0	Yes	18/36	3,508	79	
Greenville	Mac Crenshaw Memorial	PRN	Yes	14/32	5,501	80	
Gulf Shores	Jack Edwards National	JKA	Yes	09/27	6,962	100	Yes*
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	Yes	07/25	5,005	75	
Haleyville	Posey Field	1M4	Yes	18/36	5,008	100	
Hamilton	Marion County-Rankin Fite	HAB	Yes	18/36	5,495	100	
Hartselle	Hartselle-Morgan County Regional	5M0	Yes	18/36	3,599	75	
Headland	Headland Municipal	0J6	Yes	09/27	5,002	80	
Huntsville	Huntsville Executive - Tom Sharp Jr Field	MDQ	Yes	18/36	6,500	100	
Jackson	Jackson Municipal	4R3	Yes	01/19	5,003	80	
Jasper	Walker County-Bevill Field	JFX	Yes	09/27	5,004	100	
Lanett	Lanett Municipal	7A3	Yes	08/26	5,400	80	
Luverne	Frank Sikes	04A	No	04/22	4,649	80	



Table B-1: Current Primary Runway Dimensions

City	Airport Name	FAA ID	NPIAS Airport	Runway	Length (feet)	Width (feet)	ATCT
Marion	Vaiden Field	A08	Yes	16/34	6,400	80	
Mobile	Mobile Downtown	BFM	Yes	14/32	9,618	150	Yes
Monroeville	Monroe County	MVC	Yes	03/21	6,028	100	
Oneonta	Robbins Field	20A	Yes	05/23	4,203	80	
Ozark	Ozark - Blackwell Field	71J	Yes	13/31	5,152	80	
Pell City	St Clair County	PLR	Yes	03/21	5,001	80	
Prattville	Prattville - Grouby Field	1A9	Yes	09/27	5,400	100	
Reform	North Pickens	3M8	Yes	01/19	5,144	80	
Roanoke	Roanoke Municipal	7A5	Yes	12/30	3,561	80	
Russellville	Bill Pugh Field	M22	Yes	02/20	5,500	75	
Samson	Logan Field	1A4	No	05/23	3,596	75	
Scottsboro	Scottsboro Municipal-Word Field	4A6	Yes	04/22	5,240	80	
Selma	Craig Field	SEM	Yes	15/33	8,014	150	
St Elmo	St Elmo	2R5	Yes	06/24	3,998	80	
Stevenson	Stevenson	7A6	No	05/23	4,103	80	
Sylacauga	Merkel Field Sylacauga Municipal	SCD	Yes	09/27	5,390	100	
Talladega	Talladega Municipal	ASN	Yes	04/22	6,032	100	
Troy	Troy Municipal at N Kenneth Campbell Field	TOI	Yes	07/25	6,197	100	Yes
Tuscaloosa	Tuscaloosa National	TCL	Yes	04/22	6,499	150	Yes
Tuskegee	Moton Field Municipal	06A	Yes	13/31	5,005	100	
Union Springs	Franklin Field	07A	Yes	14/32	3,660	80	
Vernon	Lamar County	M55	No	17/35	3,613	75	
Wetumpka	Wetumpka Municipal	08A	Yes	09/27	3,011	80	

Source: FAA 5010 Records

* Jack Edwards National Airport in Gulf Shores is scheduled to open a new ATCT in 2021.

Table B-2: Taxiway Information

City	Airport Name	FAA ID	Taxiway Type
Commercial Service Airports			
Birmingham	Birmingham-Shuttlesworth International	BHM	Full Parallel
Dothan	Dothan Regional	DHN	Full Parallel
Huntsville	Huntsville International-Carl T Jones Field	HSV	Full Parallel
Mobile	Mobile Regional	MOB	Full Parallel
Montgomery	Montgomery Regional (Dannelly Field)	MGM	Full Parallel
Muscle Shoals	Northwest Alabama Regional	MSL	Full Parallel
General Aviation Airports			
Abbeville	Abbeville Municipal	0J0	Stub
Addison	Addison Municipal	2A8	No Supporting Taxiway
Alabaster	Shelby County	EET	Full Parallel
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	Full Parallel
Alexander City	Thomas C Russell Field	ALX	Partial Parallel
Aliceville	George Downer	AIV	Stub
Andalusia/Opp	South Alabama Regional at Bill Benton Field	79J	Full Parallel
Anniston	Anniston Regional	ANB	Full Parallel
Ashland/Lineville	Ashland/Lineville	26A	Stub(s)
Atmore	Atmore Municipal	0R1	Stub
Auburn	Auburn University Regional	AUO	Full Parallel
Bay Minette	Bay Minette Municipal	1R8	Full Parallel
Bessemer	Bessemer	EKY	Full Parallel
Brewton	Brewton Municipal	12J	Partial Parallel
Butler	Butler-Choctaw County	09A	Stub
Camden	Camden Municipal	61A	Stub
Centre	Centre-Piedmont-Cherokee County Regional	PYP	Turn Arounds
Centreville	Bibb County	0A8	Partial Parallel
Chatom	Roy Wilcox	5R1	Stub(s)
Clanton	Chilton County	02A	Stub
Clayton	Clayton Municipal	11A	Partial Parallel
Courtland	Courtland	9A4	Partial Parallel
Cullman	Cullman Regional-Folsom Field	CMD	Full Parallel
Dauphin Island	Jeremiah Denton	4R9	Stub



Table B-2: Taxiway Information

City	Airport Name	FAA ID	Taxiway Type
Decatur	Pryor Field Regional	DCU	Full Parallel
Demopolis	Demopolis Regional	DYA	Full Parallel
Double Springs	Double Springs-Winston County	3M2	Stub
Elba	Carl Folsom	14J	Turn Arounds
Enterprise	Enterprise Municipal	EDN	Full Parallel
Eufaula	Weedon Field	EUF	Turn Arounds
Evergreen	Evergreen Regional - Middleton Field	GZH	Full Parallel
Fairhope	H L Sonny Callahan	CQF	Full Parallel
Fayette	Richard Arthur Field	M95	Turn Arounds
Florala	Florala Municipal	0J4	Stub(s)
Foley	Foley Municipal	5R4	Full Parallel
Fort Payne	Isbell Field	4A9	Full Parallel
Gadsden	Northeast Alabama Regional	GAD	Full Parallel
Geneva	Geneva Municipal	33J	Turn Arounds
Greensboro	Greensboro Municipal	7A0	Stub(s)
Greenville	Mac Crenshaw Memorial	PRN	Full Parallel
Gulf Shores	Jack Edwards National	JKA	Full Parallel
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	Partial Parallel
Haleyville	Posey Field	1M4	Stub
Hamilton	Marion County-Rankin Fite	HAB	Partial Parallel
Hartselle	Hartselle-Morgan County Regional	5M0	Stub(s)
Headland	Headland Municipal	0J6	Partial Parallel
Huntsville	Huntsville Executive- Tom Sharp Jr Field	MDQ	Full Parallel
Jackson	Jackson Municipal	4R3	Turn Arounds
Jasper	Walker County-Bevill Field	JFX	Full Parallel
Lanett	Lanett Municipal	7A3	Stub(s)
Luverne	Frank Sikes	04A	Turn Arounds
Marion	Vaiden Field	A08	Partial Parallel
Mobile	Mobile Downtown	BFM	Full Parallel
Monroeville	Monroe County	MVC	Turn Arounds
Oneonta	Robbins Field	20A	Turn Arounds
Ozark	Ozark - Blackwell Field	71J	Full Parallel

Table B-2: Taxiway Information

City	Airport Name	FAA ID	Taxiway Type
Pell City	St Clair County	PLR	Full Parallel
Prattville	Prattville - Grouby Field	1A9	Full Parallel
Reform	North Pickens	3M8	Turn Arounds
Roanoke	Roanoke Municipal	7A5	Stub(s)
Russellville	Bill Pugh Field	M22	Stub(s)
Samson	Logan Field	1A4	Turn Arounds
Scottsboro	Scottsboro Municipal-Word Field	4A6	Turn Arounds
Selma	Craig Field	SEM	Partial Parallel
St Elmo	St Elmo	2R5	Full Parallel
Stevenson	Stevenson	7A6	Stub(s)
Sylacauga	Merkel Field Sylacauga Municipal	SCD	Full Parallel
Talladega	Talladega Municipal	ASN	Full Parallel
Troy	Troy Municipal at N Kenneth Campbell Field	TOI	Full Parallel
Tuscaloosa	Tuscaloosa National	TCL	Full Parallel
Tuskegee	Moton Field Municipal	06A	Full Parallel
Union Springs	Franklin Field	07A	Stub(s)
Vernon	Lamar County	M55	Turn Arounds
Wetumpka	Wetumpka Municipal	08A	Full Parallel

Source: Alabama Airports Survey, FAA Airport/Facility Directory



Table B-3: Primary Runway Lighting Information

City	Airport Name	FAA ID	Runway	REILs	Edge Lights	VGSI ¹	Approach Lighting ²
Commercial Service Airports							
Birmingham	Birmingham-Shuttlesworth International	BHM	06/24	/	HIGH	P4L / P4L	ALSF2 / MALSR
Dothan	Dothan Regional	DHN	14/32	Y /	HIGH	P2L /	/ MALSR
Huntsville	Huntsville International-Carl T Jones Field	HSV	18R/36L	N / N	HIGH	/	ALSF2 / MALSR
Mobile	Mobile Regional	MOB	15/33	/	HIGH	P4L / P4L	MALSR / MALSR
Montgomery	Montgomery Regional (Dannelly Field)	MGM	10/28	/	HIGH	P4R / P4L	MALSR / MALSR
Muscle Shoals	Northwest Alabama Regional	MSL	12/30	Y / N	HIGH	P4R / P4L	/ MALSR
General Aviation Airports							
Abbeville	Abbeville Municipal	0J0	17/35	/	MED	/	No
Addison	Addison Municipal	2A8	05/23	/	-	/	No
Alabaster	Shelby County	EET	16/34	Y / Y	MED	P4L / P4L	No
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	05/23	/ Y	MED	P2L / P2L	No
Alexander City	Thomas C Russell Field	ALX	18/36	/ Y	MED	V2L / P4L	No
Aliceville	George Downer	AIV	06/24	Y / Y	MED	/	No
Andalusia/Opp	South Alabama Regional at Bill Benton Field	79J	11/29	Y / Y	HIGH	P4R / P4L	No
Anniston	Anniston Regional	ANB	05/23	/ Y	HIGH	P4L / P4L	MALSR /

¹ P2L = 2-box Precision Approach Path Indicator (PAPI) on the left side of the runway
P2R = 2-box Precision Approach Path Indicator (PAPI) on the right side of the runway
P4L = 4-box Precision Approach Path Indicator (PAPI) on the left side of the runway
P4R = 4-box Precision Approach Path Indicator (PAPI) on the right side of the runway
TRIL = Tri-color visual approach slope indicator (TRCV) on the left side of the runway, normally a single light unit projecting three colors.
PSIL = Pulsating/steady burning visual approach slope indicator (PVASI) on the left side of the runway, normally a single light unit projecting two colors.

² ALSF = 3000-foot high intensity approach system with centerline sequence flashers
ALSF1 = standard 2,400-foot high intensity approach system with sequenced flashers. Category I configuration
ALSF2 = standard 2,400-foot high intensity approach system with sequenced flashers. Category II or III configuration
MAL = 1,400-foot medium intensity approach light system
MALSF = 1,400-foot medium intensity approach light system with sequenced flasher lights
MALSR = 2,400-foot medium intensity approach light system with runway alignment indicator lights

Table B-3: Primary Runway Lighting Information

City	Airport Name	FAA ID	Runway	REILs	Edge Lights	VGSI ¹	Approach Lighting ²
Ashland/Lineville	Ashland/Lineville	26A	09/27	Y / Y	MED	/	No
Atmore	Atmore Municipal	0R1	18/36	/	MED	P2L / P2L	No
Auburn	Auburn University Regional	AUO	18/36	/	HIGH	/ P4L	/ MALSF
Bay Minette	Bay Minette Municipal	1R8	08/26	Y /	MED	P2L / P2L	No
Bessemer	Bessemer	EKY	05/23	Y / Y	HIGH	P4L / P4L	No
Brewton	Brewton Municipal	12J	06/24	/	-	/	No
Butler	Butler-Choctaw County	09A	12/30	/	MED	P2L / P2L	No
Camden	Camden Municipal	61A	18/36	/	MED	V2L / V2L	No
Centre	Centre-Piedmont-Cherokee County Regional	PYP	07/25	/	MED	/	No
Centreville	Bibb County	0A8	10/28	Y / Y	MED	P2L / P2L	No
Chatom	Roy Wilcox	5R1	12/30	/	MED	/	No
Clanton	Chilton County	02A	08/26	Y / Y	MED	P2L / P2L	No
Clayton	Clayton Municipal	11A	09/27	Y / Y	HIGH	P2L / P2L	No
Courtland	Courtland	9A4	13/31	Y / Y	HIGH	/	No
Cullman	Cullman Regional-Folsom Field	CMD	02/20	Y / Y	MED	P2L / P2L	No
Dauphin Island	Jeremiah Denton	4R9	12/30	/	MED	P2L / P2R	No
Decatur	Pryor Field Regional	DCU	18/36	Y / Y	HIGH	/ P2L	No
Demopolis	Demopolis Regional	DYA	04/22	/	MED	P2R / P2L	No
Double Springs	Double Springs-Winston County	3M2	03/21	/	MED	/	No
Elba	Carl Folsom	14J	01/19	/	MED	/	No
Enterprise	Enterprise Municipal	EDN	05/23	Y / Y	MED	P2L / P2L	No
Eufaula	Weedon Field	EUF	18/36	/	MED	P4L / P4L	No
Evergreen	Evergreen Regional - Middleton Field	GZH	01/19	/	MED	/	No



Table B-3: Primary Runway Lighting Information

City	Airport Name	FAA ID	Runway	REILs	Edge Lights	VGSI ¹	Approach Lighting ²
Fairhope	H L Sonny Callahan	CQF	01/19	Y / Y	HIGH	P4L / P4L	No
Fayette	Richard Arthur Field	M95	18/36	/	MED	P2L / P2L	No
Floral	Floral Municipal	0J4	04/22	/	MED	/	No
Foley	Foley Municipal	5R4	18/36	/	MED	P2L / P2L	No
Fort Payne	Isbell Field	4A9	04/22	Y / Y	MED	P4L / P4R	No
Gadsden	Northeast Alabama Regional	GAD	06/24	Y / Y	HIGH	P4L / P4L	No
Geneva	Geneva Municipal	33J	11/29	/	MED	P4L / P4L	No
Greensboro	Greensboro Municipal	7A0	18/36	/	MED	/	No
Greenville	Mac Crenshaw Memorial	PRN	14/32	Y / Y	MED	P2L / P2L	No
Gulf Shores	Jack Edwards National	JKA	09/27	/	HIGH	P4L / P4L	/ MALSR
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	07/25	Y / Y	MED	/ P2L	No
Haleyville	Posey Field	1M4	18/36	Y / Y	MED	P4L / P4L	No
Hamilton	Marion County-Rankin Fite	HAB	18/36	Y / Y	MED	P2L / P2L	No
Hartselle	Hartselle-Morgan County Regional	5M0	18/36	/	MED	/ V2L	No
Headland	Headland Municipal	0J6	09/27	Y / Y	MED	P2L / P2L	No
Huntsville	Huntsville Executive - Tom Sharp Jr Field	MDQ	18/36	Y / Y	MED	P4L / P4L	No
Jackson	Jackson Municipal	4R3	01/19	/	MED	P2L / P2L	No
Jasper	Walker County-Bevill Field	JFX	09/27	Y / Y	MED	V4L / V4L	No
Lanett	Lanett Municipal	7A3	08/26	/	MED	/	No
Luverne	Frank Sikes	04A	04/22	/	NSTD	/	No
Marion	Vaiden Field	A08	16/34	/	MED	P2L / P2L	No
Mobile	Mobile Downtown	BFM	14/32	Y /	HIGH	P4L / P4L	/ MALSR
Monroeville	Monroe County	MVC	03/21	Y / Y	MED	P4L / P4L	No
Oneonta	Robbins Field	20A	05/23	/	MED	P2L / P2L	No

Table B-3: Primary Runway Lighting Information

City	Airport Name	FAA ID	Runway	REILs	Edge Lights	VGSI ¹	Approach Lighting ²
Ozark	Ozark - Blackwell Field	71J	13/31	Y / Y	MED	P4R / P4L	No
Pell City	St Clair County	PLR	03/21	/	MED	P4L / P4L	No
Prattville	Prattville - Grouby Field	1A9	09/27	Y / Y	MED	P4L / P4L	No
Reform	North Pickens	3M8	01/19	Y / Y	MED	TRIL / TRIL	No
Roanoke	Roanoke Municipal	7A5	12/30	/	MED	V2L / V2L	No
Russellville	Bill Pugh Field	M22	02/20	Y / Y	MED	P4L / P4L	No
Samson	Logan Field	1A4	05/23	/	MED	/	No
Scottsboro	Scottsboro Municipal-Word Field	4A6	04/22	Y / Y	MED	P4L / P4L	No
Selma	Craig Field	SEM	15/33	/	HIGH	P4L / P4L	/ MALS
St Elmo	St Elmo	2R5	06/24	/	MED	/	No
Stevenson	Stevenson	7A6	05/23	/	MED	/	No
Sylacauga	Merkel Field Sylacauga Municipal	SCD	09/27	Y / Y	MED	P2L / P2L	No
Talladega	Talladega Municipal	ASN	04/22	Y / N	HIGH	P4L / P4L	No
Troy	Troy Municipal at N Kenneth Campbell Field	TOI	07/25	/	MED	P4L / V4R	No
Tuscaloosa	Tuscaloosa National	TCL	04/22	/	HIGH	P4R / P4L	MALSR /
Tuskegee	Moton Field Municipal	06A	13/31	/	MED	P2L / P2L	No
Union Springs	Franklin Field	07A	14/32	/ Y	MED	/	No
Vernon	Lamar County	M55	17/35	/	-	PSIL / PSIL	No
Wetumpka	Wetumpka Municipal	08A	09/27	/	MED	/	No

Source: ALDOT Aeronautics Bureau, FAA 5010 Records



Table B-4: Instrument Approach Type

City	Airport Name	FAA ID	Runway End	ILS	LPV	RNAV or Other Published	Visual Only
Commercial Service Airports							
Birmingham	Birmingham-Shuttlesworth International	BHM	06/24	Yes	Yes	Yes	No
Dothan	Dothan Regional	DHN	14/32	Yes	Yes	Yes	No
Huntsville	Huntsville International-Carl T Jones Field	HSV	18R/36L	Yes	No	Yes	No
Mobile	Mobile Regional	MOB	15/33	Yes	Yes	Yes	No
Montgomery	Montgomery Regional (Dannelly Field)	MGM	10/28	Yes	Yes	Yes	No
Muscle Shoals	Northwest Alabama Regional	MSL	12/30	Yes	No	Yes	No
General Aviation Airports							
Abbeville	Abbeville Municipal	0J0	17/35	No	No	No	Yes
Addison	Addison Municipal	2A8	05/23	No	No	No	Yes
Alabaster	Shelby County	EET	16/34	No	Yes	No	No
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	05/23	No	Yes	No	No
Alexander City	Thomas C Russell Field	ALX	18/36	No	Yes	No	No
Aliceville	George Downer	AIV	06/24	No	No	Yes	No
Andalusia/Opp	South Alabama Regional at Bill Benton Field	79J	11/29	No	Yes	No	No
Anniston	Anniston Regional	ANB	05/23	Yes	Yes	No	No
Ashland/Lineville	Ashland/Lineville	26A	09/27	No	No	No	Yes
Atmore	Atmore Municipal	0R1	18/36	No	Yes	No	No
Auburn	Auburn University Regional	AUO	18/36	Yes	Yes	No	No
Bay Minette	Bay Minette Municipal	1R8	08/26	No	Yes	No	No
Bessemer	Bessemer	EKY	05/23	Yes	Yes	No	No
Brewton	Brewton Municipal	12J	06/24	No	Yes	Yes	No

Table B-4: Instrument Approach Type

City	Airport Name	FAA ID	Runway End	ILS	LPV	RNAV or Other Published	Visual Only
Butler	Butler-Choctaw County	09A	12/30	No	Yes	Yes	No
Camden	Camden Municipal	61A	18/36	No	No	Yes	No
Centre	Centre-Piedmont-Cherokee County Regional	PYP	07/25	No	Yes	No	No
Centreville	Bibb County	0A8	10/28	No	No	Yes	No
Chatom	Roy Wilcox	5R1	12/30	No	No	Yes	No
Clanton	Chilton County	02A	08/26	No	No	Yes	No
Clayton	Clayton Municipal	11A	09/27	No	No	Yes	No
Courtland	Courtland	9A4	13/31	No	Yes	No	No
Cullman	Cullman Regional-Folsom Field	CMD	02/20	No	Yes	Yes	No
Dauphin Island	Jeremiah Denton	4R9	12/30	No	No	No	Yes
Decatur	Pryor Field Regional	DCU	18/36	Yes	Yes	No	No
Demopolis	Demopolis Regional	DYA	04/22	No	Yes	No	No
Double Springs	Double Springs-Winston County	3M2	03/21	No	No	No	Yes
Elba	Carl Folsom	14J	01/19	No	No	No	Yes
Enterprise	Enterprise Municipal	EDN	05/23	No	Yes	No	No
Eufaula	Weedon Field	EUF	18/36	No	Yes	No	No
Evergreen	Evergreen Regional - Middleton Field	GZH	01/19	No	No	Yes	No
Fairhope	H L Sonny Callahan	CQF	01/19	No	Yes	No	No
Fayette	Richard Arthur Field	M95	18/36	No	No	Yes	No
Floral	Floral Municipal	0J4	04/22	No	No	Yes	No
Foley	Foley Municipal	5R4	18/36	No	Yes	Yes	No
Fort Payne	Isbell Field	4A9	04/22	No	Yes	No	No
Gadsden	Northeast Alabama Regional	GAD	06/24	Yes	Yes	Yes	No



Table B-4: Instrument Approach Type

City	Airport Name	FAA ID	Runway End	ILS	LPV	RNAV or Other Published	Visual Only
Geneva	Geneva Municipal	33J	11/29	No	No	Yes	No
Greensboro	Greensboro Municipal	7A0	18/36	No	No	No	Yes
Greenville	Mac Crenshaw Memorial	PRN	14/32	No	No	Yes	No
Gulf Shores	Jack Edwards National	JKA	09/27	Yes	Yes	No	No
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	07/25	No	Yes	Yes	No
Haleyville	Posey Field	1M4	18/36	No	Yes	Yes	No
Hamilton	Marion County-Rankin Fite	HAB	18/36	No	Yes	No	No
Hartselle	Hartselle-Morgan County Regional	5M0	18/36	No	No	Yes	No
Headland	Headland Municipal	0J6	09/27	No	Yes	No	No
Huntsville	Huntsville Executive - Tom Sharp Jr Field	MDQ	18/36	Yes	Yes	No	No
Jackson	Jackson Municipal	4R3	01/19	No	No	Yes	No
Jasper	Walker County-Bevill Field	JFX	09/27	Yes	Yes	No	No
Lanett	Lanett Municipal	7A3	08/26	No	No	Yes	No
Luverne	Frank Sikes	04A	04/22	No	No	No	Yes
Marion	Vaiden Field	A08	16/34	No	Yes	No	No
Mobile	Mobile Downtown	BFM	14/32	Yes	Yes	No	No
Monroeville	Monroe County	MVC	03/21	No	No	Yes	No
Oneonta	Robbins Field	20A	05/23	No	No	Yes	No
Ozark	Ozark - Blackwell Field	71J	13/31	No	Yes	Yes	No
Pell City	St Clair County	PLR	03/21	No	Yes	No	No
Prattville	Prattville - Grouby Field	1A9	09/27	No	Yes	No	No
Reform	North Pickens	3M8	01/19	No	No	Yes	No
Roanoke	Roanoke Municipal	7A5	12/30	No	No	No	Yes
Russellville	Bill Pugh Field	M22	02/20	No	No	Yes	No
Samson	Logan Field	1A4	05/23	No	No	No	Yes

Table B-4: Instrument Approach Type

City	Airport Name	FAA ID	Runway End	ILS	LPV	RNAV or Other Published	Visual Only
Scottsboro	Scottsboro Municipal-Word Field	4A6	04/22	No	No	Yes	No
Selma	Craig Field	SEM	15/33	Yes	Yes	No	No
St Elmo	St Elmo	2R5	06/24	No	Yes	No	No
Stevenson	Stevenson	7A6	05/23	No	No	No	Yes
Sylacauga	Merkel Field Sylacauga Municipal	SCD	09/27	No	Yes	No	No
Talladega	Talladega Municipal	ASN	04/22	Yes	Yes	No	No
Troy	Troy Municipal at N Kenneth Campbell Field	TOI	07/25	Yes	Yes	Yes	No
Tuscaloosa	Tuscaloosa National	TCL	04/22	Yes	Yes	No	No
Tuskegee	Moton Field Municipal	06A	13/31	No	Yes	No	No
Union Springs	Franklin Field	07A	14/32	No	No	No	Yes
Vernon	Lamar County	M55	17/35	No	No	Yes	No
Wetumpka	Wetumpka Municipal	08A	09/27	No	No	Yes	No

Source: ALDOT Aeronautics Bureau, Alabama Airports Survey, FAA Facilities Directory/Approach Plates



Table B-5: Airport Visual Aids and Weather Reporting

City	Airport Name	FAA ID	Rotating Beacon	Lighted Wind Indicator	Weather Reporting
Commercial Service Airports					
Birmingham	Birmingham-Shuttlesworth International	BHM	Yes	Yes	Yes
Dothan	Dothan Regional	DHN	Yes	Yes	Yes
Huntsville	Huntsville International-Carl T Jones Field	HSV	Yes	Yes	Yes
Mobile	Mobile Regional	MOB	Yes	Yes	Yes
Montgomery	Montgomery Regional (Dannelly Field)	MGM	Yes	Yes	Yes
Muscle Shoals	Northwest Alabama Regional	MSL	Yes	Yes	Yes
General Aviation Airports					
Abbeville	Abbeville Municipal	0J0	Yes	Yes	No
Addison	Addison Municipal	2A8	No	No	No
Alabaster	Shelby County	EET	Yes	Yes	Yes
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	Yes	Yes	Yes
Alexander City	Thomas C Russell Field	ALX	Yes	Yes	Yes
Aliceville	George Downer	AIV	Yes	Yes	No
Andalusia/Opp	South Alabama Regional at Bill Benton Field	79J	Yes	Yes	Yes
Anniston	Anniston Regional	ANB	Yes	Yes	Yes
Ashland/Lineville	Ashland/Lineville	26A	Yes	Yes	No
Atmore	Atmore Municipal	0R1	Yes	Yes	No
Auburn	Auburn University Regional	AUO	Yes	Yes	Yes
Bay Minette	Bay Minette Municipal	1R8	Yes	Yes	No
Bessemer	Bessemer	EKY	Yes	Yes	Yes
Brewton	Brewton Municipal	12J	Yes	Yes	Yes
Butler	Butler-Choctaw County	09A	Yes	Yes	No
Camden	Camden Municipal	61A	Yes	Yes	No
Centre	Centre-Piedmont-Cherokee County Regional	PYP	Yes	Yes	No
Centreville	Bibb County	0A8	Yes	Yes	No
Chatom	Roy Wilcox	5R1	Yes	Yes	No
Clanton	Chilton County	02A	Yes	Yes	No
Clayton	Clayton Municipal	11A	Yes	Yes	No
Courtland	Courtland	9A4	Yes	Yes	Yes

Table B-5: Airport Visual Aids and Weather Reporting

City	Airport Name	FAA ID	Rotating Beacon	Lighted Wind Indicator	Weather Reporting
Cullman	Cullman Regional-Folsom Field	CMD	Yes	Yes	Yes
Dauphin Island	Jeremiah Denton	4R9	Yes	Yes	No
Decatur	Pryor Field Regional	DCU	Yes	Yes	Yes
Demopolis	Demopolis Regional	DYA	Yes	Yes	Yes
Double Springs	Double Springs-Winston County	3M2	Yes	Yes	No
Elba	Carl Folsom	14J	Yes	Yes	No
Enterprise	Enterprise Municipal	EDN	Yes	Yes	Yes
Eufaula	Weedon Field	EUF	Yes	Yes	Yes
Evergreen	Evergreen Regional - Middleton Field	GZH	Yes	No	Yes
Fairhope	H L Sonny Callahan	CQF	Yes	Yes	Yes
Fayette	Richard Arthur Field	M95	Yes	Yes	No
Floral	Floral Municipal	0J4	Yes	Yes	No
Foley	Foley Municipal	5R4	Yes	Yes	No
Fort Payne	Isbell Field	4A9	Yes	Yes	Yes
Gadsden	Northeast Alabama Regional	GAD	Yes	Yes	Yes
Geneva	Geneva Municipal	33J	Yes	Yes	No
Greensboro	Greensboro Municipal	7A0	Yes	Yes	No
Greenville	Mac Crenshaw Memorial	PRN	Yes	Yes	Yes
Gulf Shores	Jack Edwards National	JKA	Yes	Yes	Yes
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	Yes	No	No
Haleyville	Posey Field	1M4	Yes	Yes	Yes
Hamilton	Marion County-Rankin Fite	HAB	Yes	Yes	No
Hartselle	Hartselle-Morgan County Regional	5M0	Yes	Yes	No
Headland	Headland Municipal	0J6	Yes	Yes	No
Huntsville	Huntsville Executive - Tom Sharp Jr Field	MDQ	Yes	Yes	Yes
Jackson	Jackson Municipal	4R3	Yes	Yes	No
Jasper	Walker County-Bevill Field	JFX	Yes	Yes	Yes
Lanett	Lanett Municipal	7A3	Yes	Yes	No
Luverne	Frank Sikes	04A	Yes	No	No
Marion	Vaiden Field	A08	No	Yes	Yes



Table B-5: Airport Visual Aids and Weather Reporting

City	Airport Name	FAA ID	Rotating Beacon	Lighted Wind Indicator	Weather Reporting
Mobile	Mobile Downtown	BFM	Yes	Yes	Yes
Monroeville	Monroe County	MVC	Yes	Yes	No
Oneonta	Robbins Field	20A	Yes	Yes	No
Ozark	Ozark - Blackwell Field	71J	Yes	Yes	No
Pell City	St Clair County	PLR	Yes	Yes	Yes
Prattville	Prattville - Grouby Field	1A9	Yes	Yes	Yes
Reform	North Pickens	3M8	Yes	Yes	No
Roanoke	Roanoke Municipal	7A5	Yes	Yes	No
Russellville	Bill Pugh Field	M22	Yes	Yes	No
Samson	Logan Field	1A4	Yes	No	No
Scottsboro	Scottsboro Municipal-Word Field	4A6	Yes	Yes	Yes
Selma	Craig Field	SEM	Yes	Yes	Yes
St Elmo	St Elmo	2R5	Yes	Yes	No
Stevenson	Stevenson	7A6	Yes	Yes	No
Sylacauga	Merkel Field Sylacauga Municipal	SCD	Yes	Yes	Yes
Talladega	Talladega Municipal	ASN	Yes	Yes	Yes
Troy	Troy Municipal at N Kenneth Campbell Field	TOI	Yes	Yes	Yes
Tuscaloosa	Tuscaloosa National	TCL	Yes	Yes	Yes
Tuskegee	Moton Field Municipal	06A	Yes	Yes	No
Union Springs	Franklin Field	07A	Yes	Yes	No
Vernon	Lamar County	M55	No	No	No
Wetumpka	Wetumpka Municipal	08A	Yes	Yes	No

Source: ALDOT Aeronautics Bureau, Alabama Airports Survey, FAA 5010 Records

Table B-6: Aircraft Fuel Type

City	Airport Name	FAA ID	AvGas (100LL)	AvGas Self-Fueling	Jet A	FBO
Commercial Service Airports						
Birmingham	Birmingham-Shuttlesworth International	BHM	Yes	No	Yes	Yes
Dothan	Dothan Regional	DHN	Yes	No	Yes	Yes
Huntsville	Huntsville International-Carl T Jones Field	HSV	Yes	No	Yes	Yes
Mobile	Mobile Regional	MOB	Yes	No	Yes	Yes
Montgomery	Montgomery Regional (Dannelly Field)	MGM	Yes	No	Yes	Yes
Muscle Shoals	Northwest Alabama Regional	MSL	Yes	Yes	Yes	Yes
General Aviation Airports						
Abbeville	Abbeville Municipal	0J0	No	No	No	No
Addison	Addison Municipal	2A8	No	No	No	No
Alabaster	Shelby County	EET	Yes	Yes	Yes	Yes
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	Yes	No	Yes	Yes
Alexander City	Thomas C Russell Field	ALX	Yes	Yes	Yes	Yes
Aliceville	George Downer	AIV	Yes	Yes	No	No
Andalusia/Opp	South Alabama Regional at Bill Benton Field	79J	Yes	Yes	Yes	Yes
Anniston	Anniston Regional	ANB	Yes	No	Yes	Yes
Ashland/Lineville	Ashland/Lineville	26A	No	No	No	No
Atmore	Atmore Municipal	0R1	Yes	Yes	No	Yes
Auburn	Auburn University Regional	AUO	Yes	Yes	Yes	Yes
Bay Minette	Bay Minette Municipal	1R8	Yes	Yes	Yes	No
Bessemer	Bessemer	EKY	Yes	No	Yes	Yes
Brewton	Brewton Municipal	12J	Yes	No	Yes	Yes
Butler	Butler-Choctaw County	09A	No	No	No	No
Camden	Camden Municipal	61A	No	No	No	No
Centre	Centre-Piedmont-Cherokee County Regional	PYP	Yes	Yes	No	Yes
Centreville	Bibb County	0A8	No	No	No	No
Chatom	Roy Wilcox	5R1	No	No	No	No
Clanton	Chilton County	02A	Yes	Yes	Yes	Yes
Clayton	Clayton Municipal	11A	No	No	No	No
Courtland	Courtland	9A4	Yes	Yes	No	No
Cullman	Cullman Regional-Folsom Field	CMD	Yes	Yes	Yes	Yes



Table B-6: Aircraft Fuel Type

City	Airport Name	FAA ID	AvGas (100LL)	AvGas Self-Fueling	Jet A	FBO
Dauphin Island	Jeremiah Denton	4R9	No	No	No	Yes
Decatur	Pryor Field Regional	DCU	Yes	Yes	Yes	Yes
Demopolis	Demopolis Regional	DYA	Yes	Yes	Yes	Yes
Double Springs	Double Springs-Winston County	3M2	No	No	No	No
Elba	Carl Folsom	14J	Yes	Yes	No	Yes
Enterprise	Enterprise Municipal	EDN	Yes	Yes	Yes	Yes
Eufaula	Weedon Field	EUF	Yes	Yes	Yes	Yes
Evergreen	Evergreen Regional - Middleton Field	GZH	Yes	Yes	Yes	Yes
Fairhope	H L Sonny Callahan	CQF	Yes	No	Yes	Yes
Fayette	Richard Arthur Field	M95	Yes	Yes	Yes	Yes
Floral	Floral Municipal	0J4	Yes	No	Yes	Yes
Foley	Foley Municipal	5R4	Yes	No	No	Yes
Fort Payne	Isbell Field	4A9	Yes	No	Yes	Yes
Gadsden	Northeast Alabama Regional	GAD	Yes	Yes	Yes	Yes
Geneva	Geneva Municipal	33J	Yes	Yes	No	Yes
Greensboro	Greensboro Municipal	7A0	Yes	Yes	No	Yes
Greenville	Mac Crenshaw Memorial	PRN	Yes	Yes	No	Yes
Gulf Shores	Jack Edwards National	JKA	Yes	No	Yes	Yes
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	Yes	Yes	Yes	Yes
Haleyville	Posey Field	1M4	Yes	No	Yes	Yes
Hamilton	Marion County-Rankin Fite	HAB	Yes	Yes	Yes	Yes
Hartselle	Hartselle-Morgan County Regional	5M0	Yes	Yes	Yes	Yes
Headland	Headland Municipal	0J6	Yes	Yes	Yes	Yes
Huntsville	Huntsville Executive - Tom Sharp Jr Field	MDQ	Yes	No	Yes	Yes
Jackson	Jackson Municipal	4R3	Yes	Yes	No	No
Jasper	Walker County-Bevill Field	JFX	Yes	Yes	Yes	Yes
Lanett	Lanett Municipal	7A3	Yes	Yes	No	No
Luverne	Frank Sikes	04A	Yes	No	No	No
Marion	Vaiden Field	A08	Yes	No	Yes	Yes
Mobile	Mobile Downtown	BFM	Yes	No	Yes	Yes
Monroeville	Monroe County	MVC	Yes	Yes	Yes	Yes

Table B-6: Aircraft Fuel Type

City	Airport Name	FAA ID	AvGas (100LL)	AvGas Self-Fueling	Jet A	FBO
Oneonta	Robbins Field	20A	Yes	No	No	No
Ozark	Ozark - Blackwell Field	71J	Yes	Yes	Yes	Yes
Pell City	St Clair County	PLR	Yes	Yes	Yes	Yes
Prattville	Prattville - Grouby Field	1A9	Yes	No	Yes	Yes
Reform	North Pickens	3M8	Yes	Yes	No	No
Roanoke	Roanoke Municipal	7A5	No	No	No	No
Russellville	Bill Pugh Field	M22	Yes	Yes	Yes	Yes
Samson	Logan Field	1A4	No	No	No	No
Scottsboro	Scottsboro Municipal-Word Field	4A6	Yes	No	Yes	Yes
Selma	Craig Field	SEM	Yes	Yes	Yes	Yes
St Elmo	St Elmo	2R5	Yes	Yes	Yes	No
Stevenson	Stevenson	7A6	No	No	No	No
Sylacauga	Merkel Field Sylacauga Municipal	SCD	Yes	Yes	Yes	Yes
Talladega	Talladega Municipal	ASN	Yes	No	Yes	Yes
Troy	Troy Municipal at N Kenneth Campbell Field	TOI	Yes	No	Yes	Yes
Tuscaloosa	Tuscaloosa National	TCL	Yes	No	Yes	Yes
Tuskegee	Moton Field Municipal	06A	Yes	No	Yes	Yes
Union Springs	Franklin Field	07A	Yes	No	No	No
Vernon	Lamar County	M55	No	No	No	No
Wetumpka	Wetumpka Municipal	08A	Yes	Yes	No	Yes

Source: ALDOT Aeronautics Bureau, Alabama Airports Survey, FAA 5010 Records



Table B-7: Aircraft Parking

City	Airport Name	FAA ID	T-Hangar Aircraft Parking Spaces	Conventional Hangar Aircraft Parking Spaces	Aircraft Apron Paved Parking Spaces
Commercial Service Airports					
Birmingham	Birmingham-Shuttlesworth International	BHM	76	68	28
Dothan	Dothan Regional	DHN	20	7	100
Huntsville	Huntsville International-Carl T Jones Field	HSV	24	60	34
Mobile	Mobile Regional	MOB	6	12	30
Montgomery	Montgomery Regional (Dannelly Field)	MGM	6	20	7
Muscle Shoals	Northwest Alabama Regional	MSL	5	25	38
General Aviation Airports					
Abbeville	Abbeville Municipal	0J0	10	13	10
Addison	Addison Municipal	2A8	5	-	5
Alabaster	Shelby County	EET	106	30	34
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	36	10	76
Alexander City	Thomas C Russell Field	ALX	18	7	5
Aliceville	George Downer	AIV	-	5	5
Andalusia/Opp	South Alabama Regional at Bill Benton Field	79J	16	10	32
Anniston	Anniston Regional	ANB	31	4	23
Ashland/Lineville	Ashland/Lineville	26A	-	7	8
Atmore	Atmore Municipal	0R1	10	10	6
Auburn	Auburn University Regional	AUO	55	-	81
Bay Minette	Bay Minette Municipal	1R8	10	-	20
Bessemer	Bessemer	EKY	65	47	150
Brewton	Brewton Municipal	12J	19	3	9
Butler	Butler-Choctaw County	09A	-	3	5
Camden	Camden Municipal	61A	-	10	2
Centre	Centre-Piedmont-Cherokee County Regional	PYP	10	2	9
Centreville	Bibb County	0A8	-	10	4
Chatom	Roy Wilcox	5R1	3	5	-
Clanton	Chilton County	02A	20	10	6
Clayton	Clayton Municipal	11A	-	3	3

Table B-7: Aircraft Parking

City	Airport Name	FAA ID	T-Hangar Aircraft Parking Spaces	Conventional Hangar Aircraft Parking Spaces	Aircraft Apron Paved Parking Spaces
Courtland	Courtland	9A4	40	-	20
Cullman	Cullman Regional-Folsom Field	CMD	20	11	8
Dauphin Island	Jeremiah Denton	4R9	-	-	10
Decatur	Pryor Field Regional	DCU	55	-	40
Demopolis	Demopolis Regional	DYA	10	10	5
Double Springs	Double Springs-Winston County	3M2	-	1	-
Elba	Carl Folsom	14J	20	11	8
Enterprise	Enterprise Municipal	EDN	45	5	30
Eufaula	Weedon Field	EUF	10	4	11
Evergreen	Evergreen Regional - Middleton Field	GZH	10	2	50
Fairhope	H L Sonny Callahan	CQF	24	42	17
Fayette	Richard Arthur Field	M95	7	6	10
Floral	Floral Municipal	0J4	10	-	-
Foley	Foley Municipal	5R4	-	-	20
Fort Payne	Isbell Field	4A9	21	16	19
Gadsden	Northeast Alabama Regional	GAD	42	-	20
Geneva	Geneva Municipal	33J	20	4	8
Greensboro	Greensboro Municipal	7A0	6	4	3
Greenville	Mac Crenshaw Memorial	PRN	8	3	15
Gulf Shores	Jack Edwards National	JKA	78	14	100
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	20	15	30
Haleyville	Posey Field	1M4	-	6	5
Hamilton	Marion County-Rankin Fite	HAB	6	12	20
Hartselle	Hartselle-Morgan County Regional	5M0	14	20	10
Headland	Headland Municipal	0J6	40	10	15
Huntsville	Huntsville Executive - Tom Sharp Jr Field	MDQ	82	24	28
Jackson	Jackson Municipal	4R3	-	7	5
Jasper	Walker County-Bevill Field	JFX	23	18	41
Lanett	Lanett Municipal	7A3	10	4	4



Table B-7: Aircraft Parking

City	Airport Name	FAA ID	T-Hangar Aircraft Parking Spaces	Conventional Hangar Aircraft Parking Spaces	Aircraft Apron Paved Parking Spaces
Luverne	Frank Sikes	04A	-	6	5
Marion	Vaiden Field	A08	8	1	4
Mobile	Mobile Downtown	BFM	6	12	50
Monroeville	Monroe County	MVC	-	-	12
Oneonta	Robbins Field	20A	12	2	7
Ozark	Ozark - Blackwell Field	71J	20	5	33
Pell City	St Clair County	PLR	70	5	22
Prattville	Prattville - Grouby Field	1A9	33	2	36
Reform	North Pickens	3M8	8	11	12
Roanoke	Roanoke Municipal	7A5	8	2	1
Russellville	Bill Pugh Field	M22	11	1	8
Samson	Logan Field	1A4	-	1	4
Scottsboro	Scottsboro Municipal-Word Field	4A6	23	9	14
Selma	Craig Field	SEM	40	25	1,000
St Elmo	St Elmo	2R5	24	15	17
Stevenson	Stevenson	7A6	-	2	9
Sylacauga	Merkel Field Sylacauga Municipal	SCD	28	3	26
Talladega	Talladega Municipal	ASN	43	5	-
Troy	Troy Municipal at N Kenneth Campbell Field	TOI	8	20	14
Tuscaloosa	Tuscaloosa National	TCL	39	169	30
Tuskegee	Moton Field Municipal	06A	10	4	25
Union Springs	Franklin Field	07A	12	-	4
Vernon	Lamar County	M55	-	-	3
Wetumpka	Wetumpka Municipal	08A	60	10	6

Source: Alabama Airports Survey

Table B-8: Planning Documentation and State Licensing

City	Airport Name	FAA ID	Master Plan	Year	State Airport License (as of 7/20/20)
Commercial Service Airports					
Birmingham	Birmingham-Shuttlesworth International	BHM	Yes	2002	NA
Dothan	Dothan Regional	DHN	Yes	2008*	NA
Huntsville	Huntsville International-Carl T Jones Field	HSV	Yes	2010	NA
Mobile	Mobile Regional	MOB	Yes	2018	NA
Montgomery	Montgomery Regional (Dannelly Field)	MGM	Yes	2010	NA
Muscle Shoals	Northwest Alabama Regional	MSL	Yes	2014	NA
General Aviation Airports					
Abbeville	Abbeville Municipal	0J0	No	-	Yes
Addison	Addison Municipal	2A8	No	-	-
Alabaster	Shelby County	EET	No	-	Yes
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	No	2017*	Yes
Alexander City	Thomas C Russell Field	ALX	Yes	1973	Yes
Aliceville	George Downer	AIV	No	-	No
Andalusia/Opp	South Alabama Regional at Bill Benton Field	79J	No	2010*	Yes
Anniston	Anniston Regional	ANB	Yes	2010	-
Ashland/Lineville	Ashland/Lineville	26A	No	2010*	Yes
Atmore	Atmore Municipal	0R1	No	2018*	Yes
Auburn	Auburn University Regional	AUO	No	-	Yes
Bay Minette	Bay Minette Municipal	1R8	Yes	2018	No
Bessemer	Bessemer	EKY	Yes	2014	Yes
Brewton	Brewton Municipal	12J	No	2013*	No
Butler	Butler-Choctaw County	09A	No	2007*	No
Camden	Camden Municipal	61A	No	2011*	No
Centre	Centre-Piedmont-Cherokee County Regional	PYP	No		Yes
Centreville	Bibb County	0A8	No	2017*	Yes
Chatom	Roy Wilcox	5R1	Yes	2016	No
Clanton	Chilton County	02A	No	-	No
Clayton	Clayton Municipal	11A	No	-	No
Courtland	Courtland	9A4	No	2006*	No
Cullman	Cullman Regional-Folsom Field	CMD	Yes	2011	Yes



Table B-8: Planning Documentation and State Licensing

City	Airport Name	FAA ID	Master Plan	Year	State Airport License (as of 7/20/20)
Dauphin Island	Jeremiah Denton	4R9	No	-	Yes
Decatur	Pryor Field Regional	DCU	Yes	2014	Yes
Demopolis	Demopolis Regional	DYA	No	2010*	Yes
Double Springs	Double Springs-Winston County	3M2	No	-	No
Elba	Carl Folsom	14J	Yes	2011	Yes
Enterprise	Enterprise Municipal	EDN	Yes	2018	No
Eufaula	Weedon Field	EUF	No	2019*	No
Evergreen	Evergreen Regional - Middleton Field	GZH	No	2017*	Yes
Fairhope	H L Sonny Callahan	CQF	No	-	Yes
Fayette	Richard Arthur Field	M95	No	2015*	-
Floral	Floral Municipal	0J4	Yes	2014	Yes
Foley	Foley Municipal	5R4	No	2010*	Yes
Fort Payne	Isbell Field	4A9	Yes	2001	Yes
Gadsden	Northeast Alabama Regional	GAD	Yes	2017*	No
Geneva	Geneva Municipal	33J	No	2010*	Yes
Greensboro	Greensboro Municipal	7A0	No	2019*	Yes
Greenville	Mac Crenshaw Memorial	PRN	Yes	2012*	No
Gulf Shores	Jack Edwards National	JKA	Yes	2016	Yes
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	No	2013*	Yes
Haleyville	Posey Field	1M4	No	-	Yes
Hamilton	Marion County-Rankin Fite	HAB	No	-	Yes
Hartselle	Hartselle-Morgan County Regional	5M0	No	2011*	No
Headland	Headland Municipal	0J6	Yes	2014	Yes
Huntsville	Huntsville Executive - Tom Sharp Jr Field	MDQ	No	2016*	Yes
Jackson	Jackson Municipal	4R3	No	-	No
Jasper	Walker County-Bevill Field	JFX	No	2018*	Yes
Lanett	Lanett Municipal	7A3	Yes	2013	Yes
Luverne	Frank Sikes	04A	No	-	Yes
Marion	Vaiden Field	A08	No	-	No
Mobile	Mobile Downtown	BFM	No	2012*	-
Monroeville	Monroe County	MVC	Yes	2009*	Yes
Oneonta	Robbins Field	20A	No	2011*	No

Table B-8: Planning Documentation and State Licensing

City	Airport Name	FAA ID	Master Plan	Year	State Airport License (as of 7/20/20)
Ozark	Ozark - Blackwell Field	71J	No	2017*	No
Pell City	St Clair County	PLR	No	2015*	Yes
Prattville	Prattville - Grouby Field	1A9	No	2016*	Yes
Reform	North Pickens	3M8	Yes	1998	Yes
Roanoke	Roanoke Municipal	7A5	Yes	2018	Yes
Russellville	Bill Pugh Field	M22	Yes	2019	No
Samson	Logan Field	1A4	Yes	N/A	Yes
Scottsboro	Scottsboro Municipal-Word Field	4A6	No	2009*	No
Selma	Craig Field	SEM	Yes	2015	Yes
St Elmo	St Elmo	2R5	Yes	2013	Yes
Stevenson	Stevenson	7A6	No	-	No
Sylacauga	Merkel Field Sylacauga Municipal	SCD	No	2012*	Yes
Talladega	Talladega Municipal	ASN	Yes	2017	No
Troy	Troy Municipal at N Kenneth Campbell Field	TOI	Yes	2017	Yes
Tuscaloosa	Tuscaloosa National	TCL	Yes	2010	-
Tuskegee	Moton Field Municipal	06A	No	2013*	Yes
Union Springs	Franklin Field	07A	Yes	2016	Yes
Vernon	Lamar County	M55	No	-	No
Wetumpka	Wetumpka Municipal	08A	No	2013*	Yes

Source: Alabama Airports Survey, *FAA AIP Grant Histories Database (indicates master plan grant issued)



Table B-9: Ground Access Services

City	Airport Name	FAA ID	Taxi Service	Courtesy Car	Crew Car	Off-Site or Pre-Arranged Rental Car	On-Site Rental Car	Ride Sharing (Uber, Lyft, etc.)
Commercial Service Airports								
Birmingham	Birmingham-Shuttlesworth International	BHM	Yes	Yes	Yes	Yes	Yes	Yes
Dothan	Dothan Regional	DHN	Yes	Yes	Yes	Yes	Yes	Yes
Huntsville	Huntsville International-Carl T Jones Field	HSV	Yes	Yes	No	No	Yes	Yes
Mobile	Mobile Regional	MOB	Yes	No	No	No	Yes	Yes
Montgomery	Montgomery Regional (Dannelly Field)	MGM	Yes	Yes	Yes	No	Yes	Yes
Muscle Shoals	Northwest Alabama Regional	MSL	Yes	Yes	Yes	Yes	Yes	Yes
General Aviation Airports								
Abbeville	Abbeville Municipal	0J0	No	No	No	No	No	No
Addison	Addison Municipal	2A8	No	No	No	No	No	No
Alabaster	Shelby County	EET	Yes	Yes	Yes	Yes	No	Yes
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	No	Yes	No	No	Yes	No
Alexander City	Thomas C Russell Field	ALX	No	Yes	Yes	Yes	No	No
Aliceville	George Downer	AIV	No	No	No	No	No	Yes
Andalusia/Opp	South Alabama Regional at Bill Benton Field	79J	Yes	Yes	Yes	Yes	Yes	No
Anniston	Anniston Regional	ANB	Yes	Yes	Yes	Yes	Yes	Yes
Ashland/Lineville	Ashland/Lineville	26A	Yes	No	No	No	No	Yes
Atmore	Atmore Municipal	0R1	No	No	No	No	No	Yes
Auburn	Auburn University Regional	AUO	Yes	Yes	Yes	Yes	No	Yes
Bay Minette	Bay Minette Municipal	1R8	No	Yes	No	Yes	Yes	No
Bessemer	Bessemer	EKY	Yes	Yes	Yes	Yes	Yes	Yes

Table B-9: Ground Access Services

City	Airport Name	FAA ID	Taxi Service	Courtesy Car	Crew Car	Off-Site or Pre-Arranged Rental Car	On-Site Rental Car	Ride Sharing (Uber, Lyft, etc.)
Brewton	Brewton Municipal	12J	No	No	Yes	Yes	No	No
Butler	Butler-Choctaw County	09A	No	No	No	Yes	No	No
Camden	Camden Municipal	61A	No	No	No	Yes	No	No
Centre	Centre-Piedmont-Cherokee County Regional	PYP	No	No	No	Yes	No	No
Centreville	Bibb County	0A8	No	No	No	Yes	No	No
Chatom	Roy Wilcox	5R1	No	No	No	No	No	No
Clanton	Chilton County	02A	No	Yes	No	No	No	No
Clayton	Clayton Municipal	11A	No	No	No	No	No	No
Courtland	Courtland	9A4	No	No	No	Yes	No	No
Cullman	Cullman Regional-Folsom Field	CMD	Yes	No	No	No	No	No
Dauphin Island	Jeremiah Denton	4R9	No	No	No	Yes	No	No
Decatur	Pryor Field Regional	DCU	Yes	Yes	Yes	No	Yes	Yes
Demopolis	Demopolis Regional	DYA	No	Yes	Yes	Yes	No	No
Double Springs	Double Springs-Winston County	3M2	No	No	No	No	No	No
Elba	Carl Folsom	14J	Yes	No	No	No	No	No
Enterprise	Enterprise Municipal	EDN	No	Yes	No	Yes	No	No
Eufaula	Weedon Field	EUF	No	Yes	No	No	No	No
Evergreen	Evergreen Regional - Middleton Field	GZH	No	Yes	No	No	No	No
Fairhope	H L Sonny Callahan	CQF	No	Yes	Yes	Yes	No	No
Fayette	Richard Arthur Field	M95	No	Yes	No	No	No	No
Floralda	Floralda Municipal	0J4	No	No	No	No	No	No
Foley	Foley Municipal	5R4	No	No	No	No	No	Yes
Fort Payne	Isbell Field	4A9	No	Yes	Yes	Yes	No	No
Gadsden	Northeast Alabama Regional	GAD	Yes	Yes	Yes	No	No	No



Table B-9: Ground Access Services

City	Airport Name	FAA ID	Taxi Service	Courtesy Car	Crew Car	Off-Site or Pre-Arranged Rental Car	On-Site Rental Car	Ride Sharing (Uber, Lyft, etc.)
Geneva	Geneva Municipal	33J	No	No	No	No	No	No
Greensboro	Greensboro Municipal	7A0	No	No	No	No	No	No
Greenville	Mac Crenshaw Memorial	PRN	No	Yes	Yes	Yes	No	No
Gulf Shores	Jack Edwards National	JKA	Yes	Yes	Yes	Yes	No	Yes
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	No	Yes	No	Yes	No	No
Haleyville	Posey Field	1M4	No	Yes	No	No	No	No
Hamilton	Marion County-Rankin Fite	HAB	No	Yes	No	No	No	No
Hartselle	Hartselle-Morgan County Regional	5M0	Yes	No	No	Yes	No	Yes
Headland	Headland Municipal	0J6	No	Yes	No	No	No	Yes
Huntsville	Huntsville Executive - Tom Sharp Jr Field	MDQ	No	No	No	No	No	No
Jackson	Jackson Municipal	4R3	No	No	No	Yes	No	No
Jasper	Walker County-Bevill Field	JFX	Yes	Yes	Yes	Yes	No	Yes
Lanett	Lanett Municipal	7A3	Yes	Yes	No	Yes	Yes	Yes
Luverne	Frank Sikes	04A	No	No	No	No	No	No
Marion	Vaiden Field	A08	No	No	No	No	No	No
Mobile	Mobile Downtown	BFM	No	No	No	Yes	Yes	Yes
Monroeville	Monroe County	MVC	No	No	No	Yes	No	No
Oneonta	Robbins Field	20A	No	No	No	Yes	No	No
Ozark	Ozark - Blackwell Field	71J	No	Yes	No	No	No	No
Pell City	St Clair County	PLR	No	Yes	Yes	Yes	No	No
Prattville	Prattville - Grouby Field	1A9	No	Yes	No	No	No	No
Reform	North Pickens	3M8	No	No	No	No	No	No
Roanoke	Roanoke Municipal	7A5	Yes	No	No	No	No	Yes
Russellville	Bill Pugh Field	M22	No	Yes	No	Yes	No	No
Samson	Logan Field	1A4	Yes	No	No	No	No	No

Table B-9: Ground Access Services

City	Airport Name	FAA ID	Taxi Service	Courtesy Car	Crew Car	Off-Site or Pre-Arranged Rental Car	On-Site Rental Car	Ride Sharing (Uber, Lyft, etc.)
Scottsboro	Scottsboro Municipal-Word Field	4A6	No	Yes	Yes	Yes	No	No
Selma	Craig Field	SEM	No	No	No	Yes	No	No
St Elmo	St Elmo	2R5	No	No	No	Yes	No	Yes
Stevenson	Stevenson	7A6	No	No	No	No	No	No
Sylacauga	Merkel Field Sylacauga Municipal	SCD	No	Yes	No	Yes	No	No
Talladega	Talladega Municipal	ASN	Yes	No	No	Yes	Yes	No
Troy	Troy Municipal at N Kenneth Campbell Field	TOI	Yes	Yes	Yes	Yes	No	No
Tuscaloosa	Tuscaloosa National	TCL	Yes	Yes	Yes	Yes	Yes	Yes
Tuskegee	Moton Field Municipal	06A	No	No	No	No	No	No
Union Springs	Franklin Field	07A	No	Yes	No	No	No	No
Vernon	Lamar County	M55	No	No	No	No	No	No
Wetumpka	Wetumpka Municipal	08A	No	No	No	Yes	No	Yes

Source: Alabama Airports Survey



Table B-10: General Aviation Facilities

City	Airport Name	FAA ID	Public Restrooms	Public Phone	GA Terminal Building Size (s.f.)
Commercial Service Airports					
Birmingham	Birmingham-Shuttlesworth International	BHM	Yes	Yes	3,300
Dothan	Dothan Regional	DHN	Yes	Yes	6,500
Huntsville	Huntsville International-Carl T Jones Field	HSV	Yes	Yes	6,573
Mobile	Mobile Regional	MOB	Yes	Yes	7,000
Montgomery	Montgomery Regional (Dannelly Field)	MGM	Yes	Yes	5,200
Muscle Shoals	Northwest Alabama Regional	MSL	Yes	Yes	2,900
General Aviation Airports					
Abbeville	Abbeville Municipal	0J0	No	No	0
Addison	Addison Municipal	2A8	No	No	0
Alabaster	Shelby County	EET	Yes	Yes	2,935
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	Yes	Yes	5,000
Alexander City	Thomas C Russell Field	ALX	No	No	3,900
Aliceville	George Downer	AIV	Yes	No	1,250
Andalusia/Opp	South Alabama Regional at Bill Benton Field	79J	Yes	Yes	4,020
Anniston	Anniston Regional	ANB	Yes	Yes	2,500
Ashland/Lineville	Ashland/Lineville	26A	Yes	No	500
Atmore	Atmore Municipal	0R1	Yes	No	1,200
Auburn	Auburn University Regional	AUO	Yes	Yes	26,000
Bay Minette	Bay Minette Municipal	1R8	Yes	No	2,500
Bessemer	Bessemer	EKY	Yes	No	6,130
Brewton	Brewton Municipal	12J	Yes	Yes	1,200
Butler	Butler-Choctaw County	09A	No	No	500
Camden	Camden Municipal	61A	No	No	0
Centre	Centre-Piedmont-Cherokee County Regional	PYP	Yes	No	2,000
Centreville	Bibb County	0A8	No	No	0
Chatom	Roy Wilcox	5R1	Yes	Yes	300
Clanton	Chilton County	02A	Yes	No	2,200
Clayton	Clayton Municipal	11A	No	No	0
Courtland	Courtland	9A4	Yes	No	2,500
Cullman	Cullman Regional-Folsom Field	CMD	Yes	Yes	525

Table B-10: General Aviation Facilities

City	Airport Name	FAA ID	Public Restrooms	Public Phone	GA Terminal Building Size (s.f.)
Dauphin Island	Jeremiah Denton	4R9	No	No	0
Decatur	Pryor Field Regional	DCU	Yes	Yes	5,000
Demopolis	Demopolis Regional	DYA	Yes	Yes	1,000
Double Springs	Double Springs-Winston County	3M2	No	No	0
Elba	Carl Folsom	14J	Yes	Yes	525
Enterprise	Enterprise Municipal	EDN	Yes	Yes	1,450
Eufaula	Weedon Field	EUF	Yes	Yes	2,400
Evergreen	Evergreen Regional - Middleton Field	GZH	Yes	Yes	1,200
Fairhope	H L Sonny Callahan	CQF	Yes	No	2,500
Fayette	Richard Arthur Field	M95	Yes	Yes	1,320
Florala	Florala Municipal	0J4	No	No	0
Foley	Foley Municipal	5R4	Yes	No	7,072
Fort Payne	Isbell Field	4A9	Yes	Yes	4,200
Gadsden	Northeast Alabama Regional	GAD	Yes	Yes	2,800
Geneva	Geneva Municipal	33J	No	No	0
Greensboro	Greensboro Municipal	7A0	Yes	Yes	1,800
Greenville	Mac Crenshaw Memorial	PRN	Yes	No	500
Gulf Shores	Jack Edwards National	JKA	Yes	No	10,000
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	Yes	Yes	500
Haleyville	Posey Field	1M4	Yes	No	1,500
Hamilton	Marion County-Rankin Fite	HAB	Yes	No	2,500
Hartselle	Hartselle-Morgan County Regional	5M0	Yes	Yes	1,200
Headland	Headland Municipal	0J6	Yes	No	1,000
Huntsville	Huntsville Executive - Tom Sharp Jr Field	MDQ	No	No	6,000
Jackson	Jackson Municipal	4R3	Yes	Yes	1,100
Jasper	Walker County-Bevill Field	JFX	Yes	Yes	2,160
Lanett	Lanett Municipal	7A3	Yes	Yes	5,400
Luverne	Frank Sikes	04A	No	No	0
Marion	Vaiden Field	A08	Yes	No	400
Mobile	Mobile Downtown	BFM	Yes	No	4,500
Monroeville	Monroe County	MVC	Yes	No	600



Table B-10: General Aviation Facilities

City	Airport Name	FAA ID	Public Restrooms	Public Phone	GA Terminal Building Size (s.f.)
Oneonta	Robbins Field	20A	No	No	0
Ozark	Ozark - Blackwell Field	71J	Yes	Yes	4,000
Pell City	St Clair County	PLR	No	No	4,500
Prattville	Prattville - Grouby Field	1A9	Yes	No	5,500
Reform	North Pickens	3M8	Yes	No	0
Roanoke	Roanoke Municipal	7A5	Yes	No	432
Russellville	Bill Pugh Field	M22	Yes	Yes	1,200
Samson	Logan Field	1A4	No	No	0
Scottsboro	Scottsboro Municipal-Word Field	4A6	Yes	Yes	3,500
Selma	Craig Field	SEM	Yes	Yes	2,800
St Elmo	St Elmo	2R5	No	No	0
Stevenson	Stevenson	7A6	No	No	0
Sylacauga	Merkel Field Sylacauga Municipal	SCD	Yes	Yes	3,000
Talladega	Talladega Municipal	ASN	Yes	Yes	2,390
Troy	Troy Municipal at N Kenneth Campbell Field	TOI	Yes	Yes	6,300
Tuscaloosa	Tuscaloosa National	TCL	Yes	Yes	10,100
Tuskegee	Moton Field Municipal	06A	No	No	550
Union Springs	Franklin Field	07A	Yes	No	1,200
Vernon	Lamar County	M55	No	No	0
Wetumpka	Wetumpka Municipal	08A	Yes	Yes	1,200

Source: Alabama Airports Survey

Table B-11: Auto Parking

City	Airport Name	FAA ID	Commercial Service Travelers Auto Parking	Employees Auto Parking	General Aviation Users Auto Parking
Commercial Service Airports					
Birmingham	Birmingham-Shuttlesworth International	BHM	4,500	287	797
Dothan	Dothan Regional	DHN	309	56	100
Huntsville	Huntsville International-Carl T Jones Field	HSV	3,934	325	115
Mobile	Mobile Regional	MOB	1,200	373	53
Montgomery	Montgomery Regional (Dannelly Field)	MGM	1,200	100	100
Muscle Shoals	Northwest Alabama Regional	MSL	54	40	28
General Aviation Airports					
Abbeville	Abbeville Municipal	0J0	-	-	-
Addison	Addison Municipal	2A8	-	-	-
Alabaster	Shelby County	EET	-	10	40
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	-	48	147
Alexander City	Thomas C Russell Field	ALX	-	-	-
Aliceville	George Downer	AIV	-	2	5
Andalusia/Opp	South Alabama Regional at Bill Benton Field	79J	-	35	32
Anniston	Anniston Regional	ANB	-	43	43
Ashland/Lineville	Ashland/Lineville	26A	-	-	6
Atmore	Atmore Municipal	0R1	-	-	10
Auburn	Auburn University Regional	AUO	-	15	55
Bay Minette	Bay Minette Municipal	1R8	-	2	8
Bessemer	Bessemer	EKY	-	7	40
Brewton	Brewton Municipal	12J	-	2	20
Butler	Butler-Choctaw County	09A	-	2	4
Camden	Camden Municipal	61A	-	-	-
Centre	Centre-Piedmont-Cherokee County Regional	PYP	-	-	20
Centreville	Bibb County	0A8	-	-	-
Chatom	Roy Wilcox	5R1	-	-	-
Clanton	Chilton County	02A	-	3	20
Clayton	Clayton Municipal	11A	-	-	-
Courtland	Courtland	9A4	-	4	10



Table B-11: Auto Parking

City	Airport Name	FAA ID	Commercial Service Travelers Auto Parking	Employees Auto Parking	General Aviation Users Auto Parking
Cullman	Cullman Regional-Folsom Field	CMD	-	-	5
Dauphin Island	Jeremiah Denton	4R9	-	-	14
Decatur	Pryor Field Regional	DCU	-	-	48
Demopolis	Demopolis Regional	DYA	-	2	20
Double Springs	Double Springs-Winston County	3M2	-	-	-
Elba	Carl Folsom	14J	-	-	5
Enterprise	Enterprise Municipal	EDN	-	4	10
Eufaula	Weedon Field	EUF	-	-	18
Evergreen	Evergreen Regional - Middleton Field	GZH	-	-	-
Fairhope	H L Sonny Callahan	CQF	-	41	22
Fayette	Richard Arthur Field	M95	-	2	5
Floral	Floral Municipal	0J4	-	-	10
Foley	Foley Municipal	5R4	-	-	21
Fort Payne	Isbell Field	4A9	-	3	20
Gadsden	Northeast Alabama Regional	GAD	-	5	20
Geneva	Geneva Municipal	33J	-	-	6
Greensboro	Greensboro Municipal	7A0	-	-	-
Greenville	Mac Crenshaw Memorial	PRN	-	2	9
Gulf Shores	Jack Edwards National	JKA	-	-	-
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	-	-	-
Haleyville	Posey Field	1M4	-	-	-
Hamilton	Marion County-Rankin Fite	HAB	-	10	10
Hartselle	Hartselle-Morgan County Regional	5M0	-	-	-
Headland	Headland Municipal	0J6	-	-	30
Huntsville	Huntsville Executive - Tom Sharp Jr Field	MDQ	-	-	-
Jackson	Jackson Municipal	4R3	-	-	-
Jasper	Walker County-Bevill Field	JFX	-	14	30
Lanett	Lanett Municipal	7A3	-	7	24
Luverne	Frank Sikes	04A	-	-	2

Table B-11: Auto Parking

City	Airport Name	FAA ID	Commercial Service Travelers Auto Parking	Employees Auto Parking	General Aviation Users Auto Parking
Marion	Vaiden Field	A08	-	-	2
Mobile	Mobile Downtown	BFM	-	15	-
Monroeville	Monroe County	MVC	-	-	8
Oneonta	Robbins Field	20A	-	6	12
Ozark	Ozark - Blackwell Field	71J	-	4	32
Pell City	St Clair County	PLR	-	-	-
Prattville	Prattville - Grouby Field	1A9	-	-	42
Reform	North Pickens	3M8	-	-	-
Roanoke	Roanoke Municipal	7A5	-	-	8
Russellville	Bill Pugh Field	M22	-	-	-
Samson	Logan Field	1A4	-	3	5
Scottsboro	Scottsboro Municipal-Word Field	4A6	-	1	9
Selma	Craig Field	SEM	-	10	7
St Elmo	St Elmo	2R5	-	3	15
Stevenson	Stevenson	7A6	-	-	-
Sylacauga	Merkel Field Sylacauga Municipal	SCD	-	-	-
Talladega	Talladega Municipal	ASN	-	4	20
Troy	Troy Municipal at N Kenneth Campbell Field	TOI	-	5	50
Tuscaloosa	Tuscaloosa National	TCL	-	25	115
Tuskegee	Moton Field Municipal	06A	-	-	-
Union Springs	Franklin Field	07A	-	-	6
Vernon	Lamar County	M55	-	-	5
Wetumpka	Wetumpka Municipal	08A	-	1	30

Source: Alabama Airports Survey



C. Appendix C – Facility and Service Objectives Tables

Table C-1: Current Airport Reference Code Objectives and Needs

City	Airport Name	FAA ID	Airport Reference Code	Meets Airport Reference Code Objective	Improvement Needed to Meet Objective: Extension in Feet
International					
Birmingham	Birmingham-Shuttlesworth International	BHM	D-IV	Yes	
Huntsville	Huntsville International-Carl T Jones Field	HSV	D-IV	Yes	
National					
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	C-II	Yes	
Auburn	Auburn University Regional	AUO	C-II	Yes	
Bessemer	Bessemer	EKY	B-II	No	Master Plan Review
Decatur	Pryor Field Regional	DCU	C-III	Yes	
Dothan	Dothan Regional	DHN	D-IV	Yes	
Gulf Shores	Jack Edwards National	JKA	C-III	Yes	
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	C-III	Yes	
Mobile	Mobile Regional	MOB	D-V	Yes	
Mobile	Mobile Downtown	BFM	D-V	Yes	
Montgomery	Montgomery Regional (Dannelly Field)	MGM	D-V	Yes	
Muscle Shoals	Northwest Alabama Regional	MSL	C-III	Yes	
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	B-II	No	Master Plan Review
Tuscaloosa	Tuscaloosa National	TCL	C-III	Yes	
General Aviation Regional					
Alabaster	Shelby County	EET	B-II Small	No	Master Plan Review
Alexander City	Thomas C Russell Field	ALX	B-II	Yes	
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	C-III	Yes	
Anniston	Anniston Regional	ANB	C-III	Yes	
Brewton	Brewton Municipal	12J	B-II	Yes	
Cullman	Cullman Regional-Folsom Field	CMD	B-I	No	Master Plan Review
Enterprise	Enterprise Municipal	EDN	B-II	Yes	
Fairhope	H L Sonny Callahan	CQF	C-II	Yes	
Fort Payne	Isbell Field	4A9	B-II	Yes	
Gadsden	Northeast Alabama Regional	GAD	C-III	Yes	

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	Airport Reference Code	Meets Airport Reference Code Objective	Improvement Needed to Meet Objective: Extension in Feet
Headland	Headland Municipal	0J6	B-II	Yes	
Jasper	Walker County-Bevill Field	JFX	B-II	Yes	
Ozark	Ozark Airport - Blackwell Field	71J	B-II	Yes	
Pell City	St Clair County	PLR	B-II	Yes	
Prattville	Prattville - Grouby Field	1A9	B-III	Yes	
Selma	Craig Field	SEM	D-II	Yes	
Sylacauga	Merkel Field Sylacauga Municipal	SCD	C-II	Yes	
Talladega	Talladega Municipal	ASN	C-II	Yes	
General Aviation Community					
Atmore	Atmore Municipal	0R1	B-II	Yes	
Bay Minette	Bay Minette Municipal	1R8	B-II	Yes	
Clanton	Chilton County	02A	B-II	Yes	
Courtland	Courtland	9A4	B-II	Yes	
Demopolis	Demopolis Regional	DYA	B-II	Yes	
Eufaula	Weedon Field	EUF	C-II	Yes	
Evergreen	Evergreen Regional - Middleton Field	GZH	B-II	Yes	
Fayette	Richard Arthur Field	M95	B-II	Yes	
Floral	Floral Municipal	0J4	B-I	Yes	
Foley	Foley Municipal	5R4	B-II	Yes	
Geneva	Geneva Municipal	33J	A-I Small	No	Master Plan Review
Greenville	Mac Crenshaw Memorial	PRN	B-II	Yes	
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	B-II	Yes	
Haleyville	Posey Field	1M4	B-III	Yes	
Hamilton	Marion County-Rankin Fite	HAB	B-II	Yes	
Hartselle	Hartselle-Morgan County Regional	5M0	B-I	Yes	
Marion	Vaiden Field	A08	C-II	Yes	
Monroeville	Monroe County Airport	MVC	B-II	Yes	
Scottsboro	Scottsboro Municipal-Word Field	4A6	B-II	Yes	
St Elmo	St Elmo	2R5	B-II	Yes	
Tuskegee	Moton Field Municipal	06A	B-II	Yes	
Wetumpka	Wetumpka Municipal	08A	B-II	Yes	



City	Airport Name	FAA ID	Airport Reference Code	Meets Airport Reference Code Objective	Improvement Needed to Meet Objective: Extension in Feet
Local Service					
Abbeville	Abbeville Municipal	0J0	B-I	Yes	
Addison	Addison Municipal	2A8	A-I	Yes	
Aliceville	George Downer	AIV	B-I	Yes	
Ashland/Lineville	Ashland/Lineville	26A	A-I	Yes	
Butler	Butler-Choctaw County	09A	B-I	Yes	
Camden	Camden Municipal	61A	B-I Small	Yes	
Centre	Centre-Piedmont-Cherokee County Regional	PYP	C-II	Yes	
Centreville	Bibb County	0A8	B-II Small	Yes	
Chatom	Roy Wilcox	5R1	A-II Small	Yes	
Clayton	Clayton Municipal	11A	B-II	Yes	
Dauphin Island	Jeremiah Denton	4R9	B-I	Yes	
Double Springs	Double Springs-Winston County	3M2	B-II Small	Yes	
Elba	Carl Folsom	14J	B-I	Yes	
Greensboro	Greensboro Municipal	7A0	A-II Small	Yes	
Jackson	Jackson Municipal	4R3	B-I	Yes	
Lanett	Lanett Municipal	7A3	B-II	Yes	
Luverne	Frank Sikes	04A	A-I	Yes	
Oneonta	Robbins Field	20A	A-I	Yes	
Reform	North Pickens	3M8	B-I	Yes	
Roanoke	Roanoke Municipal	7A5	B-I	Yes	
Russellville	Bill Pugh Field	M22	B-II	Yes	
Samson	Logan Field	1A4	B-II Small	Yes	
Stevenson	Stevenson	7A6	A-II Small	Yes	
Union Springs	Franklin Field	07A	A-II Small	Yes	
Vernon	Lamar County	M55	B-II	Yes	

Source: Airport Management Survey, ALDOT Aeronautics Bureau records, Jviation

Table C-2: Primary Runway Length Objectives and Needs

City	Airport Name	FAA ID	Primary Runway Length	Meets Primary Runway Length Objective	Improvement Needed to Meet Objective: Extension in Feet
International					
Birmingham	Birmingham-Shuttlesworth International	BHM	12,007	Yes	
Huntsville	Huntsville International-Carl T Jones Field	HSV	12,600	Yes	
National					
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	6,114	Yes	
Auburn	Auburn University Regional	AUO	5,264	No	236 Extension
Bessemer	Bessemer	EKY	6,007	Yes	
Decatur	Pryor Field Regional	DCU	6,107	Yes	
Dothan	Dothan Regional	DHN	8,499	Yes	
Gulf Shores	Jack Edwards National	JKA	6,962	Yes	
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	6,500	Yes	
Mobile	Mobile Regional	MOB	8,502	Yes	
Mobile	Mobile Downtown	BFM	9,618	Yes	
Montgomery	Montgomery Regional (Dannelly Field)	MGM	9,020	Yes	
Muscle Shoals	Northwest Alabama Regional	MSL	6,694	Yes	
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	6,197	Yes	
Tuscaloosa	Tuscaloosa National	TCL	6,499	Yes	
General Aviation Regional					
Alabaster	Shelby County	EET	5,000	Yes	
Alexander City	Thomas C Russell Field	ALX	5,422	Yes	
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	6,000	Yes	
Anniston	Anniston Regional	ANB	7,000	Yes	
Brewton	Brewton Municipal	12J	5,001	Yes	
Cullman	Cullman Regional-Folsom Field	CMD	5,500	Yes	
Enterprise	Enterprise Municipal	EDN	5,080	Yes	
Fairhope	H L Sonny Callahan	CQF	6,604	Yes	
Fort Payne	Isbell Field	4A9	5,001	Yes	
Gadsden	Northeast Alabama Regional	GAD	6,802	Yes	
Headland	Headland Municipal	0J6	5,002	Yes	
Jasper	Walker County-Bevill Field	JFX	5,004	Yes	
Ozark	Ozark Airport - Blackwell Field	71J	5,152	Yes	
Pell City	St Clair County	PLR	5,001	Yes	
Prattville	Prattville - Grouby Field	1A9	5,400	Yes	
Selma	Craig Field	SEM	8,014	Yes	



City	Airport Name	FAA ID	Primary Runway Length	Meets Primary Runway Length Objective	Improvement Needed to Meet Objective: Extension in Feet
Sylacauga	Merkel Field Sylacauga Municipal	SCD	5,390	Yes	
Talladega	Talladega Municipal	ASN	6,032	Yes	
General Aviation Community					
Atmore	Atmore Municipal	0R1	5,001	Yes	
Bay Minette	Bay Minette Municipal	1R8	5,500	Yes	
Clanton	Chilton County	02A	4,007	Yes	
Courtland	Courtland	9A4	4,994	Yes	
Demopolis	Demopolis Regional	DYA	5,002	Yes	
Eufaula	Weedon Field	EUF	5,000	Yes	
Evergreen	Evergreen Regional - Middleton Field	GZH	5,005	Yes	
Fayette	Richard Arthur Field	M95	5,009	Yes	
Floral	Floral Municipal	0J4	3,197	No	503 Extension
Foley	Foley Municipal	5R4	3,700	Yes	
Geneva	Geneva Municipal	33J	3,998	Yes	
Greenville	Mac Crenshaw Memorial	PRN	5,501	Yes	
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	5,005	Yes	
Haleyville	Posey Field	1M4	5,008	Yes	
Hamilton	Marion County-Rankin Fite	HAB	5,495	Yes	
Hartselle	Hartselle-Morgan County Regional	5M0	3,599	No	101 Extension
Marion	Vaiden Field	A08	6,400	Yes	
Monroeville	Monroe County Airport	MVC	6,028	Yes	
Scottsboro	Scottsboro Municipal-Word Field	4A6	5,240	Yes	
St Elmo	St Elmo	2R5	3,998	Yes	
Tuskegee	Moton Field Municipal	06A	5,005	Yes	
Wetumpka	Wetumpka Municipal	08A	3,013	No	687 Extension
Local Service					
Abbeville	Abbeville Municipal	0J0	2,900	Yes	
Addison	Addison Municipal	2A8	2,644	Yes	
Aliceville	George Downer	AIV	5,001	Yes	
Ashland/Lineville	Ashland/Lineville	26A	4,023	Yes	
Butler	Butler-Choctaw County	09A	4,082	Yes	
Camden	Camden Municipal	61A	4,303	Yes	
Centre	Centre-Piedmont-Cherokee County Regional	PYP	5,500	Yes	
Centreville	Bibb County	0A8	4,206	Yes	
Chatom	Roy Wilcox	5R1	4,002	Yes	

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	Primary Runway Length	Meets Primary Runway Length Objective	Improvement Needed to Meet Objective: Extension in Feet
Clayton	Clayton Municipal	11A	5,010	Yes	
Dauphin Island	Jeremiah Denton	4R9	3,000	Yes	
Double Springs	Double Springs-Winston County	3M2	3,331	Yes	
Elba	Carl Folsom	14J	3,050	Yes	
Greensboro	Greensboro Municipal	7A0	3,508	Yes	
Jackson	Jackson Municipal	4R3	5,003	Yes	
Lanett	Lanett Municipal	7A3	5,400	Yes	
Luverne	Frank Sikes	04A	4,649	Yes	
Oneonta	Robbins Field	20A	4,203	Yes	
Reform	North Pickens	3M8	5,144	Yes	
Roanoke	Roanoke Municipal	7A5	3,561	Yes	
Russellville	Bill Pugh Field	M22	5,500	Yes	
Samson	Logan Field	1A4	3,596	Yes	
Stevenson	Stevenson	7A6	4,103	Yes	
Union Springs	Franklin Field	07A	5,002	Yes	
Vernon	Lamar County	M55	3,613	Yes	

Source: Airport Management Survey, FAA 5010 records, Jviation



Table C-3: Primary Runway Width Objectives and Needs

City	Airport Name	FAA ID	Primary Runway Width in Feet	Meets Primary Runway Width Objective	Improvement Needed to Meet Objective: Widening in Feet
International					
Birmingham	Birmingham-Shuttlesworth International	BHM	150	Yes	
Huntsville	Huntsville International-Carl T Jones Field	HSV	150	Yes	
National					
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	100	Yes	
Auburn	Auburn University Regional	AUO	100	Yes	
Bessemer	Bessemer	EKY	100	Yes	
Decatur	Pryor Field Regional	DCU	100	Yes	
Dothan	Dothan Regional	DHN	150	Yes	
Gulf Shores	Jack Edwards National	JKA	100	Yes	
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	100	Yes	
Mobile	Mobile Regional	MOB	150	Yes	
Mobile	Mobile Downtown	BFM	150	Yes	
Montgomery	Montgomery Regional (Dannelly Field)	MGM	150	Yes	
Muscle Shoals	Northwest Alabama Regional	MSL	150	Yes	
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	100	Yes	
Tuscaloosa	Tuscaloosa National	TCL	150	Yes	
General Aviation Regional					
Alabaster	Shelby County	EET	75	No	25 Widening
Alexander City	Thomas C Russell Field	ALX	96	No	4 Widening
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	100	Yes	
Anniston	Anniston Regional	ANB	150	Yes	
Brewton	Brewton Municipal	12J	150	Yes	
Cullman	Cullman Regional-Folsom Field	CMD	100	Yes	
Enterprise	Enterprise Municipal	EDN	100	Yes	
Fairhope	H L Sonny Callahan	CQF	100	Yes	
Fort Payne	Isbell Field	4A9	100	Yes	
Gadsden	Northeast Alabama Regional	GAD	150	Yes	
Headland	Headland Municipal	0J6	80	No	20 Widening
Jasper	Walker County-Bevill Field	JFX	100	Yes	
Ozark	Ozark Airport - Blackwell Field	71J	80	No	20 Widening
Pell City	St Clair County	PLR	80	No	20 Widening
Prattville	Prattville - Grouby Field	1A9	100	Yes	
Selma	Craig Field	SEM	150	Yes	

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	Primary Runway Width in Feet	Meets Primary Runway Width Objective	Improvement Needed to Meet Objective: Widening in Feet
Sylacauga	Merkel Field Sylacauga Municipal	SCD	100	Yes	
Talladega	Talladega Municipal	ASN	100	Yes	
General Aviation Community					
Atmore	Atmore Municipal	0R1	80	Yes	
Bay Minette	Bay Minette Municipal	1R8	79	Yes	
Clanton	Chilton County	02A	100	Yes	
Courtland	Courtland	9A4	100	Yes	
Demopolis	Demopolis Regional	DYA	100	Yes	
Eufaula	Weedon Field	EUF	100	Yes	
Evergreen	Evergreen Regional - Middleton Field	GZH	150	Yes	
Fayette	Richard Arthur Field	M95	80	Yes	
Floral	Floral Municipal	0J4	75	Yes	
Foley	Foley Municipal	5R4	74	No	1 Widening
Geneva	Geneva Municipal	33J	100	Yes	
Greenville	Mac Crenshaw Memorial	PRN	80	Yes	
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	75	Yes	
Haleyville	Posey Field	1M4	100	Yes	
Hamilton	Marion County-Rankin Fite	HAB	100	Yes	
Hartselle	Hartselle-Morgan County Regional	5M0	75	Yes	
Marion	Vaiden Field	A08	80	Yes	
Monroeville	Monroe County Airport	MVC	100	Yes	
Scottsboro	Scottsboro Municipal-Word Field	4A6	80	Yes	
St Elmo	St Elmo	2R5	80	Yes	
Tuskegee	Moton Field Municipal	06A	100	Yes	
Wetumpka	Wetumpka Municipal	08A	80	Yes	
Local Service					
Abbeville	Abbeville Municipal	0J0	80	Yes	
Addison	Addison Municipal	2A8	112	Yes	
Aliceville	George Downer	AIV	80	Yes	
Ashland/Lineville	Ashland/Lineville	26A	80	Yes	
Butler	Butler-Choctaw County	09A	80	Yes	
Camden	Camden Municipal	61A	80	Yes	
Centre	Centre-Piedmont-Cherokee County Regional	PYP	100	Yes	
Centreville	Bibb County	0A8	80	Yes	
Chatom	Roy Wilcox	5R1	80	Yes	



City	Airport Name	FAA ID	Primary Runway Width in Feet	Meets Primary Runway Width Objective	Improvement Needed to Meet Objective: Widening in Feet
Clayton	Clayton Municipal	11A	80	Yes	
Dauphin Island	Jeremiah Denton	4R9	80	Yes	
Double Springs	Double Springs-Winston County	3M2	78	Yes	
Elba	Carl Folsom	14J	75	Yes	
Greensboro	Greensboro Municipal	7A0	79	Yes	
Jackson	Jackson Municipal	4R3	80	Yes	
Lanett	Lanett Municipal	7A3	75	Yes	
Luverne	Frank Sikes	04A	80	Yes	
Oneonta	Robbins Field	20A	80	Yes	
Reform	North Pickens	3M8	80	Yes	
Roanoke	Roanoke Municipal	7A5	80	Yes	
Russellville	Bill Pugh Field	M22	75	Yes	
Samson	Logan Field	1A4	75	Yes	
Stevenson	Stevenson	7A6	80	Yes	
Union Springs	Franklin Field	07A	80	Yes	
Vernon	Lamar County	M55	75	Yes	

Source: Airport Management Survey, FAA 5010 records, Aviation

Table C-4: Taxiway Objectives and Needs

City	Airport Name	FAA ID	Primary Runway Width	Meets Primary Taxiway Objective	Improvement Needed to Meet Objective: Taxiway Design
International					
Birmingham	Birmingham-Shuttlesworth International	BHM	Full Parallel	Yes	
Huntsville	Huntsville International-Carl T Jones Field	HSV	Full Parallel	Yes	
National					
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	Full Parallel	Yes	
Auburn	Auburn University Regional	AUO	Full Parallel	Yes	
Bessemer	Bessemer	EKY	Full Parallel	Yes	
Decatur	Pryor Field Regional	DCU	Full Parallel	Yes	
Dothan	Dothan Regional	DHN	Full Parallel	Yes	
Gulf Shores	Jack Edwards National	JKA	Full Parallel	Yes	
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	Full Parallel	Yes	
Mobile	Mobile Regional	MOB	Full Parallel	Yes	
Mobile	Mobile Downtown	BFM	Full Parallel	Yes	
Montgomery	Montgomery Regional (Dannelly Field)	MGM	Full Parallel	Yes	
Muscle Shoals	Northwest Alabama Regional	MSL	Full Parallel	Yes	
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	Full Parallel	Yes	
Tuscaloosa	Tuscaloosa National	TCL	Full Parallel	Yes	
General Aviation Regional					
Alabaster	Shelby County	EET	Full Parallel	Yes	
Alexander City	Thomas C Russell Field	ALX	Partial Parallel	Yes	
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	Full Parallel	Yes	
Anniston	Anniston Regional	ANB	Full Parallel	Yes	
Brewton	Brewton Municipal	12J	Partial Parallel	Yes	
Cullman	Cullman Regional-Folsom Field	CMD	Full Parallel	Yes	
Enterprise	Enterprise Municipal	EDN	Full Parallel	Yes	
Fairhope	H L Sonny Callahan	CQF	Full Parallel	Yes	
Fort Payne	Isbell Field	4A9	Full Parallel	Yes	
Gadsden	Northeast Alabama Regional	GAD	Full Parallel	Yes	
Headland	Headland Municipal	0J6	Partial Parallel	Yes	
Jasper	Walker County-Bevill Field	JFX	Full Parallel	Yes	



City	Airport Name	FAA ID	Primary Runway Width	Meets Primary Taxiway Objective	Improvement Needed to Meet Objective: Taxiway Design
Ozark	Ozark Airport - Blackwell Field	71J	Full Parallel	Yes	
Pell City	St Clair County	PLR	Full Parallel	Yes	
Prattville	Prattville - Grouby Field	1A9	Full Parallel	Yes	
Selma	Craig Field	SEM	Partial Parallel	Yes	
Sylacauga	Merkel Field Sylacauga Municipal	SCD	Full Parallel	Yes	
Talladega	Talladega Municipal	ASN	Full Parallel	Yes	
General Aviation Community					
Atmore	Atmore Municipal	0R1	Stub(s)	No	Install Turn Arouds
Bay Minette	Bay Minette Municipal	1R8	Full Parallel	Yes	
Clanton	Chilton County	02A	Stub(s)	No	Install Turn Arouds
Courtland	Courtland	9A4	Partial Parallel	Yes	
Demopolis	Demopolis Regional	DYA	Full Parallel	Yes	
Eufaula	Weedon Field	EUF	Turn Arouds and Stub(s)	Yes	
Evergreen	Evergreen Regional - Middleton Field	GZH	Full Parallel	Yes	
Fayette	Richard Arthur Field	M95	Turn Arouds and Stub(s)	Yes	
Florala	Florala Municipal	0J4	Partial Parallel	No	Install Turn Arouds
Foley	Foley Municipal	5R4	Full Parallel	Yes	
Geneva	Geneva Municipal	33J	Turn Arouds and Stub(s)	Yes	
Greenville	Mac Crenshaw Memorial	PRN	Full Parallel	Yes	
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	Partial Parallel	Yes	
Haleyville	Posey Field	1M4	Stub(s)	No	Install Turn Arouds
Hamilton	Marion County-Rankin Fite	HAB	Partial Parallel	Yes	
Hartselle	Hartselle-Morgan County Regional	5M0	Turn Arouds and Stub(s)	Yes	
Marion	Vaiden Field	A08	Partial Parallel	No	Install Turn Arouds
Monroeville	Monroe County Airport	MVC	Partial Parallel	Yes	
Scottsboro	Scottsboro Municipal-Word Field	4A6	Partial Parallel	Yes	
St Elmo	St Elmo	2R5	Full Parallel	Yes	
Tuskegee	Moton Field Municipal	06A	Full Parallel	Yes	
Wetumpka	Wetumpka Municipal	08A	Full Parallel	Yes	
Local Service					

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	Primary Runway Width	Meets Primary Taxiway Objective	Improvement Needed to Meet Objective: Taxiway Design
Abbeville	Abbeville Municipal	0J0	Stub(s)	No	Install Turn Arouns
Addison	Addison Municipal	2A8	Stub(s)	No	Install Turn Arouns
Aliceville	George Downer	AIV	Turn Arouns and Stub(s)	Yes	
Ashland/Lineville	Ashland/Lineville	26A	Stub(s)	No	Install Turn Arouns
Butler	Butler-Choctaw County	09A	Stub(s)	No	Install Turn Arouns
Camden	Camden Municipal	61A	Stub(s)	No	Install Turn Arouns
Centre	Centre-Piedmont-Cherokee County Regional	PYP	Turn Arouns and Stub(s)	Yes	
Centreville	Bibb County	0A8	Partial Parallel	Yes	
Chatom	Roy Wilcox	5R1	Stub(s)	No	Install Turn Arouns
Clayton	Clayton Municipal	11A	Partial Parallel	Yes	
Dauphin Island	Jeremiah Denton	4R9	Turn Arouns and Stub(s)	Yes	
Double Springs	Double Springs-Winston County	3M2	Stub(s)	No	Install Turn Arouns
Elba	Carl Folsom	14J	Turn Arouns and Stub(s)	Yes	
Greensboro	Greensboro Municipal	7A0	Stub(s)	No	Install Turn Arouns
Jackson	Jackson Municipal	4R3	Turn Arouns and Stub(s)	Yes	
Lanett	Lanett Municipal	7A3	Stub(s)	No	Install Turn Arouns
Luverne	Frank Sikes	04A	Turn Arouns and Stub(s)	Yes	
Oneonta	Robbins Field	20A	Partial Parallel	Yes	
Reform	North Pickens	3M8	Turn Arouns and Stub(s)	Yes	
Roanoke	Roanoke Municipal	7A5	Stub(s)	No	Install Turn Arouns
Russellville	Bill Pugh Field	M22	Turn Arouns and Stub(s)	Yes	
Samson	Logan Field	1A4	Turn Arouns and Stub(s)	Yes	
Stevenson	Stevenson	7A6	Stub(s)	No	Install Turn Arouns
Union Springs	Franklin Field	07A	Stub(s)	No	Install Turn Arouns
Vernon	Lamar County	M55	Turn Arouns and Stub(s)	Yes	



Table C-5: Airport Approach Type

City	Airport Name	FAA ID	ILS	LPV	Approach Category	Meets Approach Objectives	Improvement Needed to Meet Objective
International							
Birmingham	Birmingham-Shuttlesworth International	BHM	Yes	Yes	Vertical Guidance Approach	Yes	
Huntsville	Huntsville International-Carl T Jones Field	HSV	Yes	Yes	Vertical Guidance Approach	Yes	
National							
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	No	Yes	Vertical Guidance Approach	Yes	
Auburn	Auburn University Regional	AUO	Yes	Yes	Vertical Guidance Approach	Yes	
Bessemer	Bessemer	EKY	Yes	Yes	Vertical Guidance Approach	Yes	
Decatur	Pryor Field Regional	DCU	Yes	Yes	Vertical Guidance Approach	Yes	
Dothan	Dothan Regional	DHN	Yes	Yes	Vertical Guidance Approach	Yes	
Gulf Shores	Jack Edwards National	JKA	Yes	Yes	Vertical Guidance Approach	Yes	
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	Yes	Yes	Vertical Guidance Approach	Yes	
Mobile	Mobile Regional	MOB	Yes	Yes	Vertical Guidance Approach	Yes	
Mobile	Mobile Downtown	BFM	Yes	Yes	Vertical Guidance Approach	Yes	
Montgomery	Montgomery Regional (Dannelly Field)	MGM	Yes	Yes	Vertical Guidance Approach	Yes	
Muscle Shoals	Northwest Alabama Regional	MSL	Yes	Yes	Vertical Guidance Approach	Yes	
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	Yes	Yes	Vertical Guidance Approach	Yes	
Tuscaloosa	Tuscaloosa National	TCL	Yes	Yes	Vertical Guidance Approach	Yes	
General Aviation Regional							
Alabaster	Shelby County	EET	No	Yes	Vertical Guidance Approach	Yes	
Alexander City	Thomas C Russell Field	ALX	No	Yes	Vertical Guidance Approach	Yes	
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	No	Yes	Vertical Guidance Approach	Yes	
Anniston	Anniston Regional	ANB	Yes	Yes	Vertical Guidance Approach	Yes	
Brewton	Brewton Municipal	12J	No	Yes	Published Approach	No	Design LPV
Cullman	Cullman Regional-Folsom Field	CMD	No	Yes	Vertical Guidance Approach	Yes	
Enterprise	Enterprise Municipal	EDN	No	No	Vertical Guidance Approach	Yes	

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	ILS	LPV	Approach Category	Meets Approach Objectives	Improvement Needed to Meet Objective
Fairhope	H L Sonny Callahan	CQF	No	Yes	Vertical Guidance Approach	Yes	
Fort Payne	Isbell Field	4A9	No	Yes	Vertical Guidance Approach	Yes	
Gadsden	Northeast Alabama Regional	GAD	Yes	Yes	Vertical Guidance Approach	Yes	
Headland	Headland Municipal	0J6	No	No	Vertical Guidance Approach	Yes	
Jasper	Walker County-Bevill Field	JFX	Yes	Yes	Vertical Guidance Approach	Yes	
Ozark	Ozark Airport - Blackwell Field	71J	No	Yes	Vertical Guidance Approach	Yes	
Pell City	St Clair County	PLR	No	Yes	Vertical Guidance Approach	Yes	
Prattville	Prattville - Grouby Field	1A9	No	Yes	Vertical Guidance Approach	Yes	
Selma	Craig Field	SEM	Yes	Yes	Vertical Guidance Approach	Yes	
Sylacauga	Merkel Field Sylacauga Municipal	SCD	No	Yes	Vertical Guidance Approach	Yes	
Talladega	Talladega Municipal	ASN	Yes	Yes	Vertical Guidance Approach	Yes	
General Aviation Community							
Atmore	Atmore Municipal	0R1	No	Yes	Vertical Guidance Approach	Yes	
Bay Minette	Bay Minette Municipal	1R8	No	No	Vertical Guidance Approach	Yes	
Clanton	Chilton County	02A	No	No	Published Approach	Yes	
Courtland	Courtland	9A4	No	Yes	Vertical Guidance Approach	Yes	
Demopolis	Demopolis Regional	DYA	No	Yes	Vertical Guidance Approach	Yes	
Eufaula	Weedon Field	EUF	No	Yes	Vertical Guidance Approach	Yes	
Evergreen	Evergreen Regional - Middleton Field	GZH	No	No	Published Approach	Yes	
Fayette	Richard Arthur Field	M95	No	No	Published Approach	Yes	
Floral	Floral Municipal	0J4	No	No	Published Approach	Yes	
Foley	Foley Municipal	5R4	No	Yes	Vertical Guidance Approach	Yes	
Geneva	Geneva Municipal	33J	No	No	Published Approach	Yes	
Greenville	Mac Crenshaw Memorial	PRN	No	No	Published Approach	Yes	
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	No	Yes	Vertical Guidance Approach	Yes	
Haleyville	Posey Field	1M4	No	Yes	Vertical Guidance Approach	Yes	



City	Airport Name	FAA ID	ILS	LPV	Approach Category	Meets Approach Objectives	Improvement Needed to Meet Objective
Hamilton	Marion County-Rankin Fite	HAB	No	Yes	Vertical Guidance Approach	Yes	
Hartselle	Hartselle-Morgan County Regional	5M0	No	No	Published Approach	Yes	
Marion	Vaiden Field	A08	No	Yes	Vertical Guidance Approach	Yes	
Monroeville	Monroe County Airport	MVC	No	No	Published Approach	Yes	
Scottsboro	Scottsboro Municipal-Word Field	4A6	No	No	Published Approach	Yes	
St Elmo	St Elmo	2R5	No	No	Vertical Guidance Approach	Yes	
Tuskegee	Moton Field Municipal	06A	No	Yes	Vertical Guidance Approach	Yes	
Wetumpka	Wetumpka Municipal	08A	No	No	Published Approach	Yes	
Local Service							
Abbeville	Abbeville Municipal	0J0	No	No	Visual Approach	Yes	
Addison	Addison Municipal	2A8	No	No	Visual Approach	Yes	
Aliceville	George Downer	AIV	No	No	Published Approach	Yes	
Ashland/Lineville	Ashland/Lineville	26A	No	No	Visual Approach	Yes	
Butler	Butler-Choctaw County	09A	No	Yes	Vertical Guidance Approach	Yes	
Camden	Camden Municipal	61A	No	No	Published Approach	Yes	
Centre	Centre-Piedmont-Cherokee County Regional	PYP	No	Yes	Vertical Guidance Approach	Yes	
Centreville	Bibb County	0A8	No	No	Published Approach	Yes	
Chatom	Roy Wilcox	5R1	No	No	Published Approach	Yes	
Clayton	Clayton Municipal	11A	No	No	Published Approach	Yes	
Dauphin Island	Jeremiah Denton	4R9	No	No	Visual Approach	Yes	
Double Springs	Double Springs-Winston County	3M2	No	No	Visual Approach	Yes	
Elba	Carl Folsom	14J	No	No	Visual Approach	Yes	
Greensboro	Greensboro Municipal	7A0	No	No	Visual Approach	Yes	
Jackson	Jackson Municipal	4R3	No	No	Published Approach	Yes	
Lanett	Lanett Municipal	7A3	No	No	Published Approach	Yes	
Luverne	Frank Sikes	04A	No	No	Visual Approach	Yes	
Oneonta	Robbins Field	20A	No	No	Published Approach	Yes	
Reform	North Pickens	3M8	No	No	Published Approach	Yes	
Roanoke	Roanoke Municipal	7A5	No	No	Visual Approach	Yes	
Russellville	Bill Pugh Field	M22	No	No	Published Approach	Yes	

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	ILS	LPV	Approach Category	Meets Approach Objectives	Improvement Needed to Meet Objective
Samson	Logan Field	1A4	No	No	Visual Approach	Yes	
Stevenson	Stevenson	7A6	No	No	Visual Approach	Yes	
Union Springs	Franklin Field	07A	No	No	Visual Approach	Yes	
Vernon	Lamar County	M55	No	No	Published Approach	Yes	

Source: Airport Management Survey, FAA 5010 records, Jviation



Table C-6: Visual Approach Aids Objectives and Needs

City	Airport Name	FAA ID	VGSI	Meets VGSI Objective	Improvement Needed to Meet Objective
International					
Birmingham	Birmingham-Shuttlesworth International	BHM	P4L / P4L	Yes	
Huntsville	Huntsville International-Carl T Jones Field	HSV	P4L / P4L	Yes	
National					
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	P2L / P2L	Yes	
Auburn	Auburn University Regional	AUO	/ P4L	No	Install PAPI
Bessemer	Bessemer	EKY	P4L / P4L	Yes	
Decatur	Pryor Field Regional	DCU	/ P2L	No	Install PAPI
Dothan	Dothan Regional	DHN	P2L /	No	Install PAPI
Gulf Shores	Jack Edwards National	JKA	P4L / P4L	Yes	
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	P4L / P4L	Yes	
Mobile	Mobile Regional	MOB	P4L / P4L	Yes	
Mobile	Mobile Downtown	BFM	P4L / P4L	Yes	
Montgomery	Montgomery Regional (Dannelly Field)	MGM	P4R / P4L	Yes	
Muscle Shoals	Northwest Alabama Regional	MSL	P4R / P4L	No	
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	P4L / V4R	Yes	
Tuscaloosa	Tuscaloosa National	TCL	P4R / P4L	No	
General Aviation Regional					
Alabaster	Shelby County	EET	P4L / P4L	Yes	
Alexander City	Thomas C Russell Field	ALX	V2L / P4L	Yes	
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	P4R / P4L	Yes	
Anniston	Anniston Regional	ANB	P4L / P4L	Yes	
Brewton	Brewton Municipal	12J	P2L / P2L	Yes	
Cullman	Cullman Regional-Folsom Field	CMD	P2L / P2L	Yes	
Enterprise	Enterprise Municipal	EDN	P2L / P2L	Yes	
Fairhope	H L Sonny Callahan	CQF	P4L / P4L	Yes	
Fort Payne	Isbell Field	4A9	P4L / P4R	Yes	
Gadsden	Northeast Alabama Regional	GAD	P4L / P4L	Yes	
Headland	Headland Municipal	0J6	P2L / P2L	Yes	
Jasper	Walker County-Bevill Field	JFX	V4L / V4L	Yes	
Ozark	Ozark Airport - Blackwell Field	71J	P4R / P4L	Yes	

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	VGSI	Meets VGSI Objective	Improvement Needed to Meet Objective
Pell City	St Clair County	PLR	P4L / P4L	Yes	
Prattville	Prattville - Grouby Field	1A9	P4L / P4L	Yes	
Selma	Craig Field	SEM	P4L / P4L	Yes	
Sylacauga	Merkel Field Sylacauga Municipal	SCD	P2L / P2L	Yes	
Talladega	Talladega Municipal	ASN	P4L / P4L	Yes	
General Aviation Community					
Atmore	Atmore Municipal	0R1	P2L / P2L	NA	
Bay Minette	Bay Minette Municipal	1R8	P2L / P2L	NA	
Clanton	Chilton County	02A	P2L / P2L	NA	
Courtland	Courtland	9A4	/	NA	
Demopolis	Demopolis Regional	DYA	P2R / P2L	NA	
Eufaula	Weedon Field	EUF	P4L / P4L	NA	
Evergreen	Evergreen Regional - Middleton Field	GZH	/	NA	
Fayette	Richard Arthur Field	M95	P2L / P2L	NA	
Floral	Floral Municipal	0J4	/	NA	
Foley	Foley Municipal	5R4	P2L / P2L	NA	
Geneva	Geneva Municipal	33J	P4L / P4L	NA	
Greenville	Mac Crenshaw Memorial	PRN	P2L / P2L	NA	
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	/ P2L	NA	
Haleyville	Posey Field	1M4	P4L / P4L	NA	
Hamilton	Marion County-Rankin Fite	HAB	P2L / P2L	NA	
Hartselle	Hartselle-Morgan County Regional	5M0	/ V2L	NA	
Marion	Vaiden Field	A08	P2L / P2L	NA	
Monroeville	Monroe County Airport	MVC	P4L / P4L	NA	
Scottsboro	Scottsboro Municipal-Word Field	4A6	P4L / P4L	NA	
St Elmo	St Elmo	2R5	/	NA	
Tuskegee	Moton Field Municipal	06A	P2L / P2L	NA	
Wetumpka	Wetumpka Municipal	08A	/	NA	
Local Service					
Abbeville	Abbeville Municipal	0J0	/	NA	
Addison	Addison Municipal	2A8	/	NA	
Aliceville	George Downer	AIV	/	NA	



City	Airport Name	FAA ID	VGSI	Meets VGSI Objective	Improvement Needed to Meet Objective
Ashland/Lineville	Ashland/Lineville	26A	/	NA	
Butler	Butler-Choctaw County	09A	P2L / P2L	NA	
Camden	Camden Municipal	61A	V2L / V2L	NA	
Centre	Centre-Piedmont-Cherokee County Regional	PYP	/	NA	
Centreville	Bibb County	0A8	P2L / P2L	NA	
Chatom	Roy Wilcox	5R1	/	NA	
Clayton	Clayton Municipal	11A	P2L / P2L	NA	
Dauphin Island	Jeremiah Denton	4R9	P2L / P2R	NA	
Double Springs	Double Springs-Winston County	3M2	/	NA	
Elba	Carl Folsom	14J	/	NA	
Greensboro	Greensboro Municipal	7A0	/	NA	
Jackson	Jackson Municipal	4R3	P2L / P2L	NA	
Lanett	Lanett Municipal	7A3	/	NA	
Luverne	Frank Sikes	04A	/	NA	
Oneonta	Robbins Field	20A	P2L / P2L	NA	
Reform	North Pickens	3M8	TRIL / TRIL	NA	
Roanoke	Roanoke Municipal	7A5	V2L / V2L	NA	
Russellville	Bill Pugh Field	M22	P4L / P4L	NA	
Samson	Logan Field	1A4	/	NA	
Stevenson	Stevenson	7A6	/	NA	
Union Springs	Franklin Field	07A	/	NA	
Vernon	Lamar County	M55	PSIL / PSIL	NA	

Source: Airport Management Survey, FAA 5010 records, Jviation

Table C-7: Approach Lighting System Objectives and Needs

City	Airport Name	FAA ID	Approach Lighting	Meets Approach Lighting Objective	Improvement Needed to Meet Objective: Extension in Feet
International					
Birmingham	Birmingham-Shuttlesworth International	BHM	ALSF2 / MALSR	Yes	
Huntsville	Huntsville International-Carl T Jones Field	HSV	ALSF2 / MALSR	Yes	
National					
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	/	No	Install ALS
Auburn	Auburn University Regional	AUO	/ MALSF	Yes	
Bessemer	Bessemer	EKY	/	No	Install ALS
Decatur	Pryor Field Regional	DCU	/	No	Install ALS
Dothan	Dothan Regional	DHN	/ MALSR	Yes	
Gulf Shores	Jack Edwards National	JKA	/ MALSR	Yes	
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	/	No	Install ALS
Mobile	Mobile Regional	MOB	MALSR / MALSR	Yes	
Mobile	Mobile Downtown	BFM	/ MALSR	Yes	
Montgomery	Montgomery Regional (Dannelly Field)	MGM	MALSR / MALSR	Yes	
Muscle Shoals	Northwest Alabama Regional	MSL	/ MALSR	Yes	
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	/	No	Install ALS
Tuscaloosa	Tuscaloosa National	TCL	MALSR /	Yes	

Source: Airport Management Survey, FAA records, Aviation



Table C-8: Runway Lighting System Objectives and Needs

City	Airport Name	FAA ID	Primary Runway Lighting Intensity	Meets Primary Runway Lighting Objective	Improvement Needed to Meet Objective
International					
Birmingham	Birmingham-Shuttlesworth International	BHM	HIGH	Yes	
Huntsville	Huntsville International-Carl T Jones Field	HSV	HIGH	Yes	
National					
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	MED	No	Install HIRL
Auburn	Auburn University Regional	AUO	HIGH	Yes	
Bessemer	Bessemer	EKY	HIGH	Yes	
Decatur	Pryor Field Regional	DCU	HIGH	Yes	
Dothan	Dothan Regional	DHN	HIGH	Yes	
Gulf Shores	Jack Edwards National	JKA	HIGH	Yes	
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	MED	No	Install HIRL
Mobile	Mobile Regional	MOB	HIGH	Yes	
Mobile	Mobile Downtown	BFM	HIGH	Yes	
Montgomery	Montgomery Regional (Dannelly Field)	MGM	HIGH	Yes	
Muscle Shoals	Northwest Alabama Regional	MSL	HIGH	Yes	
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	MED	No	Install HIRL
Tuscaloosa	Tuscaloosa National	TCL	HIGH	Yes	
General Aviation Regional					
Alabaster	Shelby County	EET	MED	Yes	
Alexander City	Thomas C Russell Field	ALX	MED	Yes	
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	HIGH	Yes	
Anniston	Anniston Regional	ANB	HIGH	Yes	
Brewton	Brewton Municipal	12J	MED	Yes	
Cullman	Cullman Regional-Folsom Field	CMD	MED	Yes	
Enterprise	Enterprise Municipal	EDN	MED	Yes	
Fairhope	H L Sonny Callahan	CQF	HIGH	Yes	
Fort Payne	Isbell Field	4A9	MED	Yes	
Gadsden	Northeast Alabama Regional	GAD	HIGH	Yes	
Headland	Headland Municipal	0J6	MED	Yes	
Jasper	Walker County-Bevill Field	JFX	MED	Yes	

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	Primary Runway Lighting Intensity	Meets Primary Runway Lighting Objective	Improvement Needed to Meet Objective
Ozark	Ozark Airport - Blackwell Field	71J	MED	Yes	
Pell City	St Clair County	PLR	MED	Yes	
Prattville	Prattville - Grouby Field	1A9	MED	Yes	
Selma	Craig Field	SEM	HIGH	Yes	
Sylacauga	Merkel Field Sylacauga Municipal	SCD	MED	Yes	
Talladega	Talladega Municipal	ASN	HIGH	Yes	
General Aviation Community					
Atmore	Atmore Municipal	0R1	MED	Yes	
Bay Minette	Bay Minette Municipal	1R8	MED	Yes	
Clanton	Chilton County	02A	MED	Yes	
Courtland	Courtland	9A4	HIGH	Yes	
Demopolis	Demopolis Regional	DYA	MED	Yes	
Eufaula	Weedon Field	EUF	MED	Yes	
Evergreen	Evergreen Regional - Middleton Field	GZH	MED	Yes	
Fayette	Richard Arthur Field	M95	MED	Yes	
Floral	Floral Municipal	0J4	MED	Yes	
Foley	Foley Municipal	5R4	MED	Yes	
Geneva	Geneva Municipal	33J	MED	Yes	
Greenville	Mac Crenshaw Memorial	PRN	MED	Yes	
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	MED	Yes	
Haleyville	Posey Field	1M4	MED	Yes	
Hamilton	Marion County-Rankin Fite	HAB	MED	Yes	
Hartselle	Hartselle-Morgan County Regional	5M0	MED	Yes	
Marion	Vaiden Field	A08	MED	Yes	
Monroeville	Monroe County Airport	MVC	MED	Yes	
Scottsboro	Scottsboro Municipal-Word Field	4A6	MED	Yes	
St Elmo	St Elmo	2R5	MED	Yes	
Tuskegee	Moton Field Municipal	06A	MED	Yes	
Wetumpka	Wetumpka Municipal	08A	MED	Yes	
Local Service					
Abbeville	Abbeville Municipal	0J0	MED	Yes	



City	Airport Name	FAA ID	Primary Runway Lighting Intensity	Meets Primary Runway Lighting Objective	Improvement Needed to Meet Objective
Addison	Addison Municipal	2A8	-	No	Install MIRL
Aliceville	George Downer	AIV	MED	Yes	
Ashland/Lineville	Ashland/Lineville	26A	MED	Yes	
Butler	Butler-Choctaw County	09A	MED	Yes	
Camden	Camden Municipal	61A	MED	Yes	
Centre	Centre-Piedmont-Cherokee County Regional	PYP	MED	Yes	
Centreville	Bibb County	0A8	MED	Yes	
Chatom	Roy Wilcox	5R1	MED	Yes	
Clayton	Clayton Municipal	11A	HIGH	Yes	
Dauphin Island	Jeremiah Denton	4R9	MED	Yes	
Double Springs	Double Springs-Winston County	3M2	MED	Yes	
Elba	Carl Folsom	14J	MED	Yes	
Greensboro	Greensboro Municipal	7A0	MED	Yes	
Jackson	Jackson Municipal	4R3	MED	Yes	
Lanett	Lanett Municipal	7A3	-	No	Install MIRL
Luverne	Frank Sikes	04A	NSTD	No	Install MIRL
Oneonta	Robbins Field	20A	MED	Yes	
Reform	North Pickens	3M8	MED	Yes	
Roanoke	Roanoke Municipal	7A5	MED	Yes	
Russellville	Bill Pugh Field	M22	MED	Yes	
Samson	Logan Field	1A4	MED	Yes	
Stevenson	Stevenson	7A6	-	No	Install MIRL
Union Springs	Franklin Field	07A	MED	Yes	
Vernon	Lamar County	M55	MED	Yes	

Source: Airport Management Survey, FAA records, Jviation

Table C-9: Taxiway Lighting System Objectives and Needs

City	Airport Name	FAA ID	Primary Taxiway Lighting Intensity	Meets Primary Runway Lighting Objective	Improvement Needed to Meet Objective
International					
Birmingham	Birmingham-Shuttlesworth International	BHM	MITL	Yes	
Huntsville	Huntsville International-Carl T Jones Field	HSV	MITL	Yes	
National					
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	MITL	Yes	
Auburn	Auburn University Regional	AUO	MITL	Yes	
Bessemer	Bessemer	EKY	MITL	Yes	
Decatur	Pryor Field Regional	DCU	MITL	Yes	
Dothan	Dothan Regional	DHN	HITL	Yes	
Gulf Shores	Jack Edwards National	JKA	MITL	Yes	
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	MITL	Yes	
Mobile	Mobile Regional	MOB	MITL	Yes	
Mobile	Mobile Downtown	BFM	MITL	Yes	
Montgomery	Montgomery Regional (Dannelly Field)	MGM	HITL	Yes	
Muscle Shoals	Northwest Alabama Regional	MSL	HITL	Yes	
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	MITL	Yes	
Tuscaloosa	Tuscaloosa National	TCL	MITL	Yes	
General Aviation Regional					
Alabaster	Shelby County	EET	MITL	Yes	
Alexander City	Thomas C Russell Field	ALX	MITL	Yes	
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	MITL	Yes	
Anniston	Anniston Regional	ANB	MITL	Yes	
Brewton	Brewton Municipal	12J	MITL	Yes	
Cullman	Cullman Regional-Folsom Field	CMD	MITL	Yes	
Enterprise	Enterprise Municipal	EDN	MITL	Yes	
Fairhope	H L Sonny Callahan	CQF	MITL	Yes	
Fort Payne	Isbell Field	4A9	MITL	Yes	
Gadsden	Northeast Alabama Regional	GAD	HITL	Yes	
Headland	Headland Municipal	0J6	MITL	Yes	
Jasper	Walker County-Bevill Field	JFX	MITL	Yes	



City	Airport Name	FAA ID	Primary Taxiway Lighting Intensity	Meets Primary Runway Lighting Objective	Improvement Needed to Meet Objective
Ozark	Ozark Airport - Blackwell Field	71J	MITL	Yes	
Pell City	St Clair County	PLR	MITL	Yes	
Prattville	Prattville - Grouby Field	1A9	MITL	Yes	
Selma	Craig Field	SEM	HITL	Yes	
Sylacauga	Merkel Field Sylacauga Municipal	SCD	None	No	Install MITL
Talladega	Talladega Municipal	ASN	HITL	Yes	
General Aviation Community					
Atmore	Atmore Municipal	0R1			
Bay Minette	Bay Minette Municipal	1R8	MITL		
Clanton	Chilton County	02A	Reflectors		
Courtland	Courtland	9A4	None		
Demopolis	Demopolis Regional	DYA	MITL		
Eufaula	Weedon Field	EUJ			
Evergreen	Evergreen Regional - Middleton Field	GZH	MITL		
Fayette	Richard Arthur Field	M95	MITL		
Floral	Floral Municipal	0J4	MITL		
Foley	Foley Municipal	5R4	MITL		
Geneva	Geneva Municipal	33J			
Greenville	Mac Crenshaw Memorial	PRN	HITL		
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	None		
Haleyville	Posey Field	1M4			
Hamilton	Marion County-Rankin Fite	HAB	MITL		
Hartselle	Hartselle-Morgan County Regional	5M0	n/a		
Marion	Vaiden Field	A08			
Monroeville	Monroe County Airport	MVC			
Scottsboro	Scottsboro Municipal-Word Field	4A6	MITL		
St Elmo	St Elmo	2R5	MITL		
Tuskegee	Moton Field Municipal	06A			
Wetumpka	Wetumpka Municipal	08A	MITL		
Local Service					
Abbeville	Abbeville Municipal	0J0	MITL		
Addison	Addison Municipal	2A8			
Aliceville	George Downer	AIV			
Ashland/Lineville	Ashland/Lineville	26A	None		
Butler	Butler-Choctaw County	09A			

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	Primary Taxiway Lighting Intensity	Meets Primary Runway Lighting Objective	Improvement Needed to Meet Objective
Camden	Camden Municipal	61A	MITL		
Centre	Centre-Piedmont-Cherokee County Regional	PYP	MITL		
Centreville	Bibb County	0A8	MITL		
Chatom	Roy Wilcox	5R1	None		
Clayton	Clayton Municipal	11A			
Dauphin Island	Jeremiah Denton	4R9			
Double Springs	Double Springs-Winston County	3M2			
Elba	Carl Folsom	14J	MITL		
Greensboro	Greensboro Municipal	7A0			
Jackson	Jackson Municipal	4R3			
Lanett	Lanett Municipal	7A3	None		
Luverne	Frank Sikes	04A	None		
Oneonta	Robbins Field	20A			
Reform	North Pickens	3M8			
Roanoke	Roanoke Municipal	7A5	None		
Russellville	Bill Pugh Field	M22	MITL		
Samson	Logan Field	1A4			
Stevenson	Stevenson	7A6	None		
Union Springs	Franklin Field	07A			
Vernon	Lamar County	M55			

Source: Airport Management Survey, FAA records, Jviation



Table C-10: Weather Reporting Equipment Objectives and Needs

City	Airport Name	FAA ID	Weather Reporting Equipment	Meets Weather Reporting Objective	Improvement Needed to Meet Objective
International					
Birmingham	Birmingham-Shuttlesworth International	BHM	ASOS	Yes	
Huntsville	Huntsville International-Carl T Jones Field	HSV	ASOS	Yes	
National					
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	AWOS	Yes	
Auburn	Auburn University Regional	AUO	AWOS	Yes	
Bessemer	Bessemer	EKY	AWOS	Yes	
Decatur	Pryor Field Regional	DCU	ASOS	Yes	
Dothan	Dothan Regional	DHN	ASOS	Yes	
Gulf Shores	Jack Edwards National	JKA	AWOS	Yes	
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	AWOS	Yes	
Mobile	Mobile Regional	MOB	ASOS	Yes	
Mobile	Mobile Downtown	BFM	ASOS	Yes	
Montgomery	Montgomery Regional (Dannelly Field)	MGM	ASOS	Yes	
Muscle Shoals	Northwest Alabama Regional	MSL	ASOS	Yes	
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	ASOS	Yes	
Tuscaloosa	Tuscaloosa National	TCL	ASOS	Yes	
General Aviation Regional					
Alabaster	Shelby County	EET	ASOS	Yes	
Alexander City	Thomas C Russell Field	ALX	AWOS	Yes	
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	ASOS	Yes	
Anniston	Anniston Regional	ANB	ASOS	Yes	
Brewton	Brewton Municipal	12J	AWOS	Yes	
Cullman	Cullman Regional-Folsom Field	CMD	AWOS	Yes	
Enterprise	Enterprise Municipal	EDN	AWOS	Yes	
Fairhope	H L Sonny Callahan	CQF	AWOS	Yes	
Fort Payne	Isbell Field	4A9	AWOS	Yes	
Gadsden	Northeast Alabama Regional	GAD	AWOS	Yes	
Headland	Headland Municipal	0J6		No	Install ASOS
Jasper	Walker County-Bevill Field	JFX	AWOS	Yes	
Ozark	Ozark Airport - Blackwell Field	71J		No	Install ASOS

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	Weather Reporting Equipment	Meets Weather Reporting Objective	Improvement Needed to Meet Objective
Pell City	St Clair County	PLR	AWOS	Yes	
Prattville	Prattville - Grouby Field	1A9	AWOS	Yes	
Selma	Craig Field	SEM	AWOS	Yes	
Sylacauga	Merkel Field Sylacauga Municipal	SCD	AWOS	Yes	
Talladega	Talladega Municipal	ASN	AWOS	Yes	
General Aviation Community					
Atmore	Atmore Municipal	0R1			
Bay Minette	Bay Minette Municipal	1R8			
Clanton	Chilton County	02A			
Courtland	Courtland	9A4	AWOS		
Demopolis	Demopolis Regional	DYA	AWOS		
Eufaula	Weedon Field	EUF	ASOS		
Evergreen	Evergreen Regional - Middleton Field	GZH	ASOS		
Fayette	Richard Arthur Field	M95			
Florala	Florala Municipal	0J4			
Foley	Foley Municipal	5R4			
Geneva	Geneva Municipal	33J			
Greenville	Mac Crenshaw Memorial	PRN	ASOS		
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1			
Haleyville	Posey Field	1M4	AWOS		
Hamilton	Marion County-Rankin Fite	HAB			
Hartselle	Hartselle-Morgan County Regional	5M0			
Marion	Vaiden Field	A08	AWOS		
Monroeville	Monroe County Airport	MVC			
Scottsboro	Scottsboro Municipal-Word Field	4A6	AWOS		
St Elmo	St Elmo	2R5			
Tuskegee	Moton Field Municipal	06A			
Wetumpka	Wetumpka Municipal	08A			
Local Service					
Abbeville	Abbeville Municipal	0J0			
Addison	Addison Municipal	2A8			
Aliceville	George Downer	AIV			



City	Airport Name	FAA ID	Weather Reporting Equipment	Meets Weather Reporting Objective	Improvement Needed to Meet Objective
Ashland/Lineville	Ashland/Lineville	26A			
Butler	Butler-Choctaw County	09A			
Camden	Camden Municipal	61A			
Centre	Centre-Piedmont-Cherokee County Regional	PYP			
Centreville	Bibb County	0A8			
Chatom	Roy Wilcox	5R1			
Clayton	Clayton Municipal	11A			
Dauphin Island	Jeremiah Denton	4R9			
Double Springs	Double Springs-Winston County	3M2			
Elba	Carl Folsom	14J			
Greensboro	Greensboro Municipal	7A0			
Jackson	Jackson Municipal	4R3			
Lanett	Lanett Municipal	7A3			
Luverne	Frank Sikes	04A			
Oneonta	Robbins Field	20A			
Reform	North Pickens	3M8			
Roanoke	Roanoke Municipal	7A5			
Russellville	Bill Pugh Field	M22			
Samson	Logan Field	1A4			
Stevenson	Stevenson	7A6			
Union Springs	Franklin Field	07A			
Vernon	Lamar County	M55			

Source: Airport Management Survey, FAA records, Jviation

Appendix C, Facility and Service Objectives Tables

Table C-11: Hangar Storage Objectives and Needs

City	Airport Name	FAA ID	Based Aircraft	Hangar Spaces	Meets Hangar Objective	Improvement Needed to Meet Objective: Hangar Spaces
International						
Birmingham	Birmingham-Shuttlesworth International	BHM	217	144	No	Add 19 Spaces
Huntsville	Huntsville International-Carl T Jones Field	HSV	106	84	Yes	
National						
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	38	46	Yes	
Auburn	Auburn University Regional	AUO	91	81	Yes	
Bessemer	Bessemer	EKY	63	112	Yes	
Decatur	Pryor Field Regional	DCU	108	79	No	Add 2 Spaces
Dothan	Dothan Regional	DHN	81	48	No	Add 13 Spaces
Gulf Shores	Jack Edwards National	JKA	68	92	Yes	
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	106	106	Yes	
Mobile	Mobile Regional	MOB	6	18	Yes	
Mobile	Mobile Downtown	BFM	26	20	Yes	
Montgomery	Montgomery Regional (Dannelly Field)	MGM	79	60	Yes	
Muscle Shoals	Northwest Alabama Regional	MSL	57	48	Yes	
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	32	28	Yes	
Tuscaloosa	Tuscaloosa National	TCL	103	208	Yes	
General Aviation Regional						
Alabaster	Shelby County	EET	117	136	Yes	
Alexander City	Thomas C Russell Field	ALX	30	25	Yes	
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	20	26	Yes	
Anniston	Anniston Regional	ANB	26	35	Yes	
Brewton	Brewton Municipal	12J	22	22	Yes	
Cullman	Cullman Regional-Folsom Field	CMD	78	49	Yes	
Enterprise	Enterprise Municipal	EDN	56	50	Yes	
Fairhope	H L Sonny Callahan	CQF	41	66	Yes	
Fort Payne	Isbell Field	4A9	38	37	Yes	
Gadsden	Northeast Alabama Regional	GAD	38	42	Yes	
Headland	Headland Municipal	0J6	37	50	Yes	
Jasper	Walker County-Bevill Field	JFX	18	41	Yes	
Ozark	Ozark Airport - Blackwell Field	71J	39	25	Yes	



City	Airport Name	FAA ID	Based Aircraft	Hangar Spaces	Meets Hangar Objective	Improvement Needed to Meet Objective: Hangar Spaces
Pell City	St Clair County	PLR	66	75	Yes	
Prattville	Prattville - Grouby Field	1A9	33	35	Yes	
Selma	Craig Field	SEM	13	65	Yes	
Sylacauga	Merkel Field Sylacauga Municipal	SCD	21	31	Yes	
Talladega	Talladega Municipal	ASN	39	48	Yes	
General Aviation Community						
Atmore	Atmore Municipal	0R1	13	20	Yes	
Bay Minette	Bay Minette Municipal	1R8	17	10	Yes	
Clanton	Chilton County	02A	28	30	Yes	
Courtland	Courtland	9A4	17	40	Yes	
Demopolis	Demopolis Regional	DYA	21	20	Yes	
Eufaula	Weedon Field	EUF	17	14	Yes	
Evergreen	Evergreen Regional - Middleton Field	GZH	10	12	Yes	
Fayette	Richard Arthur Field	M95	9	13	Yes	
Floral	Floral Municipal	0J4	11	10	Yes	
Foley	Foley Municipal	5R4	27	30	Yes	
Geneva	Geneva Municipal	33J	23	24	Yes	
Greenville	Mac Crenshaw Memorial	PRN	9	11	Yes	
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	51	35	Yes	
Haleyville	Posey Field	1M4	9	6	Yes	
Hamilton	Marion County-Rankin Fite	HAB	9	18	Yes	
Hartselle	Hartselle-Morgan County Regional	5M0	21	34	Yes	
Marion	Vaiden Field	A08	9	9	Yes	
Monroeville	Monroe County Airport	MVC	14	5	Yes	
Scottsboro	Scottsboro Municipal-Word Field	4A6	26	32	Yes	
St Elmo	St Elmo	2R5	24	39	Yes	
Tuskegee	Moton Field Municipal	06A	10	14	Yes	
Wetumpka	Wetumpka Municipal	08A	68	70	Yes	
Local Service						
Abbeville	Abbeville Municipal	0J0	10	23	No Objective	
Addison	Addison Municipal	2A8	4	5	No Objective	
Aliceville	George Downer	AIV	3	5	No Objective	

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	Based Aircraft	Hangar Spaces	Meets Hangar Objective	Improvement Needed to Meet Objective: Hangar Spaces
Ashland/Lineville	Ashland/Lineville	26A	9	7	No Objective	
Butler	Butler-Choctaw County	09A	0	3	No Objective	
Camden	Camden Municipal	61A	3	10	No Objective	
Centre	Centre-Piedmont-Cherokee County Regional	PYP	19	12	No Objective	
Centreville	Bibb County	0A8	10	10	No Objective	
Chatom	Roy Wilcox	5R1	6	8	No Objective	
Clayton	Clayton Municipal	11A	1	3	No Objective	
Dauphin Island	Jeremiah Denton	4R9	0	0	No Objective	
Double Springs	Double Springs-Winston County	3M2	1	1	No Objective	
Elba	Carl Folsom	14J	28	31	No Objective	
Greensboro	Greensboro Municipal	7A0	11	10	No Objective	
Jackson	Jackson Municipal	4R3	5	7	No Objective	
Lanett	Lanett Municipal	7A3	4	14	No Objective	
Luverne	Frank Sikes	04A	6	6	No Objective	
Oneonta	Robbins Field	20A	10	14	No Objective	
Reform	North Pickens	3M8	14	19	No Objective	
Roanoke	Roanoke Municipal	7A5	11	10	No Objective	
Russellville	Bill Pugh Field	M22	11	12	No Objective	
Samson	Logan Field	1A4	5	1	No Objective	
Stevenson	Stevenson	7A6	7	2	No Objective	
Union Springs	Franklin Field	07A	10	12	No Objective	
Vernon	Lamar County	M55	1	0	No Objective	

Source: Airport Management Survey, Jviation



Table C-12: Paved Aircraft Tie-Down Parking Storage Objectives and Needs

City	Airport Name	FAA ID	Based Aircraft	Average Daily Transient Aircraft	Tie Down Space Needs	Paved Tie-Down Spaces Available	Meets Tie Down Space Objective	Improvement Needed to Meet Objective: Tie-Downs Needed
International								
Birmingham	Birmingham-Shuttlesworth International	BHM	217	35	26	28	Yes	
Huntsville	Huntsville International-Carl T Jones Field	HSV	106	32	24	34	Yes	
National								
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	38	21	25	76	Yes	
Auburn	Auburn University Regional	AUO	91	11	31	81	Yes	
Bessemer	Bessemer	EKY	63	7	21	150	Yes	
Decatur	Pryor Field Regional	DCU	108	7	32	40	Yes	
Dothan	Dothan Regional	DHN	81	9	27	100	Yes	
Gulf Shores	Jack Edwards National	JKA	68	21	33	100	Yes	
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	106	12	35	18	No	17
Mobile	Mobile Regional	MOB	6	11	10	12	Yes	
Mobile	Mobile Downtown	BFM	26	13	16	50	Yes	
Montgomery	Montgomery Regional (Dannelly Field)	MGM	79	14	30	7	No	23
Muscle Shoals	Northwest Alabama Regional	MSL	57	4	17	38	Yes	
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	32	15	19	14	No	5
Tuscaloosa	Tuscaloosa National	TCL	103	4	29	30	Yes	
General Aviation Regional								
Alabaster	Shelby County	EET	117	9	65	34	No	31
Alexander City	Thomas C Russell Field	ALX	30	4	18	5	No	13
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	20	5	14	32	Yes	
Anniston	Anniston Regional	ANB	26	7	18	23	Yes	
Brewton	Brewton Municipal	12J	22	6	16	9	No	2
Cullman	Cullman Regional-Folsom Field	CMD	78	10	47	8	No	31
Enterprise	Enterprise Municipal	EDN	56	4	31	30	No	
Fairhope	H L Sonny Callahan	CQF	41	9	28	17	No	3.5
Fort Payne	Isbell Field	4A9	38	4	22	19	No	
Gadsden	Northeast Alabama Regional	GAD	38	3	21	20	No	
Headland	Headland Municipal	OJ6	37	5	22	15	No	3.5

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	Based Aircraft	Average Daily Transient Aircraft	Tie Down Space Needs	Paved Tie-Down Spaces Available	Meets Tie Down Space Objective	Improvement Needed to Meet Objective: Tie-Downs Needed
Jasper	Walker County-Bevill Field	JFX	18	28	30	41	Yes	
Ozark	Ozark Airport - Blackwell Field	71J	39	18	33	33	Yes	
Pell City	St Clair County	PLR	66	13	43	22	No	11
Prattville	Prattville - Grouby Field	1A9	33	4	19	36	Yes	
Selma	Craig Field	SEM	13	29	28	1000	Yes	
Sylacauga	Merkel Field Sylacauga Municipal	SCD	21	2	12	26	Yes	
Talladega	Talladega Municipal	ASN	39	5	23	0	No	20
General Aviation Community								
Atmore	Atmore Municipal	0R1	13	2	11	6	No	1
Bay Minette	Bay Minette Municipal	1R8	17	6	17	20	Yes	
Clanton	Chilton County	02A	28	7	27	6	No	8
Courtland	Courtland	9A4	17	2	14	20	Yes	
Demopolis	Demopolis Regional	DYA	21	3	18	5	No	6
Eufaula	Weedon Field	EUF	17	0	13	11	No	
Evergreen	Evergreen Regional - Middleton Field	GZH	10	2	9	50	Yes	
Fayette	Richard Arthur Field	M95	9	1	8	10	Yes	
Floral	Floral Municipal	0J4	11	1	9	0	No	6
Foley	Foley Municipal	5R4	27	1	21	20	No	
Geneva	Geneva Municipal	33J	23	2	19	8	No	4
Greenville	Mac Crenshaw Memorial	PRN	9	4	10	15	Yes	
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	51	3	40	30	No	
Haleyville	Posey Field	1M4	9	2	8	5	No	
Hamilton	Marion County-Rankin Fite	HAB	9	1	8	20	Yes	
Hartselle	Hartselle-Morgan County Regional	5M0	21	1	17	10	No	1
Marion	Vaiden Field	A08	9	4	9	4	No	1
Monroeville	Monroe County Airport	MVC	14	1	11	12	Yes	
Scottsboro	Scottsboro Municipal-Word Field	4A6	26	4	23	14	No	
St Elmo	St Elmo	2R5	24	4	21	17	No	
Tuskegee	Moton Field Municipal	06A	10	6	12	25	Yes	
Wetumpka	Wetumpka Municipal	08A	68	2	52	6	No	28



City	Airport Name	FAA ID	Based Aircraft	Average Daily Transient Aircraft	Tie Down Space Needs	Paved Tie-Down Spaces Available	Meets Tie Down Space Objective	Improvement Needed to Meet Objective: Tie-Downs Needed
Local Service								
Abbeville	Abbeville Municipal	0J0	10	1	8	10	No Objective	
Addison	Addison Municipal	2A8	4	1	4	5	No Objective	
Aliceville	George Downer	AIV	3	1	3	5	No Objective	
Ashland/Lineville	Ashland/Lineville	26A	9	1	8	8	No Objective	
Butler	Butler-Choctaw County	09A	0	1	1	5	No Objective	
Camden	Camden Municipal	61A	3	1	3	2	No Objective	
Centre	Centre-Piedmont-Cherokee County Regional	PYP	19	1	15	9	No Objective	
Centreville	Bibb County	0A8	10	1	8	4	No Objective	
Chatom	Roy Wilcox	5R1	6	0	5	0	No Objective	
Clayton	Clayton Municipal	11A	1	1	2	3	No Objective	
Dauphin Island	Jeremiah Denton	4R9	0	0	0	10	No Objective	
Double Springs	Double Springs-Winston County	3M2	1	0	1	0	No Objective	
Elba	Carl Folsom	14J	28	0	21	8	No Objective	
Greensboro	Greensboro Municipal	7A0	11	0	8	3	No Objective	
Jackson	Jackson Municipal	4R3	5	0	4	5	No Objective	
Lanett	Lanett Municipal	7A3	4	0	3	4	No Objective	
Luverne	Frank Sikes	04A	6	0	5	5	No Objective	
Oneonta	Robbins Field	20A	10	0	8	7	No Objective	
Reform	North Pickens	3M8	14	0	11	12	No Objective	
Roanoke	Roanoke Municipal	7A5	11	0	8	1	No Objective	
Russellville	Bill Pugh Field	M22	11	0	8	8	No Objective	
Samson	Logan Field	1A4	5	0	4	4	No Objective	
Stevenson	Stevenson	7A6	7	0	5	9	No Objective	

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	Based Aircraft	Average Daily Transient Aircraft	Tie Down Space Needs	Paved Tie-Down Spaces Available	Meets Tie Down Space Objective	Improvement Needed to Meet Objective: Tie-Downs Needed
Union Springs	Franklin Field	07A	10	0	8	4	No Objective	
Vernon	Lamar County	M55	1	0	1	3	No Objective	

Source: Source: Airport Management Survey, Aviation Google Earth Pro/Google Maps air photo analysis



Table C-13: General Aviation Terminal Objectives and Needs

City	Airport Name	FAA ID	General Aviation Terminal Building Square Feet	Meets Terminal Space Objective	Improvement Needed to Meet Objective: Terminal SF Needed
International					
Birmingham	Birmingham-Shuttlesworth International	BHM	3,300	Yes	
Huntsville	Huntsville International-Carl T Jones Field	HSV	6,573	Yes	
National					
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	5,000	Yes	
Auburn	Auburn University Regional	AUO	26,000	Yes	
Bessemer	Bessemer	EKY	6,130	Yes	
Decatur	Pryor Field Regional	DCU	5,000	Yes	
Dothan	Dothan Regional	DHN	6,500	Yes	
Gulf Shores	Jack Edwards National	JKA	10,000	Yes	
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	6,000	Yes	
Mobile	Mobile Regional	MOB	7,000	Yes	
Mobile	Mobile Downtown	BFM	4,500	Yes	
Montgomery	Montgomery Regional (Dannelly Field)	MGM	5,200	Yes	
Muscle Shoals	Northwest Alabama Regional	MSL	2,900	Yes	
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	6,300	Yes	
Tuscaloosa	Tuscaloosa National	TCL	10,100	Yes	
General Aviation Regional					
Alabaster	Shelby County	EET	2,935	Yes	
Alexander City	Thomas C Russell Field	ALX	3,900	Yes	
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	4,020	Yes	
Anniston	Anniston Regional	ANB	2,500	Yes	
Brewton	Brewton Municipal	12J	1,200	Yes	
Cullman	Cullman Regional-Folsom Field	CMD	525	No	475
Enterprise	Enterprise Municipal	EDN	1,450	Yes	
Fairhope	H L Sonny Callahan	CQF	2,500	Yes	
Fort Payne	Isbell Field	4A9	4,200	Yes	
Gadsden	Northeast Alabama Regional	GAD	2,800	Yes	
Headland	Headland Municipal	OJ6	1,000	Yes	
Jasper	Walker County-Bevill Field	JFX	2,160	Yes	

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	General Aviation Terminal Building Square Feet	Meets Terminal Space Objective	Improvement Needed to Meet Objective: Terminal SF Needed
Ozark	Ozark Airport - Blackwell Field	71J	4,000	Yes	
Pell City	St Clair County	PLR	4,500	Yes	
Prattville	Prattville - Grouby Field	1A9	5,500	Yes	
Selma	Craig Field	SEM	2,800	Yes	
Sylacauga	Merkel Field Sylacauga Municipal	SCD	3,000	Yes	
Talladega	Talladega Municipal	ASN	2,390	Yes	
General Aviation Community					
Atmore	Atmore Municipal	0R1	1,200	Yes	
Bay Minette	Bay Minette Municipal	1R8	2,500	Yes	
Clanton	Chilton County	02A	2,200	Yes	
Courtland	Courtland	9A4	2,500	Yes	
Demopolis	Demopolis Regional	DYA	1,000	Yes	
Eufaula	Weedon Field	EUF	2,400	Yes	
Evergreen	Evergreen Regional - Middleton Field	GZH	1,200	Yes	
Fayette	Richard Arthur Field	M95	1,320	Yes	
Floral	Floral Municipal	0J4	-	No	500
Foley	Foley Municipal	5R4	7,062	Yes	
Geneva	Geneva Municipal	33J	-	No	500
Greenville	Mac Crenshaw Memorial	PRN	500	Yes	
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	500	Yes	
Haleyville	Posey Field	1M4	1,500	Yes	
Hamilton	Marion County-Rankin Fite	HAB	2,500	Yes	
Hartselle	Hartselle-Morgan County Regional	5M0	1,200	Yes	
Marion	Vaiden Field	A08	400	No	100
Monroeville	Monroe County Airport	MVC	600	Yes	
Scottsboro	Scottsboro Municipal-Word Field	4A6	3,500	Yes	
St Elmo	St Elmo	2R5	-	No	500
Tuskegee	Moton Field Municipal	06A	550	Yes	
Wetumpka	Wetumpka Municipal	08A	1,200	Yes	
Local Service					
Abbeville	Abbeville Municipal	0J0	-	No Objective	



City	Airport Name	FAA ID	General Aviation Terminal Building Square Feet	Meets Terminal Space Objective	Improvement Needed to Meet Objective: Terminal SF Needed
Addison	Addison Municipal	2A8	-	No Objective	
Aliceville	George Downer	AIV	1,250	No Objective	
Ashland/Lineville	Ashland/Lineville	26A	500	No Objective	
Butler	Butler-Choctaw County	09A	500	No Objective	
Camden	Camden Municipal	61A	-	No Objective	
Centre	Centre-Piedmont-Cherokee County Regional	PYP	2,000	No Objective	
Centreville	Bibb County	0A8	-	No Objective	
Chatom	Roy Wilcox	5R1	300	No Objective	
Clayton	Clayton Municipal	11A	-	No Objective	
Dauphin Island	Jeremiah Denton	4R9	-	No Objective	
Double Springs	Double Springs-Winston County	3M2	-	No Objective	
Elba	Carl Folsom	14J	525	No Objective	
Greensboro	Greensboro Municipal	7A0	1,800	No Objective	
Jackson	Jackson Municipal	4R3	1,100	No Objective	
Lanett	Lanett Municipal	7A3	5,400	No Objective	
Luverne	Frank Sikes	04A	-	No Objective	
Oneonta	Robbins Field	20A	-	No Objective	
Reform	North Pickens	3M8	-	No Objective	
Roanoke	Roanoke Municipal	7A5	432	No Objective	
Russellville	Bill Pugh Field	M22	1,200	No Objective	
Samson	Logan Field	1A4	-	No Objective	
Stevenson	Stevenson	7A6	-	No Objective	
Union Springs	Franklin Field	07A	1,200	No Objective	
Vernon	Lamar County	M55	-	No Objective	

Source: Airport Management Survey, Jviation Google Earth Pro/Google Maps air photo analysis

Appendix C, Facility and Service Objectives Tables

Table C-14: General Aviation Related Automobile Parking Spaces Objectives and Needs

City	Airport Name	FAA ID	Based Aircraft	General Aviation Parking Spaces	Meets Automobile Parking Objective	Improvement Needed to Meet Objective: Additional Parking Spaces
International						
Birmingham	Birmingham-Shuttlesworth International	BHM	217	6383	Yes	
Huntsville	Huntsville International-Carl T Jones Field	HSV	106	4696	Yes	
National						
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	38	218	Yes	
Auburn	Auburn University Regional	AUO	91	107	Yes	
Bessemer	Bessemer	EKY	63	80	Yes	
Decatur	Pryor Field Regional	DCU	108	88	No	20
Dothan	Dothan Regional	DHN	81	613	Yes	
Gulf Shores	Jack Edwards National	JKA	68	260	Yes	
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	106	420	Yes	
Mobile	Mobile Regional	MOB	6	426	Yes	
Mobile	Mobile Downtown	BFM	26	204	Yes	
Montgomery	Montgomery Regional (Dannelly Field)	MGM	79	1800	Yes	
Muscle Shoals	Northwest Alabama Regional	MSL	57	172	Yes	
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	32	78	Yes	
Tuscaloosa	Tuscaloosa National	TCL	103	468	Yes	
General Aviation Regional						
Alabaster	Shelby County	EET	117	110	Yes	
Alexander City	Thomas C Russell Field	ALX	30	12	No	11
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	20	535	Yes	
Anniston	Anniston Regional	ANB	26	215	Yes	
Brewton	Brewton Municipal	12J	22	40	Yes	
Cullman	Cullman Regional-Folsom Field	CMD	78	35	No	24
Enterprise	Enterprise Municipal	EDN	56	35	No	7
Fairhope	H L Sonny Callahan	CQF	41	76	Yes	
Fort Payne	Isbell Field	4A9	38	63	Yes	
Gadsden	Northeast Alabama Regional	GAD	38	40	Yes	



City	Airport Name	FAA ID	Based Aircraft	General Aviation Parking Spaces	Meets Automobile Parking Objective	Improvement Needed to Meet Objective: Additional Parking Spaces
Headland	Headland Municipal	0J6	37	32	Yes	
Jasper	Walker County-Bevill Field	JFX	18	70	Yes	
Ozark	Ozark Airport - Blackwell Field	71J	39	70	Yes	
Pell City	St Clair County	PLR	66	34	No	16
Prattville	Prattville - Grouby Field	1A9	33	44	Yes	
Selma	Craig Field	SEM	13	197	Yes	
Sylacauga	Merkel Field Sylacauga Municipal	SCD	21	30	Yes	
Talladega	Talladega Municipal	ASN	39	379	Yes	
General Aviation Community						
Atmore	Atmore Municipal	0R1	13	10	Yes	
Bay Minette	Bay Minette Municipal	1R8	17	20	Yes	
Clanton	Chilton County	02A	28	43	Yes	
Courtland	Courtland	9A4	17	68	Yes	
Demopolis	Demopolis Regional	DYA	21	28	Yes	
Eufaula	Weedon Field	EUF	17	16	Yes	
Evergreen	Evergreen Regional - Middleton Field	GZH	10	11	Yes	
Fayette	Richard Arthur Field	M95	9	14	Yes	
Floral	Floral Municipal	0J4	11	18	Yes	
Foley	Foley Municipal	5R4	27	45	Yes	
Geneva	Geneva Municipal	33J	23	6	Yes	
Greenville	Mac Crenshaw Memorial	PRN	9	11	Yes	
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	51	5	No	8
Haleyville	Posey Field	1M4	9	0	No	2
Hamilton	Marion County-Rankin Fite	HAB	9	60	Yes	
Hartselle	Hartselle-Morgan County Regional	5M0	21	20	Yes	
Marion	Vaiden Field	A08	9	2	No	0
Monroeville	Monroe County Airport	MVC	14	18	Yes	
Scottsboro	Scottsboro Municipal-Word Field	4A6	26	10	Yes	
St Elmo	St Elmo	2R5	24	30	Yes	

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	Based Aircraft	General Aviation Parking Spaces	Meets Automobile Parking Objective	Improvement Needed to Meet Objective: Additional Parking Spaces
Tuskegee	Moton Field Municipal	06A	10	15	Yes	
Wetumpka	Wetumpka Municipal	08A	68	31	Yes	
Local Service						
Abbeville	Abbeville Municipal	0J0	10	0	No Objective	
Addison	Addison Municipal	2A8	4	0	No Objective	
Aliceville	George Downer	AIV	3	15	No Objective	
Ashland/Lineville	Ashland/Lineville	26A	9	6	No Objective	
Butler	Butler-Choctaw County	09A	0	14	No Objective	
Camden	Camden Municipal	61A	3	0	No Objective	
Centre	Centre-Piedmont-Cherokee County Regional	PYP	19	32	No Objective	
Centreville	Bibb County	0A8	10	0	No Objective	
Chatom	Roy Wilcox	5R1	6	0	No Objective	
Clayton	Clayton Municipal	11A	1	0	No Objective	
Dauphin Island	Jeremiah Denton	4R9	0	26	No Objective	
Double Springs	Double Springs-Winston County	3M2	1	0	No Objective	
Elba	Carl Folsom	14J	28	35	No Objective	
Greensboro	Greensboro Municipal	7A0	11	2	No Objective	
Jackson	Jackson Municipal	4R3	5	0	No Objective	
Lanett	Lanett Municipal	7A3	4	55	No Objective	
Luverne	Frank Sikes	04A	6	2	No Objective	
Oneonta	Robbins Field	20A	10	30	No Objective	
Reform	North Pickens	3M8	14	10	No Objective	
Roanoke	Roanoke Municipal	7A5	11	8	No Objective	
Russellville	Bill Pugh Field	M22	11	21	No Objective	
Samson	Logan Field	1A4	5	12	No Objective	
Stevenson	Stevenson	7A6	7	0	No Objective	
Union Springs	Franklin Field	07A	10	6	No Objective	
Vernon	Lamar County	M55	1	5	No Objective	



Table C-15: Jet A Fuel Availability Objectives and Needs

City	Airport Name	FAA ID	Jet A Fuel Availability	Meets Jet A Fuel Objective	Improvement Needed to Meet Objective
International					
Birmingham	Birmingham-Shuttlesworth International	BHM	Yes	Yes	
Huntsville	Huntsville International-Carl T Jones Field	HSV	Yes	Yes	
National					
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	Yes	Yes	
Auburn	Auburn University Regional	AUO	Yes	Yes	
Bessemer	Bessemer	EKY	Yes	Yes	
Decatur	Pryor Field Regional	DCU	Yes	Yes	
Dothan	Dothan Regional	DHN	Yes	Yes	
Gulf Shores	Jack Edwards National	JKA	Yes	Yes	
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	Yes	Yes	
Mobile	Mobile Regional	MOB	Yes	Yes	
Mobile	Mobile Downtown	BFM	Yes	Yes	
Montgomery	Montgomery Regional (Dannelly Field)	MGM	Yes	Yes	
Muscle Shoals	Northwest Alabama Regional	MSL	Yes	Yes	
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	Yes	Yes	
Tuscaloosa	Tuscaloosa National	TCL	Yes	Yes	
General Aviation Regional					
Alabaster	Shelby County	EET	Yes	Yes	
Alexander City	Thomas C Russell Field	ALX	Yes	Yes	
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	Yes	Yes	
Anniston	Anniston Regional	ANB	Yes	Yes	
Brewton	Brewton Municipal	12J	Yes	Yes	
Cullman	Cullman Regional-Folsom Field	CMD	Yes	Yes	
Enterprise	Enterprise Municipal	EDN	Yes	Yes	
Fairhope	H L Sonny Callahan	CQF	Yes	Yes	
Fort Payne	Isbell Field	4A9	Yes	Yes	
Gadsden	Northeast Alabama Regional	GAD	Yes	Yes	
Headland	Headland Municipal	0J6	Yes	Yes	
Jasper	Walker County-Bevill Field	JFX	Yes	Yes	
Ozark	Ozark Airport - Blackwell Field	71J	Yes	Yes	

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	Jet A Fuel Availability	Meets Jet A Fuel Objective	Improvement Needed to Meet Objective
Pell City	St Clair County	PLR	Yes	Yes	
Prattville	Prattville - Grouby Field	1A9	Yes	Yes	
Selma	Craig Field	SEM	Yes	Yes	
Sylacauga	Merkel Field Sylacauga Municipal	SCD	Yes	Yes	
Talladega	Talladega Municipal	ASN	Yes	Yes	
General Aviation Community					
Atmore	Atmore Municipal	0R1	No	Not an objective	
Bay Minette	Bay Minette Municipal	1R8	Yes	Not an objective	
Clanton	Chilton County	02A	Yes	Not an objective	
Courtland	Courtland	9A4	No	Not an objective	
Demopolis	Demopolis Regional	DYA	Yes	Not an objective	
Eufaula	Weedon Field	EUF	Yes	Not an objective	
Evergreen	Evergreen Regional - Middleton Field	GZH	Yes	Not an objective	
Fayette	Richard Arthur Field	M95	Yes	Not an objective	
Floral	Floral Municipal	0J4	Yes	Not an objective	
Foley	Foley Municipal	5R4	No	Not an objective	
Geneva	Geneva Municipal	33J	No	Not an objective	
Greenville	Mac Crenshaw Memorial	PRN	No	Not an objective	
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	Yes	Not an objective	
Haleyville	Posey Field	1M4	Yes	Not an objective	
Hamilton	Marion County-Rankin Fite	HAB	Yes	Not an objective	
Hartselle	Hartselle-Morgan County Regional	5M0	Yes	Not an objective	
Marion	Vaiden Field	A08	Yes	Not an objective	
Monroeville	Monroe County Airport	MVC	Yes	Not an objective	
Scottsboro	Scottsboro Municipal-Word Field	4A6	Yes	Not an objective	
St Elmo	St Elmo	2R5	Yes	Not an objective	



City	Airport Name	FAA ID	Jet A Fuel Availability	Meets Jet A Fuel Objective	Improvement Needed to Meet Objective
Tuskegee	Moton Field Municipal	06A	Yes	Not an objective	
Wetumpka	Wetumpka Municipal	08A	No	Not an objective	
Local Service					
Abbeville	Abbeville Municipal	0J0	No	Not an objective	
Addison	Addison Municipal	2A8	No	Not an objective	
Aliceville	George Downer	AIV	No	Not an objective	
Ashland/Lineville	Ashland/Lineville	26A	No	Not an objective	
Butler	Butler-Choctaw County	09A	No	Not an objective	
Camden	Camden Municipal	61A	No	Not an objective	
Centre	Centre-Piedmont-Cherokee County Regional	PYP	No	Not an objective	
Centreville	Bibb County	0A8	No	Not an objective	
Chatom	Roy Wilcox	5R1	No	Not an objective	
Clayton	Clayton Municipal	11A	No	Not an objective	
Dauphin Island	Jeremiah Denton	4R9	No	Not an objective	
Double Springs	Double Springs-Winston County	3M2	No	Not an objective	
Elba	Carl Folsom	14J	No	Not an objective	
Greensboro	Greensboro Municipal	7A0	No	Not an objective	
Jackson	Jackson Municipal	4R3	No	Not an objective	
Lanett	Lanett Municipal	7A3	No	Not an objective	
Luverne	Frank Sikes	04A	No	Not an objective	
Oneonta	Robbins Field	20A	No	Not an objective	
Reform	North Pickens	3M8	No	Not an objective	
Roanoke	Roanoke Municipal	7A5	No	Not an objective	
Russellville	Bill Pugh Field	M22	Yes	Not an objective	
Samson	Logan Field	1A4	No	Not an objective	

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	Jet A Fuel Availability	Meets Jet A Fuel Objective	Improvement Needed to Meet Objective
Stevenson	Stevenson	7A6	No	Not an objective	
Union Springs	Franklin Field	07A	No	Not an objective	
Vernon	Lamar County	M55	No	Not an objective	

Source: Airport Management Survey, FAA 5010 records, Jviation



Table C-16: 100LL (AvGas) Fuel Availability Objectives and Needs

City	Airport Name	FAA ID	100LL (AvGas) Fuel Availability	Meets Fuel Objective	Improvement Needed to Meet Objective
International					
Birmingham	Birmingham-Shuttlesworth International	BHM	Yes	Yes	
Huntsville	Huntsville International-Carl T Jones Field	HSV	Yes	Yes	
National					
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	Yes	Yes	
Auburn	Auburn University Regional	AUO	Yes	Yes	
Bessemer	Bessemer	EKY	Yes	Yes	
Decatur	Pryor Field Regional	DCU	Yes	Yes	
Dothan	Dothan Regional	DHN	Yes	Yes	
Gulf Shores	Jack Edwards National	JKA	Yes	Yes	
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	Yes	Yes	
Mobile	Mobile Regional	MOB	Yes	Yes	
Mobile	Mobile Downtown	BFM	Yes	Yes	
Montgomery	Montgomery Regional (Dannelly Field)	MGM	Yes	Yes	
Muscle Shoals	Northwest Alabama Regional	MSL	Yes	Yes	
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	Yes	Yes	
Tuscaloosa	Tuscaloosa National	TCL	Yes	Yes	
General Aviation Regional					
Alabaster	Shelby County	EET	Yes	Yes	
Alexander City	Thomas C Russell Field	ALX	Yes	Yes	
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	Yes	Yes	
Anniston	Anniston Regional	ANB	Yes	Yes	
Brewton	Brewton Municipal	12J	Yes	Yes	
Cullman	Cullman Regional-Folsom Field	CMD	Yes	Yes	
Enterprise	Enterprise Municipal	EDN	Yes	Yes	
Fairhope	H L Sonny Callahan	CQF	Yes	Yes	
Fort Payne	Isbell Field	4A9	Yes	Yes	
Gadsden	Northeast Alabama Regional	GAD	Yes	Yes	
Headland	Headland Municipal	0J6	Yes	Yes	
Jasper	Walker County-Bevill Field	JFX	Yes	Yes	
Ozark	Ozark Airport - Blackwell Field	71J	Yes	Yes	

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	100LL (AvGas) Fuel Availability	Meets Fuel Objective	Improvement Needed to Meet Objective
Pell City	St Clair County	PLR	Yes	Yes	
Prattville	Prattville - Grouby Field	1A9	Yes	Yes	
Selma	Craig Field	SEM	Yes	Yes	
Sylacauga	Merkel Field Sylacauga Municipal	SCD	Yes	Yes	
Talladega	Talladega Municipal	ASN	Yes	Yes	
General Aviation Community					
Atmore	Atmore Municipal	0R1	Yes	Yes	
Bay Minette	Bay Minette Municipal	1R8	Yes	Yes	
Clanton	Chilton County	02A	Yes	Yes	
Courtland	Courtland	9A4	Yes	Yes	
Demopolis	Demopolis Regional	DYA	Yes	Yes	
Eufaula	Weedon Field	EUF	Yes	Yes	
Evergreen	Evergreen Regional - Middleton Field	GZH	Yes	Yes	
Fayette	Richard Arthur Field	M95	Yes	Yes	
Florala	Florala Municipal	0J4	Yes	Yes	
Foley	Foley Municipal	5R4	Yes	Yes	
Geneva	Geneva Municipal	33J	Yes	Yes	
Greenville	Mac Crenshaw Memorial	PRN	Yes	Yes	
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	Yes	Yes	
Haleyville	Posey Field	1M4	Yes	Yes	
Hamilton	Marion County-Rankin Fite	HAB	Yes	Yes	
Hartselle	Hartselle-Morgan County Regional	5M0	Yes	Yes	
Marion	Vaiden Field	A08	Yes	Yes	
Monroeville	Monroe County Airport	MVC	Yes	Yes	
Scottsboro	Scottsboro Municipal-Word Field	4A6	Yes	Yes	
St Elmo	St Elmo	2R5	Yes	Yes	
Tuskegee	Moton Field Municipal	06A	Yes	Yes	
Wetumpka	Wetumpka Municipal	08A	Yes	Yes	
Local Service					
Abbeville	Abbeville Municipal	0J0	No	No	Feasibility Study
Addison	Addison Municipal	2A8	No	No	Feasibility Study
Aliceville	George Downer	AIV	Yes	Yes	



City	Airport Name	FAA ID	100LL (AvGas) Fuel Availability	Meets Fuel Objective	Improvement Needed to Meet Objective
Ashland/Lineville	Ashland/Lineville	26A	No	No	Feasibility Study
Butler	Butler-Choctaw County	09A	No	No	Feasibility Study
Camden	Camden Municipal	61A	No	No	Feasibility Study
Centre	Centre-Piedmont-Cherokee County Regional	PYP	Yes	Yes	
Centreville	Bibb County	0A8	No	No	Feasibility Study
Chatom	Roy Wilcox	5R1	No	No	Feasibility Study
Clayton	Clayton Municipal	11A	No	No	Feasibility Study
Dauphin Island	Jeremiah Denton	4R9	No	No	Feasibility Study
Double Springs	Double Springs-Winston County	3M2	No	No	Feasibility Study
Elba	Carl Folsom	14J	Yes	Yes	
Greensboro	Greensboro Municipal	7A0	Yes	Yes	
Jackson	Jackson Municipal	4R3	Yes	Yes	
Lanett	Lanett Municipal	7A3	Yes	Yes	
Luverne	Frank Sikes	04A	Yes	Yes	
Oneonta	Robbins Field	20A	No	No	Feasibility Study
Reform	North Pickens	3M8	Yes	Yes	
Roanoke	Roanoke Municipal	7A5	No	No	Feasibility Study
Russellville	Bill Pugh Field	M22	Yes	Yes	
Samson	Logan Field	1A4	No	No	Feasibility Study
Stevenson	Stevenson	7A6	No	No	Feasibility Study
Union Springs	Franklin Field	07A	Yes	Yes	
Vernon	Lamar County	M55	No	No	Feasibility Study

Source: Airport Management Survey, FAA 5010 records, Jviation

Table C-17: Fixed Based Operator (FBO) Availability Objectives and Needs

City	Airport Name	FAA ID	Airport has FBO	Meets FBO Objective	Improvement Needed to Meet Objective
International					
Birmingham	Birmingham-Shuttlesworth International	BHM	Yes	Yes	
Huntsville	Huntsville International-Carl T Jones Field	HSV	Yes	Yes	
National					
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	Yes	Yes	
Auburn	Auburn University Regional	AUO	Yes	Yes	
Bessemer	Bessemer	EKY	Yes	Yes	
Decatur	Pryor Field Regional	DCU	Yes	Yes	
Dothan	Dothan Regional	DHN	Yes	Yes	
Gulf Shores	Jack Edwards National	JKA	Yes	Yes	
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	Yes	Yes	
Mobile	Mobile Regional	MOB	Yes	Yes	
Mobile	Mobile Downtown	BFM	Yes	Yes	
Montgomery	Montgomery Regional (Dannelly Field)	MGM	Yes	Yes	
Muscle Shoals	Northwest Alabama Regional	MSL	Yes	Yes	
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	Yes	Yes	
Tuscaloosa	Tuscaloosa National	TCL	Yes	Yes	
General Aviation Regional					
Alabaster	Shelby County	EET	Yes	Yes	
Alexander City	Thomas C Russell Field	ALX	Yes	Yes	
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	Yes	Yes	
Anniston	Anniston Regional	ANB	Yes	Yes	
Brewton	Brewton Municipal	12J	Yes	Yes	
Cullman	Cullman Regional-Folsom Field	CMD	Yes	Yes	
Enterprise	Enterprise Municipal	EDN	Yes	Yes	
Fairhope	H L Sonny Callahan	CQF	Yes	Yes	
Fort Payne	Isbell Field	4A9	Yes	Yes	
Gadsden	Northeast Alabama Regional	GAD	Yes	Yes	
Headland	Headland Municipal	0J6	Yes	Yes	
Jasper	Walker County-Bevill Field	JFX	Yes	Yes	
Ozark	Ozark Airport - Blackwell Field	71J	Yes	Yes	



City	Airport Name	FAA ID	Airport has FBO	Meets FBO Objective	Improvement Needed to Meet Objective
Pell City	St Clair County	PLR	Yes	Yes	
Prattville	Prattville - Grouby Field	1A9	Yes	Yes	
Selma	Craig Field	SEM	Yes	Yes	
Sylacauga	Merkel Field Sylacauga Municipal	SCD	Yes	Yes	
Talladega	Talladega Municipal	ASN	Yes	Yes	
General Aviation Community					
Atmore	Atmore Municipal	0R1	Yes	Not an objective	
Bay Minette	Bay Minette Municipal	1R8	No	Not an objective	
Clanton	Chilton County	02A	Yes	Not an objective	
Courtland	Courtland	9A4	Yes	Not an objective	
Demopolis	Demopolis Regional	DYA	Yes	Not an objective	
Eufaula	Weedon Field	EUF	Yes	Not an objective	
Evergreen	Evergreen Regional - Middleton Field	GZH	Yes	Not an objective	
Fayette	Richard Arthur Field	M95	Yes	Not an objective	
Floral	Floral Municipal	0J4	Yes	Not an objective	
Foley	Foley Municipal	5R4	Yes	Not an objective	
Geneva	Geneva Municipal	33J	Yes	Not an objective	
Greenville	Mac Crenshaw Memorial	PRN	Yes	Not an objective	
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	Yes	Not an objective	
Haleyville	Posey Field	1M4	Yes	Not an objective	
Hamilton	Marion County-Rankin Fite	HAB	Yes	Not an objective	
Hartselle	Hartselle-Morgan County Regional	5M0	Yes	Not an objective	
Marion	Vaiden Field	A08	Yes	Not an objective	
Monroeville	Monroe County Airport	MVC	Yes	Not an objective	
Scottsboro	Scottsboro Municipal-Word Field	4A6	Yes	Not an objective	
St Elmo	St Elmo	2R5	No	Not an objective	

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	Airport has FBO	Meets FBO Objective	Improvement Needed to Meet Objective
Tuskegee	Moton Field Municipal	06A	Yes	Not an objective	
Wetumpka	Wetumpka Municipal	08A	Yes	Not an objective	
Local Service					
Abbeville	Abbeville Municipal	0J0	No	Not an objective	
Addison	Addison Municipal	2A8	No	Not an objective	
Aliceville	George Downer	AIV	No	Not an objective	
Ashland/Lineville	Ashland/Lineville	26A	No	Not an objective	
Butler	Butler-Choctaw County	09A	No	Not an objective	
Camden	Camden Municipal	61A	No	Not an objective	
Centre	Centre-Piedmont-Cherokee County Regional	PYP	Yes	Not an objective	
Centreville	Bibb County	0A8	No	Not an objective	
Chatom	Roy Wilcox	5R1	No	Not an objective	
Clayton	Clayton Municipal	11A	No	Not an objective	
Dauphin Island	Jeremiah Denton	4R9	Yes	Not an objective	
Double Springs	Double Springs-Winston County	3M2	No	Not an objective	
Elba	Carl Folsom	14J	Yes	Not an objective	
Greensboro	Greensboro Municipal	7A0	Yes	Not an objective	
Jackson	Jackson Municipal	4R3	No	Not an objective	
Lanett	Lanett Municipal	7A3	No	Not an objective	
Luverne	Frank Sikes	04A	No	Not an objective	
Oneonta	Robbins Field	20A	No	Not an objective	
Reform	North Pickens	3M8	No	Not an objective	
Roanoke	Roanoke Municipal	7A5	No	Not an objective	
Russellville	Bill Pugh Field	M22	Yes	Not an objective	
Samson	Logan Field	1A4	No	Not an objective	



City	Airport Name	FAA ID	Airport has FBO	Meets FBO Objective	Improvement Needed to Meet Objective
Stevenson	Stevenson	7A6	No	Not an objective	
Union Springs	Franklin Field	07A	No	Not an objective	
Vernon	Lamar County	M55	No	Not an objective	

Source: Airport Management Survey, FAA 5010 records, Jviation

Table C-18: Aircraft Maintenance Availability Objectives and Needs

City	Airport Name	FAA ID	Aircraft Maintenance Availability	Meets Objective	Improvement Needed to Meet Objective
International					
Birmingham	Birmingham-Shuttlesworth International	BHM	Yes	Yes	
Huntsville	Huntsville International-Carl T Jones Field	HSV	Yes	Yes	
National					
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	Yes	Yes	
Auburn	Auburn University Regional	AUO	Yes	Yes	
Bessemer	Bessemer	EKY	Yes	Yes	
Decatur	Pryor Field Regional	DCU	Yes	Yes	
Dothan	Dothan Regional	DHN	Yes	Yes	
Gulf Shores	Jack Edwards National	JKA	Yes	Yes	
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	Yes	Yes	
Mobile	Mobile Regional	MOB	Yes	Yes	
Mobile	Mobile Downtown	BFM	Yes	Yes	
Montgomery	Montgomery Regional (Dannelly Field)	MGM	Yes	Yes	
Muscle Shoals	Northwest Alabama Regional	MSL	Yes	Yes	
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	Yes	Yes	
Tuscaloosa	Tuscaloosa National	TCL	Yes	Yes	
General Aviation Regional					
Alabaster	Shelby County	EET	Yes	Yes	
Alexander City	Thomas C Russell Field	ALX	Yes	Yes	
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	Yes	Yes	
Anniston	Anniston Regional	ANB	Yes	Yes	
Brewton	Brewton Municipal	12J	Yes	Yes	
Cullman	Cullman Regional-Folsom Field	CMD	No	No	Feasibility Study
Enterprise	Enterprise Municipal	EDN	Yes	Yes	
Fairhope	H L Sonny Callahan	CQF	Yes	Yes	
Fort Payne	Isbell Field	4A9	No	No	Feasibility Study
Gadsden	Northeast Alabama Regional	GAD	Yes	Yes	
Headland	Headland Municipal	0J6	Yes	Yes	
Jasper	Walker County-Bevill Field	JFX	Yes	Yes	
Ozark	Ozark Airport - Blackwell Field	71J	Yes	Yes	



City	Airport Name	FAA ID	Aircraft Maintenance Availability	Meets Objective	Improvement Needed to Meet Objective
Pell City	St Clair County	PLR	Yes	Yes	
Prattville	Prattville - Grouby Field	1A9	Yes	Yes	
Selma	Craig Field	SEM	Yes	Yes	
Sylacauga	Merkel Field Sylacauga Municipal	SCD	Yes	Yes	
Talladega	Talladega Municipal	ASN	No	No	Feasibility Study
General Aviation Community					
Atmore	Atmore Municipal	0R1	Yes	Not an objective	
Bay Minette	Bay Minette Municipal	1R8	Yes	Not an objective	
Clanton	Chilton County	02A	Yes	Not an objective	
Courtland	Courtland	9A4	Yes	Not an objective	
Demopolis	Demopolis Regional	DYA	Yes	Not an objective	
Eufaula	Weedon Field	EUF	Yes	Not an objective	
Evergreen	Evergreen Regional - Middleton Field	GZH	Yes	Not an objective	
Fayette	Richard Arthur Field	M95	Yes	Not an objective	
Floral	Floral Municipal	0J4	Yes	Not an objective	
Foley	Foley Municipal	5R4	Yes	Not an objective	
Geneva	Geneva Municipal	33J	Yes	Not an objective	
Greenville	Mac Crenshaw Memorial	PRN	Yes	Not an objective	
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	Yes	Not an objective	
Haleyville	Posey Field	1M4	Yes	Not an objective	
Hamilton	Marion County-Rankin Fite	HAB	Yes	Not an objective	
Hartselle	Hartselle-Morgan County Regional	5M0	Yes	Not an objective	
Marion	Vaiden Field	A08	Yes	Not an objective	
Monroeville	Monroe County Airport	MVC	Yes	Not an objective	
Scottsboro	Scottsboro Municipal-Word Field	4A6	Yes	Not an objective	
St Elmo	St Elmo	2R5	Yes	Not an objective	
Tuskegee	Moton Field Municipal	06A	Yes	Not an objective	
Wetumpka	Wetumpka Municipal	08A	Yes	Not an objective	
Local Service					
Abbeville	Abbeville Municipal	0J0	No	Not an objective	
Addison	Addison Municipal	2A8	No	Not an objective	
Aliceville	George Downer	AIV	Yes	Not an objective	

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	Aircraft Maintenance Availability	Meets Objective	Improvement Needed to Meet Objective
Ashland/Lineville	Ashland/Lineville	26A	No	Not an objective	
Butler	Butler-Choctaw County	09A	No	Not an objective	
Camden	Camden Municipal	61A	No	Not an objective	
Centre	Centre-Piedmont-Cherokee County Regional	PYP	Yes	Not an objective	
Centreville	Bibb County	0A8	No	Not an objective	
Chatom	Roy Wilcox	5R1	No	Not an objective	
Clayton	Clayton Municipal	11A	No	Not an objective	
Dauphin Island	Jeremiah Denton	4R9	No	Not an objective	
Double Springs	Double Springs-Winston County	3M2	No	Not an objective	
Elba	Carl Folsom	14J	Yes	Not an objective	
Greensboro	Greensboro Municipal	7A0	Yes	Not an objective	
Jackson	Jackson Municipal	4R3	Yes	Not an objective	
Lanett	Lanett Municipal	7A3	Yes	Not an objective	
Luverne	Frank Sikes	04A	Yes	Not an objective	
Oneonta	Robbins Field	20A	No	Not an objective	
Reform	North Pickens	3M8	Yes	Not an objective	
Roanoke	Roanoke Municipal	7A5	No	Not an objective	
Russellville	Bill Pugh Field	M22	Yes	Not an objective	
Samson	Logan Field	1A4	No	Not an objective	
Stevenson	Stevenson	7A6	No	Not an objective	
Union Springs	Franklin Field	07A	Yes	Not an objective	
Vernon	Lamar County	M55	No	Not an objective	

Source: Airport Management Survey, FAA 5010 records, AirNav.com, Jviation



Table C-19: On-Airport Public Restroom Objectives and Needs

City	Airport Name	FAA ID	Restroom Availability	Meets Objective	Improvement Needed to Meet Objective
International					
Birmingham	Birmingham-Shuttlesworth International	BHM	Yes	Yes	
Huntsville	Huntsville International-Carl T Jones Field	HSV	Yes	Yes	
National					
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	Yes	Yes	
Auburn	Auburn University Regional	AUO	Yes	Yes	
Bessemer	Bessemer	EKY	Yes	Yes	
Decatur	Pryor Field Regional	DCU	Yes	Yes	
Dothan	Dothan Regional	DHN	Yes	Yes	
Gulf Shores	Jack Edwards National	JKA	Yes	Yes	
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	Yes	Yes	
Mobile	Mobile Regional	MOB	Yes	Yes	
Mobile	Mobile Downtown	BFM	Yes	Yes	
Montgomery	Montgomery Regional (Dannelly Field)	MGM	Yes	Yes	
Muscle Shoals	Northwest Alabama Regional	MSL	Yes	Yes	
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	Yes	Yes	
Tuscaloosa	Tuscaloosa National	TCL	Yes	Yes	
General Aviation Regional					
Alabaster	Shelby County	EET	Yes	Yes	
Alexander City	Thomas C Russell Field	ALX	Yes	Yes	
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	Yes	Yes	
Anniston	Anniston Regional	ANB	Yes	Yes	
Brewton	Brewton Municipal	12J	Yes	Yes	
Cullman	Cullman Regional-Folsom Field	CMD	Yes	Yes	
Enterprise	Enterprise Municipal	EDN	Yes	Yes	
Fairhope	H L Sonny Callahan	CQF	Yes	Yes	
Fort Payne	Isbell Field	4A9	Yes	Yes	
Gadsden	Northeast Alabama Regional	GAD	Yes	Yes	
Headland	Headland Municipal	0J6	Yes	Yes	
Jasper	Walker County-Bevill Field	JFX	Yes	Yes	

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	Restroom Availability	Meets Objective	Improvement Needed to Meet Objective
Ozark	Ozark Airport - Blackwell Field	71J	Yes	Yes	
Pell City	St Clair County	PLR	Yes	Yes	
Prattville	Prattville - Grouby Field	1A9	Yes	Yes	
Selma	Craig Field	SEM	Yes	Yes	
Sylacauga	Merkel Field Sylacauga Municipal	SCD	Yes	Yes	
Talladega	Talladega Municipal	ASN	Yes	Yes	
General Aviation Community					
Atmore	Atmore Municipal	0R1	Yes	Yes	
Bay Minette	Bay Minette Municipal	1R8	Yes	Yes	
Clanton	Chilton County	02A	Yes	Yes	
Courtland	Courtland	9A4	Yes	Yes	
Demopolis	Demopolis Regional	DYA	Yes	Yes	
Eufaula	Weedon Field	EUF	Yes	Yes	
Evergreen	Evergreen Regional - Middleton Field	GZH	Yes	Yes	
Fayette	Richard Arthur Field	M95	Yes	Yes	
Floral	Floral Municipal	0J4	No	No	Add Restroom
Foley	Foley Municipal	5R4	Yes	Yes	
Geneva	Geneva Municipal	33J	No	No	Add Restroom
Greenville	Mac Crenshaw Memorial	PRN	Yes	Yes	
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	Yes	Yes	
Haleyville	Posey Field	1M4	Yes	Yes	
Hamilton	Marion County-Rankin Fite	HAB	Yes	Yes	
Hartselle	Hartselle-Morgan County Regional	5M0	Yes	Yes	
Marion	Vaiden Field	A08	Yes	Yes	
Monroeville	Monroe County Airport	MVC	Yes	Yes	
Scottsboro	Scottsboro Municipal-Word Field	4A6	Yes	Yes	
St Elmo	St Elmo	2R5	No	No	Add Restroom
Tuskegee	Moton Field Municipal	06A	No	No	Add Restroom
Wetumpka	Wetumpka Municipal	08A	Yes	Yes	
Local Service					
Abbeville	Abbeville Municipal	0J0	No	No	Add Restroom



City	Airport Name	FAA ID	Restroom Availability	Meets Objective	Improvement Needed to Meet Objective
Addison	Addison Municipal	2A8	No	No	Add Restroom
Aliceville	George Downer	AIV	Yes	Yes	
Ashland/Lineville	Ashland/Lineville	26A	Yes	Yes	
Butler	Butler-Choctaw County	09A	No	No	Add Restroom
Camden	Camden Municipal	61A	No	No	Add Restroom
Centre	Centre-Piedmont-Cherokee County Regional	PYP	Yes	Yes	
Centreville	Bibb County	0A8	No	No	Add Restroom
Chatom	Roy Wilcox	5R1	Yes	Yes	
Clayton	Clayton Municipal	11A	No	No	Add Restroom
Dauphin Island	Jeremiah Denton	4R9	No	No	Add Restroom
Double Springs	Double Springs-Winston County	3M2	No	No	Add Restroom
Elba	Carl Folsom	14J	Yes	Yes	
Greensboro	Greensboro Municipal	7A0	Yes	Yes	
Jackson	Jackson Municipal	4R3	Yes	Yes	
Lanett	Lanett Municipal	7A3	Yes	Yes	
Luverne	Frank Sikes	04A	No	No	Add Restroom
Oneonta	Robbins Field	20A	No	No	Add Restroom
Reform	North Pickens	3M8	Yes	Yes	
Roanoke	Roanoke Municipal	7A5	Yes	Yes	
Russellville	Bill Pugh Field	M22	Yes	Yes	
Samson	Logan Field	1A4	No	No	Add Restroom
Stevenson	Stevenson	7A6	No	No	Add Restroom
Union Springs	Franklin Field	07A	Yes	Yes	
Vernon	Lamar County	M55	No	No	Add Restroom

Source: Airport Management Survey, Jviation

Appendix C, Facility and Service Objectives Tables

Table C-20: On-Airport Public Telephone Objectives and Needs

City	Airport Name	FAA ID	Telephone Availability	Meets Objective	Improvement Needed to Meet Objective
International					
Birmingham	Birmingham-Shuttlesworth International	BHM	Yes	Yes	
Huntsville	Huntsville International-Carl T Jones Field	HSV	Yes	Yes	
National					
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	Yes	Yes	
Auburn	Auburn University Regional	AUO	Yes	Yes	
Bessemer	Bessemer	EKY	No	No	
Decatur	Pryor Field Regional	DCU	Yes	Yes	
Dothan	Dothan Regional	DHN	Yes	Yes	
Gulf Shores	Jack Edwards National	JKA	No	No	
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	Yes	Yes	
Mobile	Mobile Regional	MOB	Yes	Yes	
Mobile	Mobile Downtown	BFM	Yes	Yes	
Montgomery	Montgomery Regional (Dannelly Field)	MGM	Yes	Yes	
Muscle Shoals	Northwest Alabama Regional	MSL	Yes	Yes	
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	Yes	Yes	
Tuscaloosa	Tuscaloosa National	TCL	Yes	Yes	
General Aviation Regional					
Alabaster	Shelby County	EET	Yes	Yes	
Alexander City	Thomas C Russell Field	ALX	No	No	
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	Yes	Yes	
Anniston	Anniston Regional	ANB	Yes	Yes	
Brewton	Brewton Municipal	12J	Yes	Yes	
Cullman	Cullman Regional-Folsom Field	CMD	Yes	Yes	
Enterprise	Enterprise Municipal	EDN	Yes	Yes	
Fairhope	H L Sonny Callahan	CQF	No	No	
Fort Payne	Isbell Field	4A9	Yes	Yes	
Gadsden	Northeast Alabama Regional	GAD	Yes	Yes	
Headland	Headland Municipal	0J6	No	No	
Jasper	Walker County-Bevill Field	JFX	Yes	Yes	



City	Airport Name	FAA ID	Telephone Availability	Meets Objective	Improvement Needed to Meet Objective
Ozark	Ozark Airport - Blackwell Field	71J	Yes	Yes	
Pell City	St Clair County	PLR	No	No	
Prattville	Prattville - Grouby Field	1A9	No	No	
Selma	Craig Field	SEM	Yes	Yes	
Sylacauga	Merkel Field Sylacauga Municipal	SCD	Yes	Yes	
Talladega	Talladega Municipal	ASN	Yes	Yes	
General Aviation Community					
Atmore	Atmore Municipal	0R1	No	No	
Bay Minette	Bay Minette Municipal	1R8	No	No	
Clanton	Chilton County	02A	No	No	
Courtland	Courtland	9A4	No	No	
Demopolis	Demopolis Regional	DYA	Yes	Yes	
Eufaula	Weedon Field	EUF	Yes	Yes	
Evergreen	Evergreen Regional - Middleton Field	GZH	Yes	Yes	
Fayette	Richard Arthur Field	M95	Yes	Yes	
Floral	Floral Municipal	0J4	No	No	
Foley	Foley Municipal	5R4	No	No	
Geneva	Geneva Municipal	33J	No	No	
Greenville	Mac Crenshaw Memorial	PRN	No	No	
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	Yes	Yes	
Haleyville	Posey Field	1M4	No	No	
Hamilton	Marion County-Rankin Fite	HAB	No	No	
Hartselle	Hartselle-Morgan County Regional	5M0	Yes	Yes	
Marion	Vaiden Field	A08	No	No	
Monroeville	Monroe County Airport	MVC	No	No	
Scottsboro	Scottsboro Municipal-Word Field	4A6	Yes	Yes	
St Elmo	St Elmo	2R5	No	No	
Tuskegee	Moton Field Municipal	06A	No	No	
Wetumpka	Wetumpka Municipal	08A	Yes	Yes	
Local Service					
Abbeville	Abbeville Municipal	0J0	No	No	

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	Telephone Availability	Meets Objective	Improvement Needed to Meet Objective
Addison	Addison Municipal	2A8	No	No	
Aliceville	George Downer	AIV	No	No	
Ashland/Lineville	Ashland/Lineville	26A	No	No	
Butler	Butler-Choctaw County	09A	No	No	
Camden	Camden Municipal	61A	No	No	
Centre	Centre-Piedmont-Cherokee County Regional	PYP	No	No	
Centreville	Bibb County	0A8	No	No	
Chatom	Roy Wilcox	5R1	Yes	Yes	
Clayton	Clayton Municipal	11A	No	No	
Dauphin Island	Jeremiah Denton	4R9	No	No	
Double Springs	Double Springs-Winston County	3M2	No	No	
Elba	Carl Folsom	14J	Yes	Yes	
Greensboro	Greensboro Municipal	7A0	Yes	Yes	
Jackson	Jackson Municipal	4R3	Yes	Yes	
Lanett	Lanett Municipal	7A3	Yes	Yes	
Luverne	Frank Sikes	04A	No	No	
Oneonta	Robbins Field	20A	No	No	
Reform	North Pickens	3M8	No	No	
Roanoke	Roanoke Municipal	7A5	No	No	
Russellville	Bill Pugh Field	M22	Yes	Yes	
Samson	Logan Field	1A4	No	No	
Stevenson	Stevenson	7A6	No	No	
Union Springs	Franklin Field	07A	No	No	
Vernon	Lamar County	M55	No	No	

Source: Airport Management Survey, Jviation



Table C-21: Airport Master Plan/Airport Layout Plan (ALP) Objectives and Needs

City	Airport Name	FAA ID	Master Plan Year	Meets Master Plan Objective	Improvement Needed to Meet Objective
International					
Birmingham	Birmingham-Shuttlesworth International	BHM	2018	Yes	
Huntsville	Huntsville International-Carl T Jones Field	HSV	2020	Yes	
National					
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	2017	Yes	
Auburn	Auburn University Regional	AUO	2006	No	New MP
Bessemer	Bessemer	EKY	2014	No	New MP
Decatur	Pryor Field Regional	DCU	2014	No	New MP
Dothan	Dothan Regional	DHN	2008	No	New MP
Gulf Shores	Jack Edwards National	JKA	2016	Yes	
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	2016	Yes	
Mobile	Mobile Regional	MOB	2018	Yes	
Mobile	Mobile Downtown	BFM	2018	Yes	
Montgomery	Montgomery Regional (Dannelly Field)	MGM	2010	No	New MP
Muscle Shoals	Northwest Alabama Regional	MSL	2014	No	New MP
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	2017	Yes	
Tuscaloosa	Tuscaloosa National	TCL	2018	Yes	
General Aviation Regional					
Alabaster	Shelby County	EET		No	New MP
Alexander City	Thomas C Russell Field	ALX	1973	No	New MP
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	2010	No	New MP
Anniston	Anniston Regional	ANB	2010	No	New MP
Brewton	Brewton Municipal	12J	2013	Yes	
Cullman	Cullman Regional-Folsom Field	CMD	2011	Yes	
Enterprise	Enterprise Municipal	EDN	2018	Yes	
Fairhope	H L Sonny Callahan	CQF		No	New MP
Fort Payne	Isbell Field	4A9	2001	No	New MP
Gadsden	Northeast Alabama Regional	GAD	2017	Yes	
Headland	Headland Municipal	0J6	2014	Yes	
Jasper	Walker County-Bevill Field	JFX	2018	Yes	
Ozark	Ozark Airport - Blackwell Field	71J	2017	Yes	

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	Master Plan Year	Meets Master Plan Objective	Improvement Needed to Meet Objective
Pell City	St Clair County	PLR	2015	Yes	
Prattville	Prattville - Grouby Field	1A9	2016	Yes	
Selma	Craig Field	SEM	2015	Yes	
Sylacauga	Merkel Field Sylacauga Municipal	SCD	2012	Yes	
Talladega	Talladega Municipal	ASN	2017	Yes	
General Aviation Community					
Atmore	Atmore Municipal	0R1	2018	Yes	
Bay Minette	Bay Minette Municipal	1R8	2018	Yes	
Clanton	Chilton County	02A		No	New MP
Courtland	Courtland	9A4	2006	No	New MP
Demopolis	Demopolis Regional	DYA	2020	Yes	
Eufaula	Weedon Field	EUF	2019	Yes	
Evergreen	Evergreen Regional - Middleton Field	GZH	2017	Yes	
Fayette	Richard Arthur Field	M95	2015	Yes	
Floral	Floral Municipal	0J4	2014	Yes	
Foley	Foley Municipal	5R4	2010	No	New MP
Geneva	Geneva Municipal	33J	2010	No	New MP
Greenville	Mac Crenshaw Memorial	PRN	2012	Yes	
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	2013	Yes	
Haleyville	Posey Field	1M4		No	New MP
Hamilton	Marion County-Rankin Fite	HAB		No	New MP
Hartselle	Hartselle-Morgan County Regional	5M0	2011	Yes	
Marion	Vaiden Field	A08		No	New MP
Monroeville	Monroe County Airport	MVC	2009	No	New MP
Scottsboro	Scottsboro Municipal-Word Field	4A6	2009	No	New MP
St Elmo	St Elmo	2R5	2013	Yes	
Tuskegee	Moton Field Municipal	06A	2013	Yes	
Wetumpka	Wetumpka Municipal	08A	2013	Yes	
Local Service					
Abbeville	Abbeville Municipal	0J0		No	New MP
Addison	Addison Municipal	2A8		No	New MP
Aliceville	George Downer	AIV		No	New MP



City	Airport Name	FAA ID	Master Plan Year	Meets Master Plan Objective	Improvement Needed to Meet Objective
Ashland/Lineville	Ashland/Lineville	26A	2010	No	New MP
Butler	Butler-Choctaw County	09A	2007	No	New MP
Camden	Camden Municipal	61A	2011	Yes	
Centre	Centre-Piedmont-Cherokee County Regional	PYP		No	New MP
Centreville	Bibb County	0A8	2017	Yes	
Chatom	Roy Wilcox	5R1	2016	Yes	
Clayton	Clayton Municipal	11A		No	New MP
Dauphin Island	Jeremiah Denton	4R9		No	New MP
Double Springs	Double Springs-Winston County	3M2		No	New MP
Elba	Carl Folsom	14J	2011	Yes	
Greensboro	Greensboro Municipal	7A0	2019	Yes	
Jackson	Jackson Municipal	4R3		No	New MP
Lanett	Lanett Municipal	7A3	2013	Yes	
Luverne	Frank Sikes	04A		No	New MP
Oneonta	Robbins Field	20A	2011	Yes	
Reform	North Pickens	3M8	1998	No	New MP
Roanoke	Roanoke Municipal	7A5	2018	Yes	
Russellville	Bill Pugh Field	M22	2019	Yes	
Samson	Logan Field	1A4	N/A	Yes	
Stevenson	Stevenson	7A6		No	New MP
Union Springs	Franklin Field	07A	2016	Yes	
Vernon	Lamar County	M55		No	New MP

Source: ALDOT Aeronautics Bureau, Alabama Airport Manager Survey, FAA AIP Grant History records, Aviation

Table C-22: ALDOT Aeronautics Bureau Airport License Objectives and Needs

City	Airport Name	FAA ID	Meets All License Standards	Improvement Needed to Meet Objective
International				
Birmingham	Birmingham-Shuttlesworth International	BHM	Yes	
Huntsville	Huntsville International-Carl T Jones Field	HSV	Yes	
National				
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	Yes	
Auburn	Auburn University Regional	AUO	Yes	
Bessemer	Bessemer	EKY	Yes	
Decatur	Pryor Field Regional	DCU	Yes	
Dothan	Dothan Regional	DHN	Yes	
Gulf Shores	Jack Edwards National	JKA	Yes	
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	Yes	
Mobile	Mobile Regional	MOB	Yes	
Mobile	Mobile Downtown	BFM	Yes	
Montgomery	Montgomery Regional (Dannelly Field)	MGM	Yes	
Muscle Shoals	Northwest Alabama Regional	MSL	Yes	
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	Yes	
Tuscaloosa	Tuscaloosa National	TCL	Yes	
General Aviation Regional				
Alabaster	Shelby County	EET	Yes	
Alexander City	Thomas C Russell Field	ALX	Yes	
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	Yes	
Anniston	Anniston Regional	ANB	Yes	
Brewton	Brewton Municipal	12J	No	Sponsor to address issues
Cullman	Cullman Regional-Folsom Field	CMD	Yes	
Enterprise	Enterprise Municipal	EDN	No	Sponsor to address issues
Fairhope	H L Sonny Callahan	CQF	Yes	
Fort Payne	Isbell Field	4A9	Yes	
Gadsden	Northeast Alabama Regional	GAD	No	Sponsor to address issues
Headland	Headland Municipal	0J6	Yes	
Jasper	Walker County-Bevill Field	JFX	Yes	
Ozark	Ozark Airport - Blackwell Field	71J	Yes	



City	Airport Name	FAA ID	Meets All License Standards	Improvement Needed to Meet Objective
Pell City	St Clair County	PLR	Yes	
Prattville	Prattville - Grouby Field	1A9	Yes	
Selma	Craig Field	SEM	Yes	
Sylacauga	Merkel Field Sylacauga Municipal	SCD	Yes	
Talladega	Talladega Municipal	ASN	No	Sponsor to address issues
General Aviation Community				
Atmore	Atmore Municipal	0R1	Yes	
Bay Minette	Bay Minette Municipal	1R8	No	Sponsor to address issues
Clanton	Chilton County	02A	No	Sponsor to address issues
Courtland	Courtland	9A4	No	Sponsor to address issues
Demopolis	Demopolis Regional	DYA	Yes	
Eufaula	Weedon Field	EUF	No	Sponsor to address issues
Evergreen	Evergreen Regional - Middleton Field	GZH	Yes	
Fayette	Richard Arthur Field	M95	Yes	
Floral	Floral Municipal	0J4	Yes	
Foley	Foley Municipal	5R4	Yes	
Geneva	Geneva Municipal	33J	Yes	
Greenville	Mac Crenshaw Memorial	PRN	No	Sponsor to address issues
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	Yes	
Haleyville	Posey Field	1M4	Yes	
Hamilton	Marion County-Rankin Fite	HAB	Yes	
Hartselle	Hartselle-Morgan County Regional	5M0	No	Sponsor to address issues
Marion	Vaiden Field	A08	No	Sponsor to address issues
Monroeville	Monroe County Airport	MVC	Yes	
Scottsboro	Scottsboro Municipal-Word Field	4A6	Yes	
St Elmo	St Elmo	2R5	Yes	
Tuskegee	Moton Field Municipal	06A	Yes	
Wetumpka	Wetumpka Municipal	08A	Yes	
Local Service				
Abbeville	Abbeville Municipal	0J0	Yes	
Addison	Addison Municipal	2A8	Yes	
Aliceville	George Downer	AIV	Yes	

Appendix C, Facility and Service Objectives Tables

City	Airport Name	FAA ID	Meets All License Standards	Improvement Needed to Meet Objective
Ashland/Lineville	Ashland/Lineville	26A	Yes	
Butler	Butler-Choctaw County	09A	No	Sponsor to address issues
Camden	Camden Municipal	61A	No	Sponsor to address issues
Centre	Centre-Piedmont-Cherokee County Regional	PYP	Yes	
Centreville	Bibb County	0A8	Yes	
Chatom	Roy Wilcox	5R1	No	Sponsor to address issues
Clayton	Clayton Municipal	11A	Yes	
Dauphin Island	Jeremiah Denton	4R9	Yes	
Double Springs	Double Springs-Winston County	3M2	No	Sponsor to address issues
Elba	Carl Folsom	14J	Yes	
Greensboro	Greensboro Municipal	7A0	Yes	
Jackson	Jackson Municipal	4R3	No	Sponsor to address issues
Lanett	Lanett Municipal	7A3	Yes	
Luverne	Frank Sikes	04A	Yes	
Oneonta	Robbins Field	20A	No	Sponsor to address issues
Reform	North Pickens	3M8	Yes	
Roanoke	Roanoke Municipal	7A5	Yes	
Russellville	Bill Pugh Field	M22	Yes	
Samson	Logan Field	1A4	Yes	
Stevenson	Stevenson	7A6	No	Sponsor to address issues
Union Springs	Franklin Field	07A	Yes	
Vernon	Lamar County	M55	No	Sponsor to address issues

Source: ALDOT Aeronautics Bureau Records, Aviation



D. Appendix D – Report Cards

International		Birmingham-Shuttlesworth International	Birmingham	BHM	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	C-II	D-IV	Yes	-	
Primary Runway Length	5,500'	12,007'	Yes	-	
Primary Runway Width in Feet	100'	150'	Yes	-	
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	
NAVAIDS	PAPI or VASI both Runway Ends	P4L / P4L	Yes	-	
Approach Lighting	ALS	ALSF2 / MALSR	Yes	-	
Primary Runway Lighting Intensity	HIRL	HIGH	Yes	-	
Primary Taxiway Lighting Intensity	MITL	Medium Intensity Taxiway Lights (MITL)	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	ASOS	Yes	-	
Hangar Spaces	75% of based aircraft	66%	No	Add 19 Spaces	\$5,800,000
Paved Tie Downs	25% of based & 75% of daily transient	107%	Yes	-	
GA Terminal Building	2,000 SF	3,300 SF	Yes	-	
Paved GA Auto Parking	1 space for each Based Aircraft	6,383	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes	-	
Master Plan Year	Master Plan Completed Within Past 5 Years	2018	Yes	-	
State Airport License	Meets State Licensing Standards	Yes	Yes	-	

International		Huntsville International-Carl T Jones Field	Huntsville	HSV	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	C-II	D-IV	Yes	-	
Primary Runway Length	5,500'	12,600'	Yes	-	
Primary Runway Width in Feet	100'	150'	Yes	-	
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	
NAVAIDS	PAPI or VASI both Runway Ends	P4L / P4L	Yes	-	
Approach Lighting	ALS	ALSF2 / MALSR	Yes	-	
Primary Runway Lighting Intensity	HIRL	HIGH	Yes	-	
Primary Taxiway Lighting Intensity	MITL	Medium Intensity Taxiway Lights (MITL)	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	ASOS	Yes	-	
Hangar Spaces	75% of based aircraft 25% of based & 75% of daily	79%	Yes	-	
Paved Tie Downs	transient	141%	Yes	-	
GA Terminal Building	2,000 SF	6,573 SF	Yes	-	
Paved GA Auto Parking	1 space for each Based Aircraft	4,696	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck AvGas Fuel Pump or Credit Card	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes	-	
Master Plan Year	Master Plan Completed Within Past 5 Years	2020	Yes	-	
State Airport License	Meets State Licensing Standards	Yes	Yes	-	

National		Albertville Regional-Thomas J Brumlik Field	Albertville	8A0	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	C-II	C-II	Yes	-	
Primary Runway Length	5,500'	6,114'	Yes	-	
Primary Runway Width in Feet	100'	100'	Yes	-	
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV) PAPI or VASI both Runway	Vertical Guidance Approach	Yes	-	
NAVAIDS	Ends	P2L / P2L	Yes	-	
Approach Lighting	ALS	/	No	Install ALS	\$2,090,000
Primary Runway Lighting Intensity	HIRL	MED	No	Install HIRL	\$830,000
Primary Taxiway Lighting Intensity	MITL	Medium Intensity Taxiway Lights (MITL)	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	AWOS	Yes	-	
Hangar Spaces	75% of based aircraft 25% of based & 75% of daily	121%	Yes	-	
Paved Tie Downs	transient	304%	Yes	-	
GA Terminal Building	2,000 SF	5,000 SF	Yes	-	
Paved GA Auto Parking	1 space for each Based Aircraft	218	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck AvGas Fuel Pump or Credit	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability Master Plan Completed	Yes	Yes	-	
Master Plan Year	Within Past 5 Years	2017	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

National		Auburn University Regional		Auburn	AUO
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	C-II	C-II	Yes	-	
Primary Runway Length	5,500'	5,264'	No	236' Extension	\$3,660,000
Primary Runway Width in Feet	100'	100'	Yes	-	
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	
NAVAIDS	Ends	/ P4L	No	Install PAPI	\$110,000
Approach Lighting	ALS	/ MALSF	Yes	-	
Primary Runway Lighting Intensity	HIRL	HIGH	Yes	-	
Primary Taxiway Lighting Intensity	MITL	Medium Intensity Taxiway Lights (MITL)	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	AWOS	Yes	-	
Hangar Spaces	75% of based aircraft 25% of based & 75% of daily	89%	Yes	-	
Paved Tie Downs	transient	259%	Yes	-	
GA Terminal Building	2,000 SF	26,000 SF	Yes	-	
Paved GA Auto Parking	1 space for each Based Aircraft	107	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck AvGas Fuel Pump or Credit	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability Master Plan Completed	Yes	Yes	-	
Master Plan Year	Within Past 5 Years	2006	No	New MP	Included in ACIP
State Airport License	Meets State Standards	Yes	Yes	-	

National		Mobile Downtown	Mobile	BFM	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	C-II	D-V	Yes	-	
Primary Runway Length	5,500'	9,618'	Yes	-	
Primary Runway Width in Feet	100'	150'	Yes	-	
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV) PAPI or VASI both Runway	Vertical Guidance Approach	Yes	-	
NAVAIDS	Ends	P4L / P4L	Yes	-	
Approach Lighting	ALS	/ MALSR	Yes	-	
Primary Runway Lighting Intensity	HIRL	HIGH	Yes	-	
Primary Taxiway Lighting Intensity	MITL	Medium Intensity Taxiway Lights (MITL)	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	ASOS	Yes	-	
Hangar Spaces	75% of based aircraft 25% of based & 75% of daily	77%	Yes	-	
Paved Tie Downs	transient	308%	Yes	-	
GA Terminal Building	2,000 SF	4,500 SF	Yes	-	
Paved GA Auto Parking	1 space for each Based Aircraft	204	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck AvGas Fuel Pump or Credit	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability Master Plan Completed	Yes	Yes	-	
Master Plan Year	Within Past 5 Years	2018	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

National		Pryor Field Regional	Decatur	DCU	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	C-II	C-III	Yes	-	
Primary Runway Length	5,500'	6,107'	Yes	-	
Primary Runway Width in Feet	100'	100'	Yes	-	
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV) PAPI or VASI both Runway	Vertical Guidance Approach	Yes	-	
NAVAIDS	Ends	/ P2L	No	Install PAPI	\$90,000
Approach Lighting	ALS	/	No	Install ALS	\$2,090,000
Primary Runway Lighting Intensity	HIRL	HIGH Medium Intensity	Yes	-	
Primary Taxiway Lighting Intensity	MITL	Taxiway Lights (MITL)	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	ASOS	Yes	-	
Hangar Spaces	75% of based aircraft 25% of based & 75% of daily transient	73%	No	Add 2 Spaces	Included in ACIP
Paved Tie Downs		124%	Yes	-	
GA Terminal Building	2,000 SF 1 space for each Based Aircraft	5,000 SF	Yes	-	
Paved GA Auto Parking		88	No	Add 20 Spaces	\$69,000
Jet A Fuel Availability	Jet A Fuel Pump or Truck AvGas Fuel Pump or Credit	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability Master Plan Completed	Yes	Yes	-	
Master Plan Year	Within Past 5 Years	2020	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

National		Dothan Regional		Dothan	DHN
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	C-II	D-IV	Yes	-	
Primary Runway Length	5,500'	8,499'	Yes	-	
Primary Runway Width in Feet	100'	150'	Yes	-	
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	
NAVAIDS	PAPI or VASI both Runway Ends	P2L /	No	Install PAPI	\$85,000
Approach Lighting	ALS	/ MALSR	Yes	-	
Primary Runway Lighting Intensity	HIRL	HIGH	Yes	-	
Primary Taxiway Lighting Intensity	MITL	High Intensity Taxiway Lights (HITL)	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	ASOS	Yes	-	
Hangar Spaces	75% of based aircraft 25% of based & 75% of daily transient	59%	No	Add 13 Spaces	\$3,230,000
Paved Tie Downs	2,000 SF	372%	Yes	-	
GA Terminal Building	1 space for each Based Aircraft	6,500 SF	Yes	-	
Paved GA Auto Parking	Aircraft	613	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes	-	
Master Plan Year	Master Plan Completed	2008	No	New MP	\$500,000
State Airport License	Within Past 5 Years	Yes	Yes	-	
	Meets State Standards				

National		Bessemer		Bessemer	EKY
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	C-II	B-II	No	Master Plan Review	
Primary Runway Length	5,500'	6,007'	Yes	-	
Primary Runway Width in Feet	100'	100'	Yes	-	
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	
NAVAIDS	Ends	P4L / P4L	Yes	-	
Approach Lighting	ALS	/	No	Install ALS	\$2,090,000
Primary Runway Lighting Intensity	HIRL	HIGH	Yes	-	
Primary Taxiway Lighting Intensity	MITL	Medium Intensity Taxiway Lights (MITL)	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	AWOS	Yes	-	
Hangar Spaces	75% of based aircraft 25% of based & 75% of daily	178%	Yes	-	
Paved Tie Downs	transient	711%	Yes	-	
GA Terminal Building	2,000 SF	6,130 SF	Yes	-	
Paved GA Auto Parking	1 space for each Based Aircraft	80	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck AvGas Fuel Pump or Credit	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	No	No		
Master Plan Year	Master Plan Completed				
Master Plan Year	Within Past 5 Years	2014	No	New MP	\$500,000
State Airport License	Meets State Standards	Yes	Yes	-	

National		Jack Edwards National	Gulf Shores	JKA
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria
Airport Reference Code	C-II	C-III	Yes	-
Primary Runway Length	5,500'	6,962'	Yes	-
Primary Runway Width in Feet	100'	100'	Yes	-
Taxiway Design	Full Parallel	Full Parallel	Yes	-
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-
NAVAIDS	Ends	P4L / P4L	Yes	-
Approach Lighting	ALS	/ MALSR	Yes	-
Primary Runway Lighting Intensity	HIRL	HIGH	Yes	-
Primary Taxiway Lighting Intensity	MITL	Medium Intensity Taxiway Lights (MITL)	Yes	-
Weather Reporting Equipment	AWOS/ASOS	AWOS	Yes	-
Hangar Spaces	75% of based aircraft 25% of based & 75% of daily	135%	Yes	-
Paved Tie Downs	transient	302%	Yes	-
GA Terminal Building	2,000 SF	10,000 SF	Yes	-
Paved GA Auto Parking	1 space for each Based Aircraft	260	Yes	-
Jet A Fuel Availability	Jet A Fuel Pump or Truck AvGas Fuel Pump or Credit	Yes	Yes	-
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-
Airport has FBO	FBO on Airport	Yes	Yes	-
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-
Restroom Availability	Public Restrooms	Yes	Yes	-
Ground Communications	Telephone Availability	No	No	-
Master Plan Year	Master Plan Completed	2016	Yes	-
State Airport License	Meets State Standards	Yes	Yes	-

National		Huntsville Executive Airport Tom Sharp Jr Field	Huntsville	MDQ	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	C-II	C-III	Yes	-	
Primary Runway Length	5,500'	6,500'	Yes	-	
Primary Runway Width in Feet	100'	100'	Yes	-	
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	
NAVAIDS	Ends	P4L / P4L	Yes	-	
Approach Lighting	ALS	/	No	Install ALS	\$2,090,000
Primary Runway Lighting Intensity	HIRL	MED	No	Install HIRL	\$880,000
Primary Taxiway Lighting Intensity	MITL	Medium Intensity Taxiway Lights (MITL)	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	AWOS	Yes	-	
Hangar Spaces	75% of based aircraft	100%	Yes	-	
Paved Tie Downs	25% of based & 75% of daily transient	51%	No	Install 17 Tie Downs	\$46,000
GA Terminal Building	2,000 SF	6,000 SF	Yes	-	
Paved GA Auto Parking	1 space for each Based Aircraft	420	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes	-	
Master Plan Year	Master Plan Completed	2016	Yes	-	
State Airport License	Within Past 5 Years	Yes	Yes	-	
	Meets State Standards	Yes	Yes	-	

National		Montgomery Regional (Dannelly Field)	Montgomery	MGM	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	C-II	D-V	Yes	-	
Primary Runway Length	5,500'	9,020'	Yes	-	
Primary Runway Width in Feet	100'	150'	Yes	-	
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	
NAVAIDS	Ends	P4R / P4L	Yes	-	
Approach Lighting	ALS	MALSR / MALSR	Yes	-	
Primary Runway Lighting Intensity	HIRL	HIGH	Yes	-	
Primary Taxiway Lighting Intensity	MITL	High Intensity Taxiway Lights (HITL)	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	ASOS	Yes	-	
Hangar Spaces	75% of based aircraft 25% of based & 75% of daily	76%	Yes	-	
Paved Tie Downs	transient	23%	No	Install 23 Tie Downs	\$46,000
GA Terminal Building	2,000 SF 1 space for each Based	5,200 SF	Yes	-	
Paved GA Auto Parking	Aircraft	1,800	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck AvGas Fuel Pump or Credit	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability Master Plan Completed	Yes	Yes	-	
Master Plan Year	Within Past 5 Years	2010	No	New MP	\$420,000
State Airport License	Meets State Standards	Yes	Yes	-	

National		Mobile Regional	Mobile	MOB	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	C-II	D-V	Yes	-	
Primary Runway Length	5,500'	8,502'	Yes	-	
Primary Runway Width in Feet	100'	150'	Yes	-	
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	
NAVAIDS	Ends	P4L / P4L	Yes	-	
Approach Lighting	ALS	MALSR / MALSR	Yes	-	
Primary Runway Lighting Intensity	HIRL	HIGH	Yes	-	
Primary Taxiway Lighting Intensity	MITL	Medium Intensity Taxiway Lights (MITL)	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	ASOS	Yes	-	
Hangar Spaces	75% of based aircraft 25% of based & 75% of daily	300%	Yes	-	
Paved Tie Downs	transient	119%	Yes	-	
GA Terminal Building	2,000 SF	7,000 SF	Yes	-	
Paved GA Auto Parking	1 space for each Based Aircraft	426	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck AvGas Fuel Pump or Credit	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability Master Plan Completed	Yes	Yes	-	
Master Plan Year	Within Past 5 Years	2018	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

National		Northwest Alabama Regional		Muscle Shoals	MSL
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	C-II	C-III	Yes	-	
Primary Runway Length	5,500'	6,694'	Yes	-	
Primary Runway Width in Feet	100'	150'	Yes	-	
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV) PAPI or VASI both Runway	Vertical Guidance Approach	Yes	-	
NAVAIDS	Ends	P4R / P4L	Yes	-	
Approach Lighting	ALS	/ MALSR	Yes	-	
Primary Runway Lighting Intensity	HIRL	HIGH	Yes	-	
Primary Taxiway Lighting Intensity	MITL	High Intensity Taxiway Lights (HITL)	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	ASOS	Yes	-	
Hangar Spaces	75% of based aircraft 25% of based & 75% of daily transient	84%	Yes	-	
Paved Tie Downs		218%	Yes	-	
GA Terminal Building	2,000 SF	2,900 SF	Yes	-	
Paved GA Auto Parking	1 space for each Based Aircraft	172	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck AvGas Fuel Pump or Credit	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes	-	
Master Plan Year	Master Plan Completed Within Past 5 Years	2014	No	New MP	\$500,000
State Airport License	Meets State Standards	Yes	Yes	-	

National		Tuscaloosa National	Tuscaloosa	TCL
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria
				Estimated Cost
Airport Reference Code	C-II	C-III	Yes	-
Primary Runway Length	5,500'	6,499'	Yes	-
Primary Runway Width in Feet	100'	150'	Yes	-
Taxiway Design	Full Parallel	Full Parallel	Yes	-
Approach Category	Precision-Like Approach (ILS or LPV) PAPI or VASI both Runway	Vertical Guidance Approach	Yes	-
NAVAIDS	Ends	P4R / P4L	Yes	-
Approach Lighting	ALS	MALSR /	Yes	-
Primary Runway Lighting Intensity	HIRL	HIGH	Yes	-
Primary Taxiway Lighting Intensity	MITL	Medium Intensity Taxiway Lights (MITL)	Yes	-
Weather Reporting Equipment	AWOS/ASOS	ASOS	Yes	-
Hangar Spaces	75% of based aircraft 25% of based & 75% of daily transient	202%	Yes	-
Paved Tie Downs	2,000 SF	104%	Yes	-
GA Terminal Building	1 space for each Based Aircraft	10,100 SF	Yes	-
Paved GA Auto Parking	Aircraft	468	Yes	-
Jet A Fuel Availability	Jet A Fuel Pump or Truck AvGas Fuel Pump or Credit	Yes	Yes	-
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-
Airport has FBO	FBO on Airport	Yes	Yes	-
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-
Restroom Availability	Public Restrooms	Yes	Yes	-
Ground Communications	Telephone Availability	Yes	Yes	-
Master Plan Year	Master Plan Completed	2018	Yes	-
State Airport License	Within Past 5 Years Meets State Standards	Yes	Yes	-

National		Troy Municipal Airport At N Kenneth Campbell Field		Troy	TOI
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	C-II	B-II	No	Master Plan Review	
Primary Runway Length	5,500'	6,197'	Yes	-	
Primary Runway Width in Feet	100'	100'	Yes	-	
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	
NAVAIDS	Ends	P4L / V4R	Yes	-	
Approach Lighting	ALS	/	No	Install ALS	\$2,090,000
Primary Runway Lighting Intensity	HIRL	MED	No	Install HIRL	\$840,000
Primary Taxiway Lighting Intensity	MITL	Medium Intensity Taxiway Lights (MITL)	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	ASOS	Yes	-	
Hangar Spaces	75% of based aircraft 25% of based & 75% of daily transient	88%	Yes	-	
Paved Tie Downs	2,000 SF	74%	No	Install 5 Tie Downs	\$13,000
GA Terminal Building	1 space for each Based Aircraft	6,300 SF	Yes	-	
Paved GA Auto Parking	Aircraft	78	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck AvGas Fuel Pump or Credit	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes	-	
Master Plan Year	Master Plan Completed	2017	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Regional		Headland Municipal		Headland	OJ6
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000'	5,002'	Yes	-	
Primary Runway Width in Feet	100'	80'	No	20' Widening	\$1,500,000
Taxiway Design	Full Parallel	Partial Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	
NAVAIDS	PAPI or VASI both Runway Ends	P2L / P2L	Yes	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	HIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	MITL	Medium Intensity Taxiway Lights (MITL)	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	Not Available	No	Install ASOS	\$300,000
Hangar Spaces	50% of based aircraft	135%	Yes	-	
Paved Tie Downs	50% of based & 75% of daily transient	67%	No	Install 4 Tie Downs	\$11,000
GA Terminal Building	1,000 SF	1,000 SF	Yes	-	
Paved GA Auto Parking	Equal to 75% of Based Aircraft	32	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	No	No		
Master Plan Year	Master Plan Completed Within Past 10 Years	2014	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Regional		Prattville - Grouby Field		Prattville	1A9
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-II	B-III	Yes	-	
Primary Runway Length	5,000'	5,400'	Yes	-	
Primary Runway Width in Feet	100'	100'	Yes	-	
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	
NAVAIDS	PAPI or VASI both Runway Ends	P4L / P4L	Yes	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	HIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	MITL	Medium Intensity Taxiway Lights (MITL)	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	AWOS	Yes	-	
Hangar Spaces	50% of based aircraft	106%	Yes	-	
Paved Tie Downs	50% of based & 75% of daily transient	186%	Yes	-	
GA Terminal Building	1,000 SF	5,500 SF	Yes	-	
Paved GA Auto Parking	Equal to 75% of Based Aircraft	44	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	No	No		
Master Plan Year	Master Plan Completed Within Past 10 Years	2016	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Regional		Isbell Field	Fort Payne	4A9	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000'	5,001'	Yes	-	
Primary Runway Width in Feet	100'	100'	Yes	-	
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	
NAVAIDS	PAPI or VASI both Runway Ends	P4L / P4R	Yes	-	
Approach Lighting	Not an objective		-	-	
Primary Runway Lighting Intensity	HIRL	MED Medium Intensity	Yes	-	
Primary Taxiway Lighting Intensity	MITL	Taxiway Lights (MITL)	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	AWOS	Yes	-	
Hangar Spaces	50% of based aircraft 50% of based & 75% of daily transient	97%	Yes	-	
Paved Tie Downs	1,000 SF	86%	No	-	
GA Terminal Building	Equal to 75% of Based	4,200 SF	Yes	-	
Paved GA Auto Parking	Aircraft	63	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck AvGas Fuel Pump or Credit	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	No	No	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes		
Master Plan Year	Master Plan Completed	2001	No	New MP	\$340,000
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Regional		Brewton Municipal		Brewton	12J
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000'	5,001'	Yes	-	
Primary Runway Width in Feet	100'	150'	Yes	-	
Taxiway Design	Full Parallel	Partial Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Published Approach	No	Design LPV	\$80,000
NAVAIDS	PAPI or VASI both Runway Ends	P2L / P2L	Yes	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	HIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	MITL	Medium Intensity Taxiway Lights (MITL)	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	AWOS	Yes	-	
Hangar Spaces	50% of based aircraft	100%	Yes	-	
Paved Tie Downs	50% of based & 75% of daily transient	57%	No	Install 2 Tie Downs	\$6,000
GA Terminal Building	1,000 SF	1,200 SF	Yes	-	
Paved GA Auto Parking	Equal to 75% of Based Aircraft	40	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes	-	
Master Plan Year	Master Plan Completed Within Past 10 Years	2013	Yes	-	
State Airport License	Meets State Standards	No	No	Sponsor to address issues	

General Aviation Regional		Ozark Airport - Blackwell Field	Ozark	71J	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000'	5,152'	Yes	-	
Primary Runway Width in Feet	100'	80'	No	20' Widening	\$1,600,000
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	
NAVAIDS	PAPI or VASI both Runway Ends	P4R / P4L	Yes	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	HIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	MITL	Medium Intensity Taxiway Lights (MITL)	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	Not Available	No	Install ASOS	\$300,000
Hangar Spaces	50% of based aircraft	64%	Yes	-	
Paved Tie Downs	50% of based & 75% of daily transient	100%	Yes	-	
GA Terminal Building	1,000 SF	4,000 SF	Yes	-	
Paved GA Auto Parking	Equal to 75% of Based Aircraft	70	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes	-	
Master Plan Year	Master Plan Completed Within Past 10 Years	2017	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Regional		South Alabama Regional At Bill Benton	Andalusia/Opp	79J	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-II	C-III	Yes	-	
Primary Runway Length	5,000'	6,000'	Yes	-	
Primary Runway Width in Feet	100'	100'	Yes	-	
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	
NAVAIDS	PAPI or VASI both Runway Ends	P4R / P4L	Yes	-	
Approach Lighting	Not an objective		-	-	
Primary Runway Lighting Intensity	HIRL	HIGH	Yes	-	
Primary Taxiway Lighting Intensity	MITL	Medium Intensity	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	Taxiway Lights (MITL) ASOS	Yes	-	
Hangar Spaces	50% of based aircraft	130%	Yes	-	
Paved Tie Downs	50% of based & 75% of daily transient	228%	Yes	-	
GA Terminal Building	1,000 SF	4,020 SF	Yes	-	
Paved GA Auto Parking	Equal to 75% of Based Aircraft	535	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes	-	
Master Plan Year	Master Plan Completed	2010	No	New MP	\$340,000
State Airport License	Within Past 10 Years	Meets State Standards	Yes	-	

General Aviation Regional		Thomas C Russell Field	Alexander City	ALX	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000'	5,422'	Yes	-	
Primary Runway Width in Feet	100'	96'	No	4' Widening	\$370,000
Taxiway Design	Full Parallel	Partial Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV) PAPI or VASI both Runway Ends	Vertical Guidance Approach	Yes	-	
NAVAIDS	Ends	V2L / P4L	Yes	-	
Approach Lighting	Not an objective		-	-	
Primary Runway Lighting Intensity	HIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	MITL	Medium Intensity	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	AWOS	Yes	-	
Hangar Spaces	50% of based aircraft 50% of based & 75% of daily transient	83%	Yes	-	
Paved Tie Downs	1,000 SF	28%	No	Install 13 Tie Downs	Included in ACIP
GA Terminal Building	Equal to 75% of Based Aircraft	3,900 SF	Yes	-	
Paved GA Auto Parking		12	No	Add 11 Parking Spaces	
Jet A Fuel Availability	Jet A Fuel Pump or Truck AvGas Fuel Pump or Credit	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability Master Plan Completed	No	No		
Master Plan Year	Within Past 10 Years	1973	No	New MP	\$340,000
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Regional		Anniston Regional	Anniston	ANB	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-II	C-III	Yes	-	
Primary Runway Length	5,000'	7,000'	Yes	-	
Primary Runway Width in Feet	100'	150'	Yes	-	
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	
NAVAIDS	PAPI or VASI both Runway Ends	P4L / P4L	Yes	-	
Approach Lighting	Not an objective		-	-	
Primary Runway Lighting Intensity	HIRL	HIGH	Yes	-	
Primary Taxiway Lighting Intensity	MITL	Medium Intensity	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	ASOS	Yes	-	
Hangar Spaces	50% of based aircraft	135%	Yes	-	
Paved Tie Downs	50% of based & 75% of daily transient	126%	Yes	-	
GA Terminal Building	1,000 SF	2,500 SF	Yes	-	
Paved GA Auto Parking	Equal to 75% of Based Aircraft	215	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes		
Master Plan Year	Master Plan Completed	2010	No	New MP	\$340,000
State Airport License	Within Past 10 Years	Meets State Standards	Yes	Yes	-

General Aviation Regional		Talladega Municipal	Talladega	ASN	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-II	C-II	Yes	-	
Primary Runway Length	5,000'	6,032'	Yes	-	
Primary Runway Width in Feet	100'	100'	Yes	-	
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	
NAVAIDS	PAPI or VASI both Runway Ends	P4L / P4L	Yes	-	
Approach Lighting	Not an objective		-	-	
Primary Runway Lighting Intensity	HIRL	HIGH	Yes	-	
Primary Taxiway Lighting Intensity	MITL	High Intensity Taxiway Lights (HITL)	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	AWOS	Yes	-	
Hangar Spaces	50% of based aircraft	123%	Yes	-	
Paved Tie Downs	50% of based & 75% of daily transient	0%	No	Install 20 Tie Downs	\$51,000
GA Terminal Building	1,000 SF	2,390 SF	Yes	-	
Paved GA Auto Parking	Equal to 75% of Based Aircraft	379	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	No	No	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes		
Master Plan Year	Master Plan Completed	2017	Yes	-	
State Airport License	Within Past 10 Years			Sponsor to address issues	
	Meets State Standards	No	No		

General Aviation Regional		Cullman Regional-Folsom Field		Cullman	CMD
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-II	B-I	No	Master Plan Review	
Primary Runway Length	5,000'	5,500'	Yes	-	
Primary Runway Width in Feet	100'	100'	Yes	-	
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	
NAVAIDS	PAPI or VASI both Runway Ends	P2L / P2L	Yes	-	
Approach Lighting	Not an objective		-	-	
Primary Runway Lighting Intensity	HIRL	MED Medium Intensity	Yes	-	
Primary Taxiway Lighting Intensity	MITL	Taxiway Lights (MITL)	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	AWOS	Yes	-	
Hangar Spaces	50% of based aircraft	63%	Yes	-	
Paved Tie Downs	50% of based & 75% of daily transient	17%	No	Install 31 Tie Downs	Included in ACIP
GA Terminal Building	1,000 SF	1,000 SF	Yes	-	
Paved GA Auto Parking	Equal to 75% of Based Aircraft	35	No	Add 24 Parking Spaces	\$82,000
Jet A Fuel Availability	Jet A Fuel Pump or Truck AvGas Fuel Pump or Credit	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	No	No	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability Master Plan Completed	Yes	Yes	-	
Master Plan Year	Within Past 10 Years	2011	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Regional		H L Sonny Callahan	Fairhope	CQF	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-II	C-II	Yes	-	
Primary Runway Length	5,000'	6,604'	Yes	-	
Primary Runway Width in Feet	100'	100'	Yes	-	
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	
NAVAIDS	Ends	P4L / P4L	Yes	-	
Approach Lighting	Not an objective		-	-	
Primary Runway Lighting Intensity	HIRL	HIGH	Yes	-	
Primary Taxiway Lighting Intensity	MITL	Medium Intensity	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	AWOS	Yes	-	
Hangar Spaces	50% of based aircraft	161%	Yes	-	
Paved Tie Downs	50% of based & 75% of daily transient	62%	No	Install 4 Tie Downs	Included in ACIP
GA Terminal Building	1,000 SF	2,500 SF	Yes	-	
Paved GA Auto Parking	Equal to 75% of Based Aircraft	76	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck AvGas Fuel Pump or Credit	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	No	No		
Master Plan Year	Master Plan Completed	No	No	New MP	\$340,000
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Regional		Enterprise Municipal		Enterprise	EDN
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000'	5,080'	Yes	-	
Primary Runway Width in Feet	100'	100'	Yes	-	
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	
NAVAIDS	PAPI or VASI both Runway Ends	P2L / P2L	Yes	-	
Approach Lighting	Not an objective		-	-	
Primary Runway Lighting Intensity	HIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	MITL	Medium Intensity	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	AWOS	Yes	-	
Hangar Spaces	50% of based aircraft	89%	Yes	-	
Paved Tie Downs	50% of based & 75% of daily transient	96%	No	-	
GA Terminal Building	1,000 SF	1,450 SF	Yes	-	
Paved GA Auto Parking	Equal to 75% of Based Aircraft	35	No	Add 7 Parking Spaces	\$24,000
Jet A Fuel Availability	Jet A Fuel Pump or Truck AvGas Fuel Pump or Credit	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes		
Master Plan Year	Master Plan Completed	2018	Yes	-	
State Airport License	Meets State Standards	No	No	Sponsor to address issues	

General Aviation Regional		Shelby County		Alabaster	EET
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-II	B-II Small	No	Master Plan Review	
Primary Runway Length	5,000'	5,000'	Yes	-	
Primary Runway Width in Feet	100'	75'	No	25' Widening	\$2,130,000
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	
NAVAIDS	PAPI or VASI both Runway Ends	P4L / P4L	Yes	-	
Approach Lighting	Not an objective		-	-	
Primary Runway Lighting Intensity	HIRL	MED Medium Intensity	Yes	-	
Primary Taxiway Lighting Intensity	MITL	Taxiway Lights (MITL)	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	ASOS	Yes	-	
Hangar Spaces	50% of based aircraft 50% of based & 75% of daily transient	116%	Yes	-	
Paved Tie Downs	GA Terminal Building	52%	No	Install 31 Tie Downs	\$79,000
Paved GA Auto Parking	1,000 SF Equal to 75% of Based Aircraft	2,935 SF	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck AvGas Fuel Pump or Credit	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability Master Plan Completed	Yes	Yes		
Master Plan Year	Within Past 10 Years	No	No	New MP	\$340,000
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Regional		Northeast Alabama Regional		Gadsden	GAD
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-II	C-III	Yes	-	-
Primary Runway Length	5,000'	6,802'	Yes	-	-
Primary Runway Width in Feet	100'	150'	Yes	-	-
Taxiway Design	Full Parallel	Full Parallel	Yes	-	-
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	-
NAVAIDS	PAPI or VASI both Runway Ends	P4L / P4L	Yes	-	-
Approach Lighting	Not an objective	-	-	-	-
Primary Runway Lighting Intensity	HIRL	HIGH	Yes	-	-
Primary Taxiway Lighting Intensity	MITL	High Intensity Taxiway Lights (HITL)	Yes	-	-
Weather Reporting Equipment	AWOS/ASOS	AWOS	Yes	-	-
Hangar Spaces	50% of based aircraft	111%	Yes	-	-
Paved Tie Downs	50% of based & 75% of daily transient	95%	No	-	-
GA Terminal Building	1,000 SF	2,800 SF	Yes	-	-
Paved GA Auto Parking	Equal to 75% of Based Aircraft	40	Yes	-	-
Jet A Fuel Availability	Jet A Fuel Pump or Truck	Yes	Yes	-	-
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	Yes	Yes	-	-
Airport has FBO	FBO on Airport	Yes	Yes	-	-
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	-
Restroom Availability	Public Restrooms	Yes	Yes	-	-
Ground Communications	Telephone Availability	Yes	Yes	-	-
Master Plan Year	Master Plan Completed Within Past 10 Years	2017	Yes	-	-
State Airport License	Meets State Standards	No	No	Sponsor to address issues	-

General Aviation Regional		Walker County-Bevill Field		Jasper	JFX
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-II	B-II	Yes	-	-
Primary Runway Length	5,000'	5,004'	Yes	-	-
Primary Runway Width in Feet	100'	100'	Yes	-	-
Taxiway Design	Full Parallel	Full Parallel	Yes	-	-
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	-
NAVAIDS	PAPI or VASI both Runway Ends	V4L / V4L	Yes	-	-
Approach Lighting	Not an objective	-	-	-	-
Primary Runway Lighting Intensity	HIRL	MED	Yes	-	-
Primary Taxiway Lighting Intensity	MITL	Medium Intensity Taxiway Lights (MITL)	Yes	-	-
Weather Reporting Equipment	AWOS/ASOS	AWOS	Yes	-	-
Hangar Spaces	50% of based aircraft	228%	Yes	-	-
Paved Tie Downs	50% of based & 75% of daily transient	137%	Yes	-	-
GA Terminal Building	1,000 SF	2,160 SF	Yes	-	-
Paved GA Auto Parking	Equal to 75% of Based Aircraft	70	Yes	-	-
Jet A Fuel Availability	Jet A Fuel Pump or Truck	Yes	Yes	-	-
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	Yes	Yes	-	-
Airport has FBO	FBO on Airport	Yes	Yes	-	-
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	-
Restroom Availability	Public Restrooms	Yes	Yes	-	-
Ground Communications	Telephone Availability	Yes	Yes	-	-
Master Plan Year	Master Plan Completed Within Past 10 Years	2018	Yes	-	-
State Airport License	Meets State Standards	Yes	Yes	-	-

General Aviation Regional		St Clair County	Pell City	PLR	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-II	B-II	Yes	-	
Primary Runway Length	5,000'	5,001'	Yes	-	
Primary Runway Width in Feet	100'	80'	No	20' Widening	\$1,600,000
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	
NAVAIDS	Ends	P4L / P4L	Yes	-	
Approach Lighting	Not an objective		-	-	
Primary Runway Lighting Intensity	HIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	MITL	Medium Intensity	Yes	-	
Weather Reporting Equipment	AWOS/ASOS	AWOS	Yes	-	
Hangar Spaces	50% of based aircraft	114%	Yes	-	
Paved Tie Downs	50% of based & 75% of daily transient	52%	No	Install 11 Tie Downs	
GA Terminal Building	1,000 SF	4,500 SF	Yes	-	
Paved GA Auto Parking	Equal to 75% of Based Aircraft	34	No	Add 16 Parking Spaces	\$55,000
Jet A Fuel Availability	Jet A Fuel Pump or Truck AvGas Fuel Pump or Credit	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	No	No		
Master Plan Year	Master Plan Completed	2015	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Regional		Merkel Field Sylacauga Municipal		Sylacauga	SCD
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-II	C-II	Yes	-	
Primary Runway Length	5,000'	5,390'	Yes	-	
Primary Runway Width in Feet	100'	100'	Yes	-	
Taxiway Design	Full Parallel	Full Parallel	Yes	-	
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	
NAVAIDS	PAPI or VASI both Runway Ends	P2L / P2L	Yes	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	HIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	MITL	None	No	Install MITL	\$1,230,000
Weather Reporting Equipment	AWOS/ASOS	AWOS	Yes	-	
Hangar Spaces	50% of based aircraft	148%	Yes	-	
Paved Tie Downs	50% of based & 75% of daily transient	221%	Yes	-	
GA Terminal Building	1,000 SF	3,000 SF	Yes	-	
Paved GA Auto Parking	Equal to 75% of Based Aircraft	30	Yes	-	
Jet A Fuel Availability	Jet A Fuel Pump or Truck	Yes	Yes	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	Yes	Yes	-	
Airport has FBO	FBO on Airport	Yes	Yes	-	
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes	-	
Master Plan Year	Master Plan Completed Within Past 10 Years	2012	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Regional		Craig Field		Selma	SEM
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-II	D-II	Yes	-	-
Primary Runway Length	5,000'	8,014'	Yes	-	-
Primary Runway Width in Feet	100'	150'	Yes	-	-
Taxiway Design	Full Parallel	Partial Parallel	Yes	-	-
Approach Category	Precision-Like Approach (ILS or LPV)	Vertical Guidance Approach	Yes	-	-
NAVAIDS	PAPI or VASI both Runway Ends	P4L / P4L	Yes	-	-
Approach Lighting	Not an objective	-	-	-	-
Primary Runway Lighting Intensity	HIRL	HIGH	Yes	-	-
Primary Taxiway Lighting Intensity	MITL	High Intensity Taxiway Lights (HITL)	Yes	-	-
Weather Reporting Equipment	AWOS/ASOS	AWOS	Yes	-	-
Hangar Spaces	50% of based aircraft	500%	Yes	-	-
Paved Tie Downs	50% of based & 75% of daily transient	3581%	Yes	-	-
GA Terminal Building	1,000 SF	2,800 SF	Yes	-	-
Paved GA Auto Parking	Equal to 75% of Based Aircraft	197	Yes	-	-
Jet A Fuel Availability	Jet A Fuel Pump or Truck	Yes	Yes	-	-
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	Yes	Yes	-	-
Airport has FBO	FBO on Airport	Yes	Yes	-	-
Aircraft Maintenance Availability	Maintenance on Airport	Yes	Yes	-	-
Restroom Availability	Public Restrooms	Yes	Yes	-	-
Ground Communications	Telephone Availability	Yes	Yes	-	-
Master Plan Year	Master Plan Completed Within Past 10 Years	2015	Yes	-	-
State Airport License	Meets State Standards	Yes	Yes	-	-

General Aviation Community		Florala Municipal	Florala	0J4	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-I	B-I	Yes	-	
Primary Runway Length	3,700'	3,197'	No	503' Extension	\$1,850,000
Primary Runway Width in Feet	75'	75'	Yes	-	
Taxiway Design	Turnaround both ends	Partial Parallel	No	Install Turn Arouds	\$360,000
Approach Category	Published Non-Precision	Published Approach	Yes	-	
NAVAIDS	Not an objective	/	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	MIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	Medium Intensity	-	-	
Weather Reporting Equipment	Not an objective	Taxiway Lights (MITL)	-	-	
		Not Available	-	-	
Hangar Spaces	25% of based aircraft	91%	Yes	-	
	75% of based & 75% of				
Paved Tie Downs	daily transient	0%	No	Install 6 Tie Downs	\$16,000
GA Terminal Building	500 SF w/ RR	0 SF	No	New Terminal	Included in ACIP
Paved GA Auto Parking	Equal to 25% of Based Aircraft	18	Yes	-	
Jet A Fuel Availability	Not an objective	Yes	Not an objective	-	
	AvGas Fuel Pump or				
100 LL (AvGas) Fuel Availability	Credit Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	No	No	Add Restroom	
Ground Communications	Telephone Availability	No	No		
	Master Plan Completed				
Master Plan Year	Within Past 10 Years	2014	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Community		Atmore Municipal	Atmore	OR1	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-I	B-II	Yes	-	
Primary Runway Length	3,700'	5,001'	Yes	-	
Primary Runway Width in Feet	75'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Stub(s) Vertical Guidance	No	Install Turn Arounds	Included in ACIP
Approach Category	Published Non-Precision	Approach	Yes	-	
NAVAIDS	Not an objective	P2L / P2L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	MIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	-	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	Install ASOS	\$300,000
Hangar Spaces	25% of based aircraft	154%	Yes	-	
Paved Tie Downs	75% of based & 75% of daily transient	55%	No	Install 1 Tie Down	\$3,000
GA Terminal Building	500 SF w/ RR	1,200 SF	Yes	-	
Paved GA Auto Parking	Equal to 25% of Based Aircraft	10	Yes	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	Credit Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability Master Plan Completed	No	No	-	
Master Plan Year	Within Past 10 Years	2018	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Community		Posey Field	Haleyville	1M4	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-I	B-III	Yes	-	
Primary Runway Length	3,700'	5,008'	Yes	-	
Primary Runway Width in Feet	75'	100'	Yes	-	
Taxiway Design	Turnaround both ends	Stub(s) Vertical Guidance	No	Install Turn Arounds	\$710,000
Approach Category	Published Non-Precision	Approach	Yes	-	
NAVAIDS	Not an objective	P4L / P4L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	MIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	-	-	-	
Weather Reporting Equipment	Not an objective	AWOS	-	-	
Hangar Spaces	25% of based aircraft	67%	Yes	-	
Paved Tie Downs	75% of based & 75% of daily transient	59%	No	-	
GA Terminal Building	500 SF w/ RR	1,500 SF	Yes	-	
Paved GA Auto Parking	Equal to 25% of Based Aircraft	0	No	Add 2 Parking Spaces	Included in ACIP
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or	Yes	Not an objective	-	
100 LL (AvGas) Fuel Availability	Credit Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	No	No		
Master Plan Year	Master Plan Completed	No	No	New MP	\$340,000
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Community		Bay Minette Municipal	Bay Minette	1R8	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-I	B-II	Yes	-	
Primary Runway Length	3,700'	5,500'	Yes	-	
Primary Runway Width in Feet	75'	79'	Yes	-	
Taxiway Design	Turnaround both ends	Full Parallel Vertical Guidance	Yes	-	
Approach Category	Published Non-Precision	Approach	Yes	-	
NAVAIDS	Not an objective	P2L / P2L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	MIRL	MED Medium Intensity	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	Taxiway Lights (MITL)	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	Install ASOS	\$300,000
Hangar Spaces	25% of based aircraft	59%	Yes	-	
Paved Tie Downs	75% of based & 75% of daily transient	117%	Yes	-	
GA Terminal Building	500 SF w/ RR	2,500 SF	Yes	-	
Paved GA Auto Parking	Equal to 25% of Based Aircraft	20	Yes	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or	Yes	Not an objective	-	
100 LL (AvGas) Fuel Availability	Credit Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	No	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability Master Plan Completed	No	No	-	
Master Plan Year	Within Past 10 Years	2018	Yes	-	
State Airport License	Meets State Standards	No	No	Sponsor to address issues	

General Aviation Community		Chilton County		Clanton	02A
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-I	B-II	Yes	-	
Primary Runway Length	3,700'	4,007'	Yes	-	
Primary Runway Width in Feet	75'	100'	Yes	-	
Taxiway Design	Turnaround both ends	Stub(s)	No	Install Turn Arouds	Included in ACIP
Approach Category	Published Non-Precision	Published Approach	Yes	Design LPV	\$1,444,000
NAVAIDS	Not an objective	P2L / P2L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	MIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	Reflectors	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	Install ASOS	\$300,000
Hangar Spaces	25% of based aircraft	107%	Yes	-	
Paved Tie Downs	75% of based & 75% of daily transient	23%	No	Install 8 Tie Downs	\$21,000
GA Terminal Building	500 SF w/ RR	2,200 SF	Yes	-	
Paved GA Auto Parking	Equal to 25% of Based Aircraft	43	Yes	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or	Yes	Not an objective	-	
100 LL (AvGas) Fuel Availability	Credit Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	No	No		
Master Plan Year	Master Plan Completed	No	No	New MP Sponsor to address	\$340,000
State Airport License	Within Past 10 Years	No	No	issues	
	Meets State Standards	No	No		

General Aviation Community		St Elmo	St Elmo	2R5	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-I	B-II	Yes	-	
Primary Runway Length	3,700'	3,998'	Yes	-	
Primary Runway Width in Feet	75'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Full Parallel	Yes	-	
Approach Category	Published Non-Precision	Vertical Guidance Approach	Yes	-	
NAVAIDS	Not an objective	/	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	MIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	Medium Intensity	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	25% of based aircraft	163%	Yes	-	
Paved Tie Downs	75% of based & 75% of daily transient	82%	No	-	
GA Terminal Building	500 SF w/ RR	0 SF	No	Add 500 Square Feet	Included in ACIP
Paved GA Auto Parking	Equal to 25% of Based Aircraft	30	Yes	-	
Jet A Fuel Availability	Not an objective	Yes	Not an objective	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	No	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	No	No	Add Restroom	
Ground Communications	Telephone Availability	No	No		
Master Plan Year	Master Plan Completed Within Past 10 Years	2013	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Community		Scottsboro Municipal-Word Field		Scottsboro	4A6
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-I	B-II	Yes	-	
Primary Runway Length	3,700'	5,240'	Yes	-	
Primary Runway Width in Feet	75'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Partial Parallel	Yes	-	
Approach Category	Published Non-Precision	Published Approach	Yes	Design LPV	\$160,000
NAVAIDS	Not an objective	P4L / P4L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	MIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	Medium Intensity	-	-	
Weather Reporting Equipment	Not an objective	AWOS	-	-	
Hangar Spaces	25% of based aircraft	123%	Yes	-	
Paved Tie Downs	75% of based & 75% of daily transient	62%	No	-	
GA Terminal Building	500 SF w/ RR Equal to 25% of Based	3,500 SF	Yes	-	
Paved GA Auto Parking	Aircraft	10	Yes	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or	Yes	Not an objective	-	
100 LL (AvGas) Fuel Availability	Credit Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability Master Plan Completed	Yes	Yes		
Master Plan Year	Within Past 10 Years	2009	No	New MP	Included in ACIP
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Community		Hartselle-Morgan County Regional		Hartselle	5M0
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-I	B-I	Yes	-	
Primary Runway Length	3,700'	3,599'	No	101' Extension	Included in ACIP
Primary Runway Width in Feet	75'	75'	Yes	-	
Taxiway Design	Turnaround both ends	Turn Arouns and Stub(s)	Yes	-	
Approach Category	Published Non-Precision	Published Approach	Yes	-	
NAVAIDS	Not an objective	/ V2L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	MIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	n/a	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	25% of based aircraft	162%	Yes	-	
Paved Tie Downs	75% of based & 75% of daily transient	59%	No	Install 1 Tie Down	Included in ACIP
GA Terminal Building	500 SF w/ RR	1,200 SF	Yes	-	
Paved GA Auto Parking	Equal to 25% of Based Aircraft	20	Yes	-	
Jet A Fuel Availability	Not an objective	Yes	Not an objective	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes	-	
Master Plan Year	Master Plan Completed Within Past 10 Years	2011	Yes	-	
State Airport License	Meets State Standards	No	No	Sponsor to address issues	

General Aviation Community		Foley Municipal		Foley	5R4
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-I	B-II	Yes	-	
Primary Runway Length	3,700'	3,700'	Yes	-	
Primary Runway Width in Feet	75'	74'	No	1' Widening	\$64,000
Taxiway Design	Turnaround both ends	Full Parallel	Yes	-	
Approach Category	Published Non-Precision	Vertical Guidance Approach	Yes	-	
NAVAIDS	Not an objective	P2L / P2L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	MIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	Medium Intensity Taxiway Lights (MITL)	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	25% of based aircraft	111%	Yes	-	
Paved Tie Downs	75% of based & 75% of daily transient	95%	No	-	
GA Terminal Building	500 SF w/ RR	7,062 SF	Yes	-	
Paved GA Auto Parking	Equal to 25% of Based Aircraft	45	Yes	-	
Jet A Fuel Availability	Not an objective	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	No	No	-	
Master Plan Year	Master Plan Completed Within Past 10 Years	2010	No	New MP	Included in ACIP
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Community		Moton Field Municipal	Tuskegee	06A	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-I	B-II	Yes	-	
Primary Runway Length	3,700'	5,005'	Yes	-	
Primary Runway Width in Feet	75'	100'	Yes	-	
Taxiway Design	Turnaround both ends	Full Parallel Vertical Guidance	Yes	-	
Approach Category	Published Non-Precision	Approach	Yes	-	
NAVAIDS	Not an objective	P2L / P2L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	MIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	-	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	25% of based aircraft	140%	Yes	-	
Paved Tie Downs	75% of based & 75% of daily transient	209%	Yes	-	
GA Terminal Building	500 SF w/ RR Equal to 25% of Based	550 SF	Yes	-	
Paved GA Auto Parking	Aircraft	15	Yes	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or	Yes	Not an objective	-	
100 LL (AvGas) Fuel Availability	Credit Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	No	No	Add Restroom	
Ground Communications	Telephone Availability Master Plan Completed	No	No		
Master Plan Year	Within Past 10 Years	2013	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Community		Wetumpka Municipal	Wetumpka	08A	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-I	B-II	Yes	-	
Primary Runway Length	3,700'	3,013'	No	687' Extension	\$4,070,000
Primary Runway Width in Feet	75'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Full Parallel	Yes	-	
Approach Category	Published Non-Precision	Published Approach	Yes	-	
NAVAIDS	Not an objective	/	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	MIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	Medium Intensity	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	25% of based aircraft	103%	Yes	-	
Paved Tie Downs	75% of based & 75% of daily transient	12%	No	Install 28 Tie Downs	\$71,000
GA Terminal Building	500 SF w/ RR	1,200 SF	Yes	-	
Paved GA Auto Parking	Equal to 25% of Based Aircraft	31	Yes	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	Credit Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability Master Plan Completed	Yes	Yes		
Master Plan Year	Within Past 10 Years	2013	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Community		Guntersville Municipal - Joe Starnes Field		Guntersville	8A1
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-I	B-II	Yes	-	
Primary Runway Length	3,700'	5,005'	Yes	-	
Primary Runway Width in Feet	75'	75'	Yes	-	
Taxiway Design	Turnaround both ends	Partial Parallel	Yes	-	
Approach Category	Published Non-Precision	Vertical Guidance Approach	Yes	-	
NAVAIDS	Not an objective	/ P2L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	MIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	None	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	25% of based aircraft	69%	Yes	-	
Paved Tie Downs	75% of based & 75% of daily transient	75%	No	-	
GA Terminal Building	500 SF w/ RR	500 SF	Yes	-	
Paved GA Auto Parking	Equal to 25% of Based Aircraft	5	No	Add 8 Parking Spaces	Included in ACIP
Jet A Fuel Availability	Not an objective	Yes	Not an objective	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes	-	
Master Plan Year	Master Plan Completed Within Past 10 Years	2013	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Community		Courtland		Courtland	9A4
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-I	B-II	Yes	-	
Primary Runway Length	3,700'	4,994'	Yes	-	
Primary Runway Width in Feet	75'	100'	Yes	-	
Taxiway Design	Turnaround both ends	Partial Parallel Vertical Guidance	Yes	-	
Approach Category	Published Non-Precision	Approach	Yes	-	
NAVAIDS	Not an objective	/	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	MIRL	HIGH	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	None	-	-	
Weather Reporting Equipment	Not an objective	AWOS	-	-	
Hangar Spaces	25% of based aircraft	235%	Yes	-	
Paved Tie Downs	75% of based & 75% of daily transient	142%	Yes	-	
GA Terminal Building	500 SF w/ RR	2,500 SF	Yes	-	
Paved GA Auto Parking	Equal to 25% of Based Aircraft	68	Yes	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	Credit Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability Master Plan Completed	No	No		
Master Plan Year	Within Past 10 Years	2006	No	New MP Sponsor to address	\$340,000
State Airport License	Meets State Standards	No	No	issues	

General Aviation Community		Geneva Municipal		Geneva	33J
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-I	A-I Small	No	Master Plan Review	
Primary Runway Length	3,700'	3,998'	Yes	-	
Primary Runway Width in Feet	75'	100'	Yes	-	
Taxiway Design	Turnaround both ends	Turn Arouds and Stub(s)	Yes	-	
Approach Category	Published Non-Precision	Published Approach	Yes	-	
NAVAIDS	Not an objective	P4L / P4L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	MIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	-	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	25% of based aircraft	104%	Yes	-	
Paved Tie Downs	75% of based & 75% of daily transient	42%	No	Install 4 Tie Downs	\$11,000
GA Terminal Building	500 SF w/ RR	0 SF	No	New Terminal	\$460,000
Paved GA Auto Parking	Equal to 25% of Based Aircraft	6	Yes	-	
Jet A Fuel Availability	Not an objective	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	No	No	Add Restroom	
Ground Communications	Telephone Availability	No	No		
Master Plan Year	Master Plan Completed	2010	No	New MP	\$340,000
State Airport License	Within Past 10 Years	Meets State Standards	Yes	-	

General Aviation Community		Vaiden Field	Marion	A08	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-I	C-II	Yes	-	
Primary Runway Length	3,700'	6,400'	Yes	-	
Primary Runway Width in Feet	75'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Partial Parallel Vertical Guidance	No	Install Turn Arounds	\$870,000
Approach Category	Published Non-Precision	Approach	Yes	-	
NAVAIDS	Not an objective	P2L / P2L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	MIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	-	-	-	
Weather Reporting Equipment	Not an objective	AWOS	-	-	
Hangar Spaces	25% of based aircraft	100%	Yes	-	
Paved Tie Downs	75% of based & 75% of daily transient	43%	No	Install 1 Tie Down Add 100 Square Feet	\$3,000
GA Terminal Building	500 SF w/ RR Equal to 25% of Based	400 SF	No	Add 1 Parking Space	\$58,000
Paved GA Auto Parking	Aircraft	2	No		\$7,000
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or	Yes	Not an objective	-	
100 LL (AvGas) Fuel Availability	Credit Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability Master Plan Completed	No	No		
Master Plan Year	Within Past 10 Years	No	No	New MP Sponsor to address issues	\$340,000
State Airport License	Meets State Standards	No	No		

General Aviation Community		Demopolis Regional		Demopolis	DYA
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-I	B-II	Yes	-	
Primary Runway Length	3,700'	5,002'	Yes	-	
Primary Runway Width in Feet	75'	100'	Yes	-	
Taxiway Design	Turnaround both ends	Full Parallel	Yes	-	
Approach Category	Published Non-Precision	Vertical Guidance	Yes	-	
NAVAIDS	Not an objective	P2R / P2L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	MIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	Medium Intensity	-	-	
Weather Reporting Equipment	Not an objective	AWOS	-	-	
Hangar Spaces	25% of based aircraft	95%	Yes	-	
Paved Tie Downs	75% of based & 75% of daily transient	28%	No	Install 6 Tie Downs	\$16,000
GA Terminal Building	500 SF w/ RR	1,000 SF	Yes	-	
Paved GA Auto Parking	Equal to 25% of Based Aircraft	28	Yes	-	
Jet A Fuel Availability	Not an objective	Yes	Not an objective	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes	-	
Master Plan Year	Master Plan Completed Within Past 10 Years	2020	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Community		Weedon Field	Eufaula	EUF	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-I	C-II	Yes	-	
Primary Runway Length	3,700'	5,000'	Yes	-	
Primary Runway Width in Feet	75'	100'	Yes	-	
Taxiway Design		Turn Arounds and			
	Turnaround both ends	Stub(s)	Yes	-	
Approach Category		Vertical Guidance			
	Published Non-Precision	Approach	Yes	-	
NAVAIDS	Not an objective	P4L / P4L	NA	-	
Approach Lighting	Not an objective		-	-	-
Primary Runway Lighting Intensity	MIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective		-	-	-
Weather Reporting Equipment	Not an objective	ASOS		-	-
Hangar Spaces	25% of based aircraft	82%	Yes	-	
Paved Tie Downs	75% of based & 75% of daily transient	84%	No	-	
GA Terminal Building	500 SF w/ RR	2,400 SF	Yes	-	
Paved GA Auto Parking	Equal to 25% of Based Aircraft	16	Yes	-	
Jet A Fuel Availability	Not an objective	Yes	Not an objective	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes		
Master Plan Year	Master Plan Completed Within Past 10 Years	2019	Yes	-	
State Airport License	Meets State Standards	No	No	Sponsor to address issues	

General Aviation Community		Evergreen Regional - Middleton Field		Evergreen	GZH
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-I	B-II	Yes	-	
Primary Runway Length	3,700'	5,005'	Yes	-	
Primary Runway Width in Feet	75'	150'	Yes	-	
Taxiway Design	Turnaround both ends	Full Parallel	Yes	-	
Approach Category	Published Non-Precision	Published Approach	Yes	-	
NAVAIDS	Not an objective	/	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	MIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	Medium Intensity	-	-	
Weather Reporting Equipment	Not an objective	ASOS	-	-	
Hangar Spaces	25% of based aircraft	120%	Yes	-	
Paved Tie Downs	75% of based & 75% of daily transient	571%	Yes	-	
GA Terminal Building	500 SF w/ RR	1,200 SF	Yes	-	
Paved GA Auto Parking	Equal to 25% of Based Aircraft	11	Yes	-	
Jet A Fuel Availability	Not an objective	Yes	Not an objective	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes		
Master Plan Year	Master Plan Completed				
	Within Past 10 Years	2017	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Community		Marion County-Rankin Fite		Hamilton	HAB
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-I	B-II	Yes	-	
Primary Runway Length	3,700'	5,495'	Yes	-	
Primary Runway Width in Feet	75'	100'	Yes	-	
Taxiway Design	Turnaround both ends	Partial Parallel Vertical Guidance	Yes	-	
Approach Category	Published Non-Precision	Approach	Yes	-	
NAVAIDS	Not an objective	P2L / P2L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	MIRL	MED Medium Intensity	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	Taxiway Lights (MITL)	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	Install ASOS	\$300,000
Hangar Spaces	25% of based aircraft	200%	Yes	-	
Paved Tie Downs	75% of based & 75% of daily transient	256%	Yes	-	
GA Terminal Building	500 SF w/ RR	2,500 SF	Yes	-	
Paved GA Auto Parking	Equal to 25% of Based Aircraft	60	Yes	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or	Yes	Not an objective	-	
100 LL (AvGas) Fuel Availability	Credit Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability Master Plan Completed	No	No		
Master Plan Year	Within Past 10 Years	No	No	New MP	\$340,000
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Community		Richard Arthur Field	Fayette	M95	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-I	B-II	Yes	-	
Primary Runway Length	3,700'	5,009'	Yes	-	
Primary Runway Width in Feet	75'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Turn Arouns and Stub(s)	Yes	-	
Approach Category	Published Non-Precision	Published Approach	Yes	Design LPV	\$170,000
NAVAIDS	Not an objective	P2L / P2L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	MIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	Taxiway Lights (MITL)	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	25% of based aircraft	144%	Yes	-	
Paved Tie Downs	75% of based & 75% of daily transient	128%	Yes	-	
GA Terminal Building	500 SF w/ RR	1,320 SF	Yes	-	
Paved GA Auto Parking	Equal to 25% of Based Aircraft	14	Yes	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or	Yes	Not an objective	-	
100 LL (AvGas) Fuel Availability	Credit Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes		
Master Plan Year	Master Plan Completed	2015	Yes	-	
State Airport License	Within Past 10 Years	Yes	Yes	-	
	Meets State Standards	Yes	Yes	-	

General Aviation Community		Monroe County Airport		Monroeville	MVC
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-I	B-II	Yes	-	
Primary Runway Length	3,700'	6,028'	Yes	-	
Primary Runway Width in Feet	75'	100'	Yes	-	
Taxiway Design	Turnaround both ends	Partial Parallel	Yes	-	
Approach Category	Published Non-Precision	Published Approach	Yes	Design LPV	\$143,000
NAVAIDS	Not an objective	P4L / P4L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	MIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	-	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	Install ASOS	\$300,000
Hangar Spaces	25% of based aircraft	36%	Yes	-	
Paved Tie Downs	75% of based & 75% of daily transient	108%	Yes	-	
GA Terminal Building	500 SF w/ RR Equal to 25% of Based	600 SF	Yes	-	
Paved GA Auto Parking	Aircraft	18	Yes	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or	Yes	Not an objective	-	
100 LL (AvGas) Fuel Availability	Credit Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability Master Plan Completed	No	No		
Master Plan Year	Within Past 10 Years	2009	No	New MP	\$340,000
State Airport License	Meets State Standards	Yes	Yes	-	

General Aviation Community		Mac Crenshaw Memorial	Greenville	PRN	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	B-I	B-II	Yes	-	
Primary Runway Length	3,700'	5,501'	Yes	-	
Primary Runway Width in Feet	75'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Full Parallel	Yes	-	
Approach Category	Published Non-Precision	Published Approach	Yes	Design LPV	\$130,000
NAVAIDS	Not an objective	P2L / P2L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	MIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	MITL	-	-	
Weather Reporting Equipment	Not an objective	ASOS	-	-	
Hangar Spaces	25% of based aircraft	122%	Yes	-	
Paved Tie Downs	75% of based & 75% of daily transient	156%	Yes	-	
GA Terminal Building	500 SF w/ RR	500 SF	Yes	-	
Paved GA Auto Parking	Equal to 25% of Based Aircraft	11	Yes	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	Credit Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	No	No		
Master Plan Year	Master Plan Completed	2012	Yes	-	
State Airport License	Meets State Standards	No	No	Sponsor to address issues	

Local Service		Bibb County	Centreville	0A8	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	B-II Small	Yes	-	
Primary Runway Length	Maintain existing	4,206	Yes	-	
Primary Runway Width in Feet	60'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Partial Parallel Published	Yes	-	
Approach Category	Visual	Approach	Yes	-	
NAVAIDS	Not an objective	P2L / P2L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	Medium	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	No Terminal	Not an objective	-	
Paved GA Auto Parking	Not an objective	0	No Objective	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or Credit	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	Card Pump	No	No	Install Fuel	Included in ACIP
Airport has FBO	Not an objective	No	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	No	Not an objective	-	
Restroom Availability	Public Restrooms	No	No	Add Restroom	
Ground Communications	Telephone Availability Master Plan Completed	No	No		
Master Plan Year	Within Past 10 Years	2017	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

Local Service		Abbeville Municipal	Abbeville	OJO	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	B-I	Yes	-	
Primary Runway Length	Maintain existing	2,900	Yes	-	
Primary Runway Width in Feet	60'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Stub(s) Visual	No	Install Turn Arouds	\$670,000
Approach Category	Visual	Approach	Yes	-	
NAVAIDS	Not an objective	/	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	Medium	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	No Terminal	Not an objective	-	
Paved GA Auto Parking	Not an objective	0	No Objective	-	
Jet A Fuel Availability	Not an objective	No	Not an objective	-	
	AvGas Fuel Pump or Credit				
100 LL (AvGas) Fuel Availability	Card Pump	No	No	Install Fuel	\$325,800
Airport has FBO	Not an objective	No	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	No	Not an objective	-	
Restroom Availability	Public Restrooms	No	No	Add Restroom	
Ground Communications	Telephone Availability	No	No		
	Master Plan Completed				
Master Plan Year	Within Past 10 Years	No	No	New MP	Included in ACIP
State Airport License	Meets State Standards	Yes	Yes	-	

Local Service		Logan Field	Samson	1A4	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	B-II Small	Yes	-	
Primary Runway Length	Maintain existing	3,596	Yes	-	
Primary Runway Width in Feet	60'	75'	Yes	-	
Taxiway Design	Turnaround both ends	Turn Arouns and Stub(s)	Yes	-	
Approach Category	Visual	Visual Approach	Yes	-	
NAVAIDS	Not an objective	/	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	-	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	No Terminal	Not an objective	-	
Paved GA Auto Parking	Not an objective	12	No Objective	-	
Jet A Fuel Availability	Not an objective	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	No	No	Install Fuel	\$325,800
Airport has FBO	Not an objective	No	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	No	Not an objective	-	
Restroom Availability	Public Restrooms	No	No	Add Restroom	
Ground Communications	Telephone Availability	No	No		
Master Plan Year	Master Plan Completed Within Past 10 Years	N/A	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

Local Service		Addison Municipal	Addison	2A8	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	A-I	Yes	-	
Primary Runway Length	Maintain existing	2,644	Yes	-	
Primary Runway Width in Feet	60'	112'	Yes	-	
Taxiway Design	Turnaround both ends	Stub(s) Visual	No	Install Turn Arouds	\$420,000
Approach Category	Visual	Approach	Yes	-	
NAVAIDS	Not an objective	/	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	-	No	Install MIRL	\$260,000
Primary Taxiway Lighting Intensity	Not an objective	-	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	No Terminal	Not an objective	-	
Paved GA Auto Parking	Not an objective	0	No Objective	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or Credit	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	Card Pump	No	No	Install Fuel	\$325,800
Airport has FBO	Not an objective	No	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	No	Not an objective	-	
Restroom Availability	Public Restrooms	No	No	Add Restroom	
Ground Communications	Telephone Availability	No	No		
Master Plan Year	Master Plan Completed Within Past 10 Years	No	No	New MP	\$170,000
State Airport License	Meets State Standards	Yes	Yes	-	

Local Service		Double Springs-Winston County		Double Springs	3M2
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	B-II Small	Yes	-	
Primary Runway Length	Maintain existing	3,331	Yes	-	
Primary Runway Width in Feet	60'	78'	Yes	-	
Taxiway Design	Turnaround both ends	Stub(s) Visual	No	Install Turn Arouds	\$670,000
Approach Category	Visual	Approach	Yes	-	
NAVAIDS	Not an objective	/	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	-	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	No Terminal	Not an objective	-	
Paved GA Auto Parking	Not an objective	0	No Objective	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or Credit	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	Card Pump	No	No	Install Fuel	\$325,800
Airport has FBO	Not an objective	No	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	No	Not an objective	-	
Restroom Availability	Public Restrooms	No	No	Add Restroom	
Ground Communications	Telephone Availability	No	No		
Master Plan Year	Master Plan Completed Within Past 10 Years	No	No	New MP Sponsor to address	\$170,000
State Airport License	Meets State Standards	No	No	issues	

Local Service		North Pickens		Reform	3M8
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	B-I	Yes	-	
Primary Runway Length	Maintain existing	5,144	Yes	-	
Primary Runway Width in Feet	60'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Turn Arouns and Stub(s) Published	Yes	-	
Approach Category	Visual	Approach	Yes	-	
NAVAIDS	Not an objective	TRIL / TRIL	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	-	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	No Terminal	Not an objective	-	
Paved GA Auto Parking	Not an objective	10	No Objective	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or Credit	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	No	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	No	No		
Master Plan Year	Master Plan Completed Within Past 10 Years	1998	No	New MP	Included in ACIP
State Airport License	Meets State Standards	Yes	Yes	-	

Local Service		Frank Sikes	Luverne	04A	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	A-I	Yes	-	
Primary Runway Length	Maintain existing	4,649	Yes	-	
Primary Runway Width in Feet	60'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Turn Arouns and Stub(s)	Yes	-	
Approach Category	Visual	Visual Approach	Yes	-	
NAVAIDS	Not an objective	/	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	NSTD	No	Install MIRL	\$430,000
Primary Taxiway Lighting Intensity	Not an objective	None	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	No Terminal	Not an objective	-	
Paved GA Auto Parking	Not an objective	2	No Objective	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or Credit	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	No	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	No	No	Add Restroom	
Ground Communications	Telephone Availability	No	No		
Master Plan Year	Master Plan Completed Within Past 10 Years	No	No	New MP	\$170,000
State Airport License	Meets State Standards	Yes	Yes	-	

Local Service		Jackson Municipal	Jackson	4R3	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	B-I	Yes	-	
Primary Runway Length	Maintain existing	5,003	Yes	-	
Primary Runway Width in Feet	60'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Turn Arouns and Stub(s) Published	Yes	-	
Approach Category	Visual	Approach	Yes	-	
NAVAIDS	Not an objective	P2L / P2L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	-	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	1,100 SF	Not an objective	-	
Paved GA Auto Parking	Not an objective	0	No Objective	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or Credit	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	No	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes		
Master Plan Year	Master Plan Completed Within Past 10 Years	No	No	New MP Sponsor to address issues	Included in ACIP
State Airport License	Meets State Standards	No	No		

Local Service		Jeremiah Denton	Dauphin Island	4R9	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	B-I	Yes	-	
Primary Runway Length	Maintain existing	3,000	Yes	-	
Primary Runway Width in Feet	60'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Turn Arouns and Stub(s)	Yes	-	
Approach Category	Visual	Visual Approach	Yes	-	
NAVAIDS	Not an objective	P2L / P2R	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	-	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	No Terminal	Not an objective	-	
Paved GA Auto Parking	Not an objective	26	No Objective	-	
Jet A Fuel Availability	Not an objective	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	No	No	Install Fuel	\$325,800
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	No	Not an objective	-	
Restroom Availability	Public Restrooms	No	No	Add Restroom	
Ground Communications	Telephone Availability	No	No		
Master Plan Year	Master Plan Completed Within Past 10 Years	No	No	New MP	Included in ACIP
State Airport License	Meets State Standards	Yes	Yes	-	

Local Service		Roy Wilcox	Chatom	5R1	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	A-II Small	Yes	-	
Primary Runway Length	Maintain existing	4,002	Yes	-	
Primary Runway Width in Feet	60'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Stub(s) Published	No	Install Turn Arouns	\$670,000
Approach Category	Visual	Approach	Yes	-	
NAVAIDS	Not an objective	/	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	None	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	300 SF	Not an objective	-	
Paved GA Auto Parking	Not an objective	0	No Objective	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or Credit	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	Card Pump	No	No	Install Fuel	\$325,800
Airport has FBO	Not an objective	No	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	No	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes	-	
Master Plan Year	Master Plan Completed Within Past 10 Years	2016	Yes	-	
State Airport License	Meets State Standards	No	No	Sponsor to address issues	

Local Service		Franklin Field	Union Springs	07A	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	A-II Small	Yes	-	
Primary Runway Length	Maintain existing	5,002	Yes	-	
Primary Runway Width in Feet	60'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Stub(s) Visual	No	Install Turn Arouds	\$670,000
Approach Category	Visual	Approach	Yes	-	
NAVAIDS	Not an objective	/	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	-	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	1,200 SF	Not an objective	-	
Paved GA Auto Parking	Not an objective	6	No Objective	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or Credit	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	No	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	No	No	-	
Master Plan Year	Master Plan Completed Within Past 10 Years	2016	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

Local Service		Greensboro Municipal	Greensboro	7A0	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	A-II Small	Yes	-	
Primary Runway Length	Maintain existing	3,508	Yes	-	
Primary Runway Width in Feet	60'	79'	Yes	-	
Taxiway Design	Turnaround both ends	Stub(s) Visual	No	Install Turn Arouns	\$710,000
Approach Category	Visual	Approach	Yes	-	
NAVAIDS	Not an objective	/	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	-	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	1,800 SF	Not an objective	-	
Paved GA Auto Parking	Not an objective	2	No Objective	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or Credit	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes	-	
Master Plan Year	Master Plan Completed Within Past 10 Years	2019	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

Local Service		Lanett Municipal	Lanett	7A3	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	B-II	Yes	-	
Primary Runway Length	Maintain existing	5,400	Yes	-	
Primary Runway Width in Feet	60'	75'	Yes	-	
Taxiway Design	Turnaround both ends	Stub(s) Published	No	Install Turn Arouds	\$670,000
Approach Category	Visual	Approach	Yes	-	
NAVAIDS	Not an objective	/	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	MIRL	No	-	
Primary Taxiway Lighting Intensity	Not an objective	None	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	5,400 SF	Not an objective	-	
Paved GA Auto Parking	Not an objective	55	No Objective	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or Credit	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	No	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability Master Plan Completed	Yes	Yes	-	
Master Plan Year	Within Past 10 Years	2013	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

Local Service		Roanoke Municipal	Roanoke	7A5	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	B-I	Yes	-	
Primary Runway Length	Maintain existing	3,561	Yes	-	
Primary Runway Width in Feet	60'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Stub(s) Visual	No	Install Turn Arouns	Included in ACIP
Approach Category	Visual	Approach	Yes	-	
NAVAIDS	Not an objective	V2L / V2L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	None	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	432 SF	Not an objective	-	
Paved GA Auto Parking	Not an objective	8	No Objective	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or Credit	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	Card Pump	No	No	Install Fuel	\$325,800
Airport has FBO	Not an objective	No	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	No	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	No	No	-	
Master Plan Year	Master Plan Completed Within Past 10 Years	2018	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

Local Service		Stevenson	Stevenson	7A6	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	A-II Small	Yes	-	
Primary Runway Length	Maintain existing	4,103	Yes	-	
Primary Runway Width in Feet	60'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Stub(s) Visual	No	Install Turn Arouds	\$670,000
Approach Category	Visual	Approach	Yes	-	
NAVAIDS	Not an objective	/	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	-	No	Install MIRL	\$380,000
Primary Taxiway Lighting Intensity	Not an objective	None	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	No Terminal	Not an objective	-	
Paved GA Auto Parking	Not an objective	0	No Objective	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or Credit	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	Card Pump	No	No	Install Fuel	\$325,800
Airport has FBO	Not an objective	No	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	No	Not an objective	-	
Restroom Availability	Public Restrooms	No	No	Add Restroom	
Ground Communications	Telephone Availability	No	No		
Master Plan Year	Master Plan Completed Within Past 10 Years	No	No	New MP Sponsor to address	\$170,000
State Airport License	Meets State Standards	No	No	issues	

Local Service		Butler-Choctaw County		Butler	09A
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	B-I	Yes	-	
Primary Runway Length	Maintain existing	4,082	Yes	-	
Primary Runway Width in Feet	60'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Stub(s) Vertical	No	Install Turn Arouns	\$470,000
Approach Category	Visual	Guidance	Yes	-	
NAVAIDS	Not an objective	P2L / P2L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	-	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	500 SF	Not an objective	-	
Paved GA Auto Parking	Not an objective	14	No Objective	-	
Jet A Fuel Availability	Not an objective	No	Not an objective	-	
	AvGas Fuel Pump or Credit				
100 LL (AvGas) Fuel Availability	Card Pump	No	No	Install Fuel	\$325,800
Airport has FBO	Not an objective	No	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	No	Not an objective	-	
Restroom Availability	Public Restrooms	No	No	Add Restroom	
Ground Communications	Telephone Availability	No	No		
	Master Plan Completed				
Master Plan Year	Within Past 10 Years	2007	No	New MP Sponsor to address	\$170,000
State Airport License	Meets State Standards	No	No	issues	

Local Service		Clayton Municipal		Clayton	11A
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	B-II	Yes	-	
Primary Runway Length	Maintain existing	5,010	Yes	-	
Primary Runway Width in Feet	60'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Partial Parallel Published	Yes	-	
Approach Category	Visual	Approach	Yes	-	
NAVAIDS	Not an objective	P2L / P2L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	HIGH	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	-	-	-	
Weather Reporting Equipment	Not an objective	-	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	No Terminal	Not an objective	-	
Paved GA Auto Parking	Not an objective	0	No Objective	-	
Jet A Fuel Availability	Not an objective	No	Not an objective	-	
	AvGas Fuel Pump or Credit				
100 LL (AvGas) Fuel Availability	Card Pump	No	No	Install Fuel	\$325,800
Airport has FBO	Not an objective	No	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	No	Not an objective	-	
Restroom Availability	Public Restrooms	No	No	Add Restroom	
Ground Communications	Telephone Availability	No	No		
	Master Plan Completed				
Master Plan Year	Within Past 10 Years	No	No	New MP	\$170,000
State Airport License	Meets State Standards	Yes	Yes	-	

Local Service		Carl Folsom	Elba	14J	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	B-I	Yes	-	
Primary Runway Length	Maintain existing	3,050	Yes	-	
Primary Runway Width in Feet	60'	75'	Yes	-	
Taxiway Design	Turnaround both ends	Turn Arouns and Stub(s)	Yes	-	
Approach Category	Visual	Visual Approach	Yes	-	
NAVAIDS	Not an objective	/	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	Medium	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	525 SF	Not an objective	-	
Paved GA Auto Parking	Not an objective	35	No Objective	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or Credit	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes	-	
Master Plan Year	Master Plan Completed Within Past 10 Years	2011	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

Local Service		Robbins Field	Oneonta	20A	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	A-I	Yes	-	
Primary Runway Length	Maintain existing	4,203	Yes	-	
Primary Runway Width in Feet	60'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Partial Parallel Published	Yes	-	
Approach Category	Visual	Approach	Yes	-	
NAVAIDS	Not an objective	P2L / P2L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	-	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	No Terminal	Not an objective	-	
Paved GA Auto Parking	Not an objective	30	No Objective	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or Credit	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	Card Pump	No	No	Feasibility Study	Included in ACIP
Airport has FBO	Not an objective	No	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	No	Not an objective	-	
Restroom Availability	Public Restrooms	No	No	Add Restroom	
Ground Communications	Telephone Availability	No	No		
Master Plan Year	Master Plan Completed Within Past 10 Years	2011	Yes	Sponsor to address issues	
State Airport License	Meets State Standards	No	No		

Local Service		Ashland/Lineville	Ashland/Lineville	26A	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	A-I	Yes	-	
Primary Runway Length	Maintain existing	4,023	Yes	-	
Primary Runway Width in Feet	60'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Stub(s) Visual	No	Install Turn Arouds	\$670,000
Approach Category	Visual	Approach	Yes	-	
NAVAIDS	Not an objective	/	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	None	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	500 SF	Not an objective	-	
Paved GA Auto Parking	Not an objective	6	No Objective	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or Credit	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	Card Pump	No	No	Install Fuel	Included in ACIP
Airport has FBO	Not an objective	No	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	No	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	No	No		
Master Plan Year	Master Plan Completed Within Past 10 Years	2010	No	New MP	\$170,000
State Airport License	Meets State Standards	Yes	Yes	-	

Local Service		Camden Municipal		Camden	61A
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	B-I Small	Yes	-	
Primary Runway Length	Maintain existing	4,303	Yes	-	
Primary Runway Width in Feet	60'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Stub(s) Published	No	Install Turn Arouns	\$670,000
Approach Category	Visual	Approach	Yes	-	
NAVAIDS	Not an objective	V2L / V2L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	Medium	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	No Terminal	Not an objective	-	
Paved GA Auto Parking	Not an objective	0	No Objective	-	
Jet A Fuel Availability	Not an objective	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	No	No	Install Fuel	Included in ACIP
Airport has FBO	Not an objective	No	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	No	Not an objective	-	
Restroom Availability	Public Restrooms	No	No	Add Restroom	
Ground Communications	Telephone Availability Master Plan Completed	No	No		
Master Plan Year	Within Past 10 Years	2011	Yes	-	
State Airport License	Meets State Standards	No	No	Sponsor to address issues	

Local Service		George Downer	Aliceville	AIV	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	B-I	Yes	-	
Primary Runway Length	Maintain existing	5,001	Yes	-	
Primary Runway Width in Feet	60'	80'	Yes	-	
Taxiway Design	Turnaround both ends	Turn Arouns and Stub(s) Published	Yes	-	
Approach Category	Visual	Approach	Yes	-	
NAVAIDS	Not an objective	/	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	-	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	1,250 SF	Not an objective	-	
Paved GA Auto Parking	Not an objective	15	No Objective	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or Credit	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	No	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	No	No		
Master Plan Year	Master Plan Completed Within Past 10 Years	No	No	New MP	\$170,000
State Airport License	Meets State Standards	Yes	Yes	-	

Local Service		Bill Pugh Field	Russellville	M22	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	B-II	Yes	-	
Primary Runway Length	Maintain existing	5,500	Yes	-	
Primary Runway Width in Feet	60'	75'	Yes	-	
Taxiway Design	Turnaround both ends	Turn Arouns and Stub(s) Published	Yes	-	
Approach Category	Visual	Approach	Yes	-	
NAVAIDS	Not an objective	P4L / P4L	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	Medium	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	1,200 SF	Not an objective	-	
Paved GA Auto Parking	Not an objective	21	No Objective	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or Credit	Yes	Not an objective	-	
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	Yes	Yes	-	
Master Plan Year	Master Plan Completed Within Past 10 Years	2019	Yes	-	
State Airport License	Meets State Standards	Yes	Yes	-	

Local Service		Lamar County	Vernon	M55	
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	B-II	Yes	-	
Primary Runway Length	Maintain existing	3,613	Yes	-	
Primary Runway Width in Feet	60'	75'	Yes	-	
Taxiway Design	Turnaround both ends	Turn Arouns and Stub(s) Published	Yes	-	
Approach Category	Visual	Approach	Yes	-	
NAVAIDS	Not an objective	PSIL / PSIL	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	-	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	-	
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	No Terminal	Not an objective	-	
Paved GA Auto Parking	Not an objective	5	No Objective	-	
Jet A Fuel Availability	Not an objective	No	Not an objective	-	
100 LL (AvGas) Fuel Availability	AvGas Fuel Pump or Credit Card Pump	No	No	Install Fuel	\$325,800
Airport has FBO	Not an objective	No	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	No	Not an objective	-	
Restroom Availability	Public Restrooms	No	No	Add Restroom	
Ground Communications	Telephone Availability Master Plan Completed	No	No		
Master Plan Year	Within Past 10 Years	No	No	New MP Sponsor to address	\$170,000
State Airport License	Meets State Standards	No	No	issues	

Local Service		Centre-Piedmont-Cherokee County Regional		Centre	PYP
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
Airport Reference Code	A-I	C-II	Yes	-	
Primary Runway Length	Maintain existing	5,500	Yes	-	
Primary Runway Width in Feet	60'	100'	Yes	-	
Taxiway Design	Turnaround both ends	Turn Arouns and Stub(s)	Yes	-	
Approach Category	Visual	Vertical Guidance	Yes	-	
NAVAIDS	Not an objective	/	NA	-	
Approach Lighting	Not an objective	-	-	-	
Primary Runway Lighting Intensity	LIRL	MED	Yes	-	
Primary Taxiway Lighting Intensity	Not an objective	Medium	-	-	
Weather Reporting Equipment	Not an objective	Not Available	-	Install ASOS	\$300,000
Hangar Spaces	Not an objective	0%	No Objective	-	
Paved Tie Downs	Not an objective	0%	No Objective	-	
GA Terminal Building	Not an objective	2,000 SF	Not an objective	-	
Paved GA Auto Parking	Not an objective	32	No Objective	-	
Jet A Fuel Availability	Not an objective AvGas Fuel Pump or Credit	No	Not an objective	Install Fuel	\$325,800
100 LL (AvGas) Fuel Availability	Card Pump	Yes	Yes	-	
Airport has FBO	Not an objective	Yes	Not an objective	-	
Aircraft Maintenance Availability	Not an objective	Yes	Not an objective	-	
Restroom Availability	Public Restrooms	Yes	Yes	-	
Ground Communications	Telephone Availability	No	No		
Master Plan Year	Master Plan Completed Within Past 10 Years	No	No	New MP	\$170,000
State Airport License	Meets State Standards	Yes	Yes	-	



E. Appendix E – Cost Estimates and Project Funding

As part of the Alabama Statewide Airport System Plan (AL SASP), estimated costs are developed for facility and service objective deficiencies that should be resolved. These deficiencies are presented previous Chapter 6. The projects needed to resolve facility/service objective deficiencies will raise the bar in terms of overall system performance. Projects to address facility and service deficiencies also provide guidance to individual airports so that they can best fulfill their identified role in the state airport system.

In order to establish an appropriate view of the funding necessary for the Alabama Department of Transportation (ALDOT) Aeronautics Bureau to continue to assist the state’s airports operate at a high level, costs associated with future projects included as part of each airport’s capital improvement program and/or the airport’s pavement maintenance and rehabilitation projects have been also considered. The sum of the costs for system plan projects, capital improvement program projects, and pavement maintenance and rehabilitation projects are reflective of the financial needs of Alabama airports over the next 10 years.

Project funding sources are also reviewed and summarized as part of this appendix. Primary funding sources include the FAA, the State of Alabama, and local governments. Project costs in this appendix portray an unconstrained funding scenario, but in reality, the system and its airports as well as funding agencies all operate within limited budgets. This appendix helps to identify funding gaps that may be associated with addressing all needs for the airport system.

E.1 System Plan Project Cost Estimate Methodology

The methodology used to estimate costs for projects includes the following:

1. Compare existing facilities at each individual airport with the Alabama Facility and Service Objectives identified for each airport’s recommended role within the AL SASP. Airport roles, as defined within the plan include the following:
 - a. International
 - b. National
 - c. General Aviation Regional
 - d. General Aviation Community
 - e. Local Service
2. Identify specific airport projects or actions needed to correct areas where the airports are deficient, as per their system plan related objectives.
3. Estimate project quantities, as applicable, to resolve deficiencies.
4. Utilize Alabama unit costs and apply these costs to specific airport needs/projects to address deficiencies.

Statewide costs have been developed by compiling all projects at the system level by project type. Historical data, local knowledge of the airport construction industry, and past project bid tabulations have been used to analyze current market construction costs and develop realistic unit costs for each project type.

Unit costs for this analysis have been increased to account for non-construction “soft costs” such as engineering, design, planning, and legal services. Project construction costs also accounted for variance based on location conditions such as sites that require significant preparation work or other mitigation efforts that would be required for construction. Due to the range of airports and their specific settings in the state, the

actual cost of any particular project may vary greatly. Note that all project costs are based on 2021 United States dollars without adjustment to reflect future inflation.

The estimated costs for projects have been grouped into a number of project types. Assumptions were made, based on project type, when developing project costs and these have been provided below in **Table E-1**.

Table E-1: Alabama Project Type Considerations

Project Type	Assumptions
Runway Dimensions	Runway lengthening and widening projects take into consideration site preparation and construction, new airfield lighting, pavement marking, changes to safety areas, and relocation of NAVAIDs. For runway widening projects, it was assumed that the runway length remains unchanged.
Runway Turnarounds	Several runway turnaround estimates are developed using different runway-taxiway separation distances. Estimated costs include typical engineering and construction fees such as design, materials, and labor.
Approach Design	Design of an LPV approach procedure involves an estimate for an aeronautical survey for an RNAV approach.
Runway and Taxiway Lighting	Estimates for new or relocated runway and taxiway lighting include costs for removal of existing lighting and installation of new fixtures.
NAVAIDs	Precision Approach Path Indicators (PAPI) and Approach Lighting Systems (ALS) estimates include installation of the system and additional electrical work. The ALS estimate assumes installation on a prepared site and omits costs associated with any terrain alterations, land acquisition, or road construction.
Weather Observation	Weather reporting equipment estimates involve calculating the costs for installation, surveying, engineering, and construction.
Hangar Space	Costs include estimates for different size hangars depending on the need at a particular airport. Site preparation, engineering, and construction costs are included.
Tie Downs	Tie-down costs include materials, pavement coring, and installation.
Terminal Building	Terminal building cost estimates are primarily driven by the square footage necessary to meet facility and service objectives.
Automobile Parking	Auto parking facilities account for paving and base material, as well as erosion control.
Fuel Availability	A full study of fuel availability throughout the State of Alabama is recommended in order to identify airports that would best benefit from upgraded or new fuel systems.
Aircraft Maintenance Availability	A full study of aircraft maintenance availability throughout the State of Alabama is recommended in order to identify airports where maintenance services would best support aircraft users.
Airport Master Planning	Airport Master Plans include Airport Layout Plan updates and other technical documentation to support future airport development. Assumed costs associated with these projects primarily consist of consultant fees.

Source: MaesAwyr



E.2 Combined Estimated Development Costs

To understand the true development costs for the Alabama airport system, the estimated costs associated with system plan recommendations should be considered together with the estimated costs for Airport Capital Improvement Programs (ACIP) for each airport as well as each airport's pavement management needs. To ensure project costs have not been duplicated, the current ACIPs for each airport were compared to the system plan facility recommendations to identify projects already being considered as part of each airport's CIP. If a particular project was identified as part of the system plan as well as being included in the current CIP for a given airport, the ACIP project was maintained and the system plan cost removed from consideration. (Note that it was assumed that costs reflected in an ACIP would be more accurate than the more generalized estimates generated within the system plan.) In this way, the most accurate cost estimates available have been reflected in the system plan development costs. Pavement management costs were also reviewed against listed ACIP projects and any duplications eliminated. Note that in this case, duplicative projects were removed from the ACIP since the pavement management and rehabilitation estimates tend to have a higher level of detail and accuracy.

System plan development costs generated as part of this estimate have no assigned project year and thus are assumed to be needed over a 10-year development horizon. Six-year capital improvement programs for system airports were provided as the source for ACIP estimated needs. In order to achieve a 10-year development estimate, an annual average cost was interpolated from the identified projects in the ACIPs. This annual average cost was then added for the remaining four years to complete a 10-year estimated ACIP development need. A similar methodology was used to estimate the future development needs associated with pavement maintenance and rehabilitation. Seven-year cost estimates were provided by the state's Pavement Management Program (PMP) for 59 system airports. An annual average pavement maintenance costs was interpolated and applied to the remaining three years included as part of the 10-year development need. Pavement maintenance needs were also identified at the 21 other system airports not included in the PMP, either as part of their ongoing ACIP, or on an individual airport basis.

E.3 Costs Associated with System Plan Recommendations

The initial cost estimates for projects identified within the system plan for specific airports are summarized in **Table E-2**. Overall, the costs associated with the system plan recommendations for all project types at all study airports is estimated at \$76.0 million. (Note that if an airport shows a cost of \$0, this does not necessarily mean that the airport has no development needs, rather it reflects that the airport does not have facility and service objective deficiencies as defined in the system plan analysis.)

The initial system plan cost estimates were then reviewed against projects included in the ACIP to eliminate any duplications and ensure that the most accurate estimates available were utilized. **Table E-2** provides initial system plan costs and revised system plan costs by airport and by project type.

Table E-2: Alabama System Plan Needs by Project

City	Airport Name	FAA ID	Project Type	Initial Estimated System Plan Cost	Revised System Plan Cost
International					
Birmingham	Birmingham-Shuttlesworth International	BHM	Add Hangar Space	\$5,800,000	\$5,800,000
Huntsville	Huntsville International-Carl T Jones Field	HSV	–	–	–
National					
Albertville	Albertville Regional-Thomas J	8A0	Install ALS	\$2,090,000	\$2,090,000
			Install HIRL	\$830,000	\$830,000
Auburn	Auburn University Regional	AUO	Runway Extension	\$3,660,000	\$3,660,000
			Install PAPI	\$110,000	\$110,000
			New MP	\$500,000	–*
Bessemer	Bessemer	EKY	Install ALS	\$2,090,000	\$2,090,000
			New MP	\$500,000	\$500,000
Decatur	Pryor Field Regional	DCU	Install PAPI	\$90,000	\$90,000
			Install ALS	\$2,090,000	\$2,090,000
			Add Hangar Space	\$890,000	–*
			GA Car Park	\$69,000	\$69,000
Dothan	Dothan Regional	DHN	Install PAPI	\$85,000	\$85,000
			Add Hangar Space	\$3,230,000	\$3,230,000
			New MP	\$500,000	\$500,000
Gulf Shores	Jack Edwards National	JKA	–	–	–
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	Install ALS	\$2,090,000	\$2,090,000
			Install HIRL	\$880,000	\$880,000
			Install Tie Downs	\$46,000	\$46,000
Mobile	Mobile Regional	MOB	–	–	–



City	Airport Name	FAA ID	Project Type	Initial Estimated System Plan Cost	Revised System Plan Cost
Mobile	Mobile Downtown	BFM	-	-	-
Montgomery	Montgomery Regional (Dannelly Field)	MGM	Install Tie Downs	\$46,000	\$46,000
			New MP	\$500,000	\$500,000
Muscle Shoals	Northwest Alabama Regional	MSL	New MP	\$500,000	\$500,000
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	Install ALS	\$2,090,000	\$2,090,000
			Install HIRL	\$840,000	\$840,000
			Install Tie Downs	\$13,000	\$13,000
Tuscaloosa	Tuscaloosa National	TCL	-	-	-
General Aviation Regional					
Alabaster	Shelby County	EET	Runway Widening	\$2,130,000	\$2,130,000
			Install Tie Downs	\$79,000	\$79,000
			New MP	\$340,000	\$340,000
Alexander City	Thomas C Russell Field	ALX	Runway Widening	\$370,000	\$370,000
			Install Tie Downs	\$33,000	—*
			GA Car Park	\$38,000	\$38,000
			New MP	\$340,000	\$340,000
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	New MP	\$340,000	\$340,000
Anniston	Anniston Regional	ANB	New MP	\$340,000	\$340,000
Brewton	Brewton Municipal	12J	Design LPV	\$80,000	\$80,000
			Install Tie Downs	\$6,000	\$6,000
Cullman	Cullman Regional-Folsom Field	CMD	Install Tie Downs	\$79,000	—*
			GA Car Park	\$82,000	\$82,000
Enterprise	Enterprise Municipal	EDN	GA Car Park	\$24,000	\$24,000
Fairhope	H L Sonny Callahan	CQF	Install Tie Downs	\$11,000	—*
			New MP	\$340,000	\$340,000
Fort Payne	Isbell Field	4A9	New MP	\$340,000	\$340,000
Gadsden	Northeast Alabama Regional	GAD	-	-	-
Headland	Headland Municipal	0J6	Runway Widening	\$1,500,000	\$1,500,000
			Install ASOS	\$300,000	\$300,000
			Install Tie Downs	\$11,000	\$11,000
Jasper	Walker County-Bevill Field	JFX	-	-	-
Ozark	Ozark Airport - Blackwell Field	71J	Runway Widening	\$1,600,000	\$1,600,000
			Install ASOS	\$300,000	\$300,000

Appendix E, Cost Estimates and Project Funding

City	Airport Name	FAA ID	Project Type	Initial Estimated System Plan Cost	Revised System Plan Cost
Pell City	St Clair County	PLR	Runway Widening	\$1,600,000	\$1,600,000
			GA Car Park	\$55,000	\$55,000
Prattville	Prattville - Grouby Field	1A9	–	–	–
Selma	Craig Field	SEM	–	–	–
Sylacauga	Merkel Field Sylacauga Municipal	SCD	Install MITL	\$1,230,000	\$1,230,000
Talladega	Talladega Municipal	ASN	Install Tie Downs	\$51,000	\$51,000
General Aviation Community					
Atmore	Atmore Municipal	0R1	Install Turn Arounds	\$710,000	–*
			Install ASOS^	\$300,000	\$300,000
			Install Tie Downs	\$3,000	\$3,000
Bay Minette	Bay Minette Municipal	1R8	Install ASOS^	\$300,000	\$300,000
Clanton	Chilton County	02A	Install Turn Arounds	\$710,000	–*
			Install Tie Downs	\$21,000	\$21,000
			Design LPV^	\$1,444,000	\$1,444,000
			Install ASOS^	\$300,000	\$300,000
			New MP	\$340,000	\$340,000
Courtland	Courtland	9A4	New MP	\$340,000	\$340,000
Demopolis	Demopolis Regional	DYA	Install Tie Downs	\$16,000	\$16,000
Eufaula	Weedon Field	EUF	–	–	–
Evergreen	Evergreen Regional - Middleton Field	GZH	–	–	–
Fayette	Richard Arthur Field	M95	Design LPV^	\$170,000	\$170,000
Floral	Floral Municipal	0J4	Runway Extension	\$1,850,000	\$1,850,000
			Install Turn Arounds	\$360,000	\$360,000
			Install Tie Downs	\$16,000	\$16,000
			GA Terminal	\$460,000	–*
Foley	Foley Municipal	5R4	Runway Widening	\$64,000	\$64,000
			New MP	\$340,000	–*
Geneva	Geneva Municipal	33J	Install Tie Downs	\$11,000	\$11,000
			GA Terminal	\$460,000	\$460,000
			New MP	\$340,000	\$340,000
Greenville	Mac Crenshaw Memorial	PRN	Design LPV^	\$130,000	\$130,000
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	GA Car Park	\$28,000	–*
Haleyville	Posey Field	1M4	Install Turn Arounds	\$710,000	\$710,000



City	Airport Name	FAA ID	Project Type	Initial Estimated System Plan Cost	Revised System Plan Cost
			GA Car Park	\$11,000	—*
			New MP	\$340,000	\$340,000
Hamilton	Marion County-Rankin Fite	HAB	New MP	\$340,000	\$340,000
Hartselle	Hartselle-Morgan County Regional	5M0	Runway Extension	\$660,000	—*
			Install Tie Downs	\$3,000	—*
Marion	Vaiden Field	A08	Install Turn Arounds	\$870,000	\$870,000
			Install Tie Downs	\$3,000	\$3,000
			GA Terminal	\$58,000	\$58,000
			GA Car Park	\$7,000	\$7,000
			New MP	\$340,000	\$340,000
Monroeville	Monroe County Airport	MVC	New MP	\$340,000	\$340,000
			Install ASOS^	\$300,000	\$300,000
			Design LPV^	\$143,000	\$143,000
Scottsboro	Scottsboro Municipal-Word Field	4A6	New MP	\$340,000	—*
			Design LPV^	\$160,000	\$160,000
St Elmo	St Elmo	2R5	GA Terminal	\$460,000	—*
Tuskegee	Moton Field Municipal	06A	—	—	—
Wetumpka	Wetumpka Municipal	08A	Runway Extension	\$4,070,000	\$4,070,000
			Install Tie Downs	\$71,000	\$71,000
Local Service					
Abbeville	Abbeville Municipal	0J0	Install Turn Arounds	\$670,000	\$670,000
			Install Fuel	\$325,800	\$325,800
			New MP	\$170,000	—*
Addison	Addison Municipal	2A8	Install Turn Arounds	\$420,000	\$420,000
			Install MIRL	\$260,000	\$260,000
			Install Fuel	\$325,800	\$325,800
			New MP	\$170,000	\$170,000
Aliceville	George Downer	AIV	New MP	\$170,000	\$170,000
Ashland/Lineville	Ashland/Lineville	26A	Install Turn Arounds	\$670,000	\$670,000
			Install Fuel	\$325,800	—*
			New MP	\$170,000	\$170,000
Butler	Butler-Choctaw County	09A	Install Turn Arounds	\$470,000	\$470,000
			Install Fuel	\$325,800	\$325,800
			New MP	\$170,000	\$170,000
Camden	Camden Municipal	61A	Install Turn Arounds	\$670,000	\$670,000
			Install Fuel	\$325,800	—*

Appendix E, Cost Estimates and Project Funding

City	Airport Name	FAA ID	Project Type	Initial Estimated System Plan Cost	Revised System Plan Cost
Centre	Centre-Piedmont-Cherokee County Regional	PYP	New MP	\$170,000	\$170,000
			Install ASOS [^]	\$300,000	\$300,000
			Install Fuel [^]	\$325,800	\$325,800
Centreville	Bibb County	0A8	Install Fuel	\$325,800	—*
Chatom	Roy Wilcox	5R1	Install Turn Arouds	\$670,000	\$670,000
			Install Fuel	\$325,800	\$325,800
Clayton	Clayton Municipal	11A	Install Fuel	\$325,800	\$325,800
			New MP	\$170,000	\$170,000
Dauphin Island	Jeremiah Denton	4R9	Install Fuel	\$325,800	\$325,800
			New MP	\$170,000	—*
Double Springs	Double Springs-Winston County	3M2	Install Turn Arouds	\$670,000	\$670,000
			Install Fuel	\$325,800	\$325,800
			New MP	\$170,000	\$170,000
Elba	Carl Folsom	14J	—	—	—
Greensboro	Greensboro Municipal	7A0	Install Turn Arouds	\$710,000	\$710,000
Jackson	Jackson Municipal	4R3	New MP	\$170,000	—*
Lanett	Lanett Municipal	7A3	Install Turn Arouds	\$670,000	\$670,000
Luverne	Frank Sikes	04A	Install MIRL	\$430,000	\$430,000
			New MP	\$170,000	\$170,000
Oneonta	Robbins Field	20A	Install Fuel	\$325,800	—*
Reform	North Pickens	3M8	New MP	\$170,000	—*
Roanoke	Roanoke Municipal	7A5	Install Turn Arouds	\$670,000	—*
			Install Fuel	\$325,800	\$325,800
Russellville	Bill Pugh Field	M22	—	—	—
Samson	Logan Field	1A4	Install Fuel	\$325,800	\$325,800
Stevenson	Stevenson	7A6	Install Turn Arouds	\$670,000	\$670,000
			Install MIRL	\$380,000	\$380,000
			Fuel Study	\$325,800	\$325,800
			New MP	\$170,000	\$170,000
Union Springs	Franklin Field	07A	Install Turn Arouds	\$670,000	\$670,000
Vernon	Lamar County	M55	Fuel Study	\$325,800	\$325,800
			New MP	\$170,000	\$170,000
Total Costs				\$75,989,800	\$68,101,600

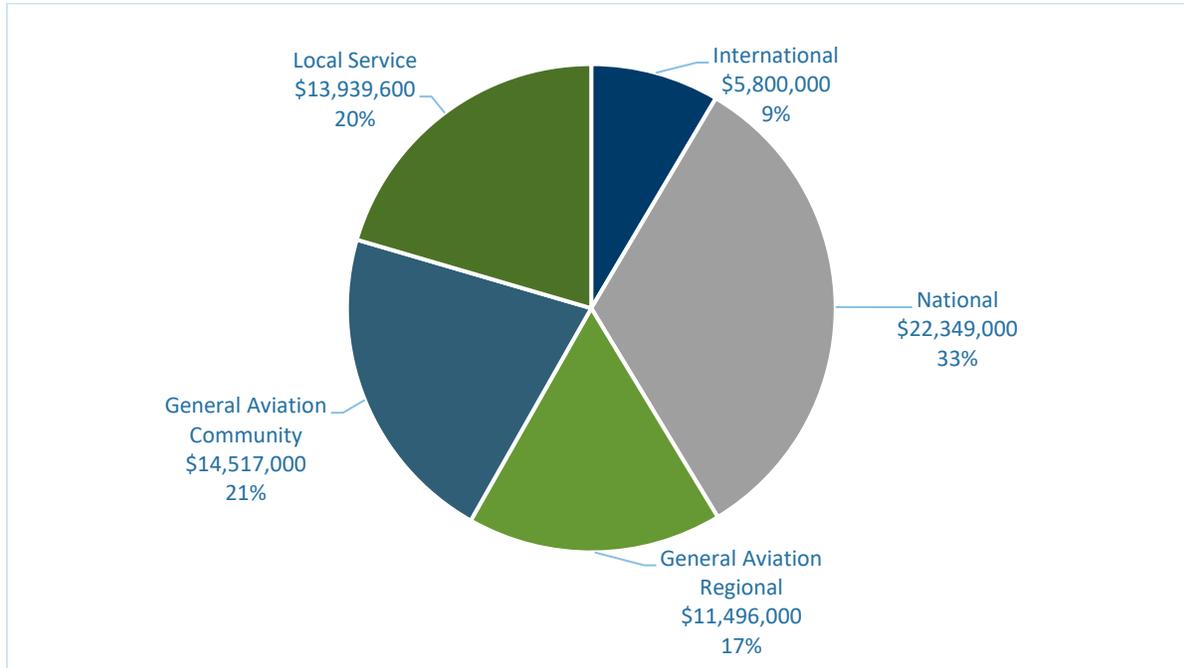
Source: MaesAwyr

*Indicates project was duplicated in ACIP project list. [^]Indicates project added to meet NBAA criteria



After review of initial system plan costs against projects listed in the ACIP, about \$7.9 million in project costs were removed from the system plan need. **Figure E-1** illustrates final system plan costs by airport role.

Figure E-1: 10-Year Alabama System Plan Needs by Airport Role



Source: ALDOT, MaesAwyr

E.4 Costs Associated with ACIP Projects

Projects identified by the system plan represent only a portion of the total development and maintenance costs Alabama airports may have in the near term. To better understand the needs of the state’s airport system, consideration of each airport’s projects in the state’s approved ACIP was included. The ACIP is developed annually in partnership with members of the ALDOT Aeronautics Bureau, the Federal Aviation Administration’s (FAA) Jackson Airports District Office, and Alabama airport sponsors. The purpose of the ACIP is to identify development and maintenance needs for each airport in future years. This information helps with allocating future funding to the system airports.

To ensure no duplication between project source, ACIP projects were compared against those identified in the state’s PMP and removed if already included in the PMP. A summary of initial and revised ACIP project costs for all Alabama system airports from Fiscal Year 2021 to 2026¹, categorized by role, is presented in **Table E-3**.

¹ ACIP project costs are updated annually and include six years of CIP costs.

Table E-3: Alabama ACIP Project Estimates by Airport, FY21-26

City	Airport Name	FAA ID	Initial ACIP Costs	Revised ACIP Costs
International				
Birmingham	Birmingham-Shuttlesworth International	BHM	\$91,154,500	\$91,154,500
Huntsville	Huntsville International-Carl T Jones Field	HSV	\$33,741,021	\$33,741,021
National				
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	\$4,894,210	\$1,788,425*
Auburn	Auburn University Regional	AUO	\$22,163,362	\$20,420,362*
Bessemer	Bessemer	EKY	\$8,396,000	\$4,870,000*
Decatur	Pryor Field Regional	DCU	\$4,947,000	\$3,812,000*
Dothan	Dothan Regional	DHN	\$11,932,350	\$11,932,350
Gulf Shores	Jack Edwards National	JKA	\$11,794,705	\$11,628,205*
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	\$27,376,067	\$26,338,297*
Mobile	Mobile Regional	MOB	\$11,738,220	\$11,738,220
Mobile	Mobile Downtown	BFM	\$92,467,000	\$92,467,000
Montgomery	Montgomery Regional (Dannelly Field)	MGM	\$3,465,000	\$3,465,000
Muscle Shoals	Northwest Alabama Regional	MSL	\$8,313,800	\$8,313,800
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	\$5,729,750	\$0*
Tuscaloosa	Tuscaloosa National	TCL	\$16,518,860	\$7,821,015*
General Aviation Regional				
Alabaster	Shelby County	EET	\$634,200	\$634,200
Alexander City	Thomas C Russell Field	ALX	\$7,735,900	\$5,201,300*
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	\$7,714,820	\$5,224,270*
Anniston	Anniston Regional	ANB	\$10,951,975	\$7,691,975*
Brewton	Brewton Municipal	12J	\$4,534,935	\$4,251,415*
Cullman	Cullman Regional-Folsom Field	CMD	\$10,586,925	\$1,070,000*
Enterprise	Enterprise Municipal	EDN	\$9,397,992	\$9,397,992
Fairhope	H L Sonny Callahan	CQF	\$11,568,879	\$5,457,252*
Fort Payne	Isbell Field	4A9	\$3,228,011	\$2,325,622*
Gadsden	Northeast Alabama Regional	GAD	\$2,892,297	\$1,920,774*
Headland	Headland Municipal	OJ6	\$656,500	\$656,500
Jasper	Walker County-Bevill Field	JFX	\$3,540,313	\$840,313*
Ozark	Ozark Airport - Blackwell Field	71J	\$904,850	\$904,850
Pell City	St Clair County	PLR	\$4,268,650	\$4,268,650
Prattville	Prattville - Grouby Field	1A9	\$5,121,825	\$3,572,000*
Selma	Craig Field	SEM	\$9,026,831	\$0*
Sylacauga	Merkel Field Sylacauga Municipal	SCD	\$1,805,300	\$940,000*
Talladega	Talladega Municipal	ASN	\$4,459,191	\$1,474,373*



City	Airport Name	FAA ID	Initial ACIP Costs	Revised ACIP Costs
General Aviation Community				
Atmore	Atmore Municipal	0R1	\$5,869,786	\$5,869,786
Bay Minette	Bay Minette Municipal	1R8	\$12,490,190	\$12,000,690*
Clanton	Chilton County	02A	\$8,848,000	\$8,338,100*
Courtland	Courtland	9A4	\$3,725,790	\$3,725,790
Demopolis	Demopolis Regional	DYA	\$3,587,339	\$3,088,315*
Eufaula	Weedon Field	EUF	\$3,166,758	\$3,166,758
Evergreen	Evergreen Regional - Middleton Field	GZH	\$3,027,900	\$1,881,700*
Fayette	Richard Arthur Field	M95	\$3,595,000	\$1,995,000*
Floral	Floral Municipal	0J4	\$6,047,350	\$5,697,350*
Foley	Foley Municipal	5R4	\$2,639,343	\$1,154,514*
Geneva	Geneva Municipal	33J	\$1,894,525	\$1,740,700*
Greenville	Mac Crenshaw Memorial	PRN	\$4,308,687	\$3,001,037*
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	\$3,190,369	\$2,877,369*
Haleyville	Posey Field	1M4	\$2,629,561	\$772,044*
Hamilton	Marion County-Rankin Fite	HAB	\$2,885,500	\$2,885,500
Hartselle	Hartselle-Morgan County Regional	5M0	\$2,246,100	\$2,246,100
Marion	Vaiden Field	A08	\$632,400	\$0*
Monroeville	Monroe County Airport	MVC	\$8,555,780	\$6,305,780*
Scottsboro	Scottsboro Municipal-Word Field	4A6	\$11,033,633	\$8,347,403*
St Elmo	St Elmo	2R5	\$3,249,799	\$2,818,745*
Tuskegee	Moton Field Municipal	06A	\$3,791,850	\$0*
Wetumpka	Wetumpka Municipal	08A	\$3,505,825	\$1,809,550*
Local Service				
Abbeville	Abbeville Municipal	0J0	\$5,965,535	\$5,965,535
Addison	Addison Municipal	2A8	\$0	\$0
Aliceville	George Downer	AIV	\$2,437,000	\$2,437,000
Ashland/Lineville	Ashland/Lineville	26A	\$1,675,000	\$1,160,000*
Butler	Butler-Choctaw County	09A	\$0	\$0
Camden	Camden Municipal	61A	\$4,302,650	\$4,302,650
Centre	Centre-Piedmont-Cherokee County Regional	PYP	\$1,980,667	\$236,000*
Centreville	Bibb County	0A8	\$4,188,045	\$4,188,045
Chatom	Roy Wilcox	5R1	\$0	\$0
Clayton	Clayton Municipal	11A	\$0	\$0
Dauphin Island	Jeremiah Denton	4R9	\$3,816,210	\$3,700,718*
Double Springs	Double Springs-Winston County	3M2	\$0	\$0
Elba	Carl Folsom	14J	\$2,305,500	\$1,484,500*
Greensboro	Greensboro Municipal	7A0	\$1,540,000	\$505,000*

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City	Airport Name	FAA ID	Initial ACIP Costs	Revised ACIP Costs
Jackson	Jackson Municipal	4R3	\$1,952,456	\$1,952,456
Lanett	Lanett Municipal	7A3	\$5,416,000	\$5,416,000
Luverne	Frank Sikes	04A	\$21,500	\$21,500
Oneonta	Robbins Field	20A	\$1,878,000	\$1,878,000
Reform	North Pickens	3M8	\$2,932,000	\$2,432,000*
Roanoke	Roanoke Municipal	7A5	\$3,299,667	\$2,481,667*
Russellville	Bill Pugh Field	M22	\$3,326,000	\$1,266,000*
Samson	Logan Field	1A4	\$0	\$0
Stevenson	Stevenson	7A6	\$0	\$0
Union Springs	Franklin Field	07A	\$1,505,000	\$1,505,000
Vernon	Lamar County	M55	\$0	\$0
Total Costs			\$603,123,954	\$505,975,983

Source: ALDOT

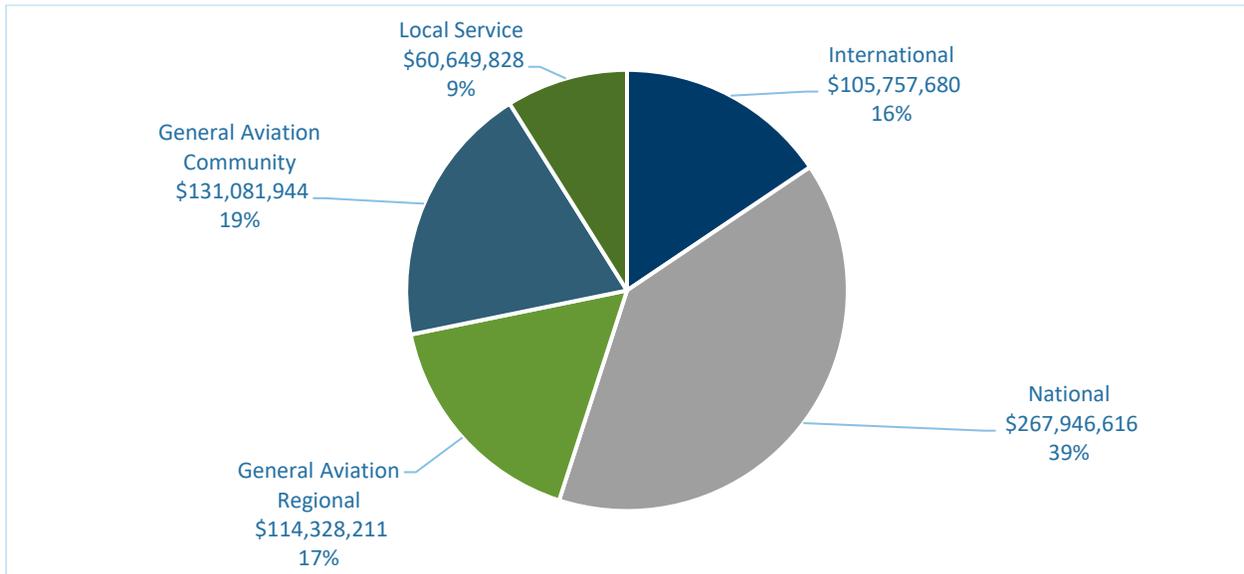
*Indicates airport with projects duplicated in PMP project list.

After revising ACIP projects against those included in the Pavement Management Program, estimated costs over the six-year time frame are \$506 million, or approximately \$84 million annually. As noted above in **Section E.2**, the system plan provides estimates over a ten-year period and not just six. Therefore, the \$84 million average annual need was used as an estimate for each of the remaining four years that lacked ACIP data. Once ten-year ACIP needs were established for each system airports, projects from the 21 airports not included in the PMP were reviewed to establish a reasonable estimate of ACIP dollars dedicated to pavement maintenance. This analysis resulted in taking percentages of these airports projected ACIP expenditures and redistributing those dollars to the pavement maintenance cost category. Note that this does not impact the overall SASP cost, as the pavement maintenance projects are only separated as a percentage of projected need for these airports, essentially moving some dollars from the ACIP category to the pavement maintenance category to better represent where investment is needed.

Through this methodology, the total ten-year ACIP need of approximately \$679.8 million was established. **Figure E-2** illustrates estimated ACIP project needs over the next 10 years, by airport role.



Figure E-2: 10-Year Alabama ACIP Needs by Airport Role



Source: ALDOT

*Proposed construction of the Clarke County Airport was included under the General Aviation Regional role.

E.5 Costs Associated with Pavement Management and Rehabilitation Projects

The ALDOT Aeronautics Bureau monitors pavements at Alabama airports through routine inspections and evaluations of existing pavement conditions. For 59 of the state airports, Pavement Management Program reports were developed to proactively plan for pavement preservation to maximize pavement life and to forecast future investment needs. The PMPs consist of pavement condition index (PCI) analyses and recommendations to ensure quality management and proper planning for future pavement investments. Pavement project cost estimates for each airport in Alabama were completed in 2020. Using the information collected from pavement inspections, PMP reports to maintain each airport's pavements, above an established critical PCI value, were developed for each airport. It is worth noting that the recommendations are based on general network-level analysis and assume an unlimited budget. Further engineering work and coordination is recommended to determine the most appropriate pavement improvement remedies for each airport. A summary of pavement management and rehabilitation programs is included in the analysis for future airport needs over the next seven years. **Table E-4** provides a summary of costs identified as part of the PMP.

Table E-4: Alabama Pavement Management Program Estimates by Airport, FY21-27

City	Airport Name	FAA ID	Estimated Pavement Costs
International			
Birmingham	Birmingham-Shuttlesworth International	BHM	NA*
Huntsville	Huntsville International-Carl T Jones Field	HSV	NA*
National			
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	\$8,184,521
Auburn	Auburn University Regional	AUO	\$10,675,666
Bessemer	Bessemer	EKY	\$9,720,894
Decatur	Pryor Field Regional	DCU	\$9,940,637
Dothan	Dothan Regional	DHN	NA*
Gulf Shores	Jack Edwards National	JKA	\$10,051,113
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	\$14,137,693
Mobile	Mobile Regional	MOB	NA*
Mobile	Mobile Downtown	BFM	NA*
Montgomery	Montgomery Regional (Dannelly Field)	MGM	NA*
Muscle Shoals	Northwest Alabama Regional	MSL	NA*
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	\$10,917,768
Tuscaloosa	Tuscaloosa National	TCL	\$25,288,419
General Aviation Regional			
Alabaster	Shelby County	EET	\$4,738,429
Alexander City	Thomas C Russell Field	ALX	\$3,757,834
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	\$11,327,714
Anniston	Anniston Regional	ANB	\$10,525,083
Brewton	Brewton Municipal	12J	\$2,158,980
Cullman	Cullman Regional-Folsom Field	CMD	\$8,279,764
Enterprise	Enterprise Municipal	EDN	\$2,532,903



City	Airport Name	FAA ID	Estimated Pavement Costs
Fairhope	H L Sonny Callahan	CQF	\$10,797,335
Fort Payne	Isbell Field	4A9	\$2,732,431
Gadsden	Northeast Alabama Regional	GAD	\$3,517,967
Headland	Headland Municipal	0J6	\$3,603,314
Jasper	Walker County-Bevill Field	JFX	\$7,061,872
Ozark	Ozark Airport - Blackwell Field	71J	\$3,336,665
Pell City	St Clair County	PLR	\$4,075,343
Prattville	Prattville - Grouby Field	1A9	\$6,746,618
Selma	Craig Field	SEM	\$14,723,457
Sylacauga	Merkel Field Sylacauga Municipal	SCD	\$2,461,940
Talladega	Talladega Municipal	ASN	\$7,408,761
General Aviation Community			
Atmore	Atmore Municipal	0R1	\$620,000
Bay Minette	Bay Minette Municipal	1R8	\$1,308,227
Clanton	Chilton County	02A	\$1,338,981
Courtland	Courtland	9A4	NA*
Demopolis	Demopolis Regional	DYA	\$1,930,869
Eufaula	Weedon Field	EUF	\$999,853
Evergreen	Evergreen Regional - Middleton Field	GZH	\$5,765,000
Fayette	Richard Arthur Field	M95	\$1,570,607
Floral	Floral Municipal	0J4	\$1,440,058
Foley	Foley Municipal	5R4	\$2,798,432
Geneva	Geneva Municipal	33J	\$2,504,470
Greenville	Mac Crenshaw Memorial	PRN	\$1,671,572
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	\$2,730,213
Haleyville	Posey Field	1M4	\$3,350,009
Hamilton	Marion County-Rankin Fite	HAB	\$1,174,096
Hartselle	Hartselle-Morgan County Regional	5M0	\$2,451,967
Marion	Vaiden Field	A08	\$3,868,143
Monroeville	Monroe County Airport	MVC	\$3,744,175
Scottsboro	Scottsboro Municipal-Word Field	4A6	\$1,608,428
St Elmo	St Elmo	2R5	\$507,721
Tuskegee	Moton Field Municipal	06A	\$5,060,126
Wetumpka	Wetumpka Municipal	08A	\$2,600,890
Local Service			
Abbeville	Abbeville Municipal	0J0	NA*
Addison	Addison Municipal	2A8	NA*
Aliceville	George Downer	AIV	NA*

Appendix E, Cost Estimates and Project Funding

City	Airport Name	FAA ID	Estimated Pavement Costs
Ashland/Lineville	Ashland/Lineville	26A	\$1,827,633
Butler	Butler-Choctaw County	09A	NA*
Camden	Camden Municipal	61A	\$1,983,422
Centre	Centre-Piedmont-Cherokee County Regional	PYP	\$3,340,899
Centreville	Bibb County	0A8	\$627,129
Chatom	Roy Wilcox	5R1	NA*
Clayton	Clayton Municipal	11A	NA*
Dauphin Island	Jeremiah Denton	4R9	\$1,566,254
Double Springs	Double Springs-Winston County	3M2	NA*
Elba	Carl Folsom	14J	\$1,874,987
Greensboro	Greensboro Municipal	7A0	\$1,655,602
Jackson	Jackson Municipal	4R3	NA*
Lanett	Lanett Municipal	7A3	NA*
Luverne	Frank Sikes	04A	NA*
Oneonta	Robbins Field	20A	\$2,585,454
Reform	North Pickens	3M8	\$2,914,596
Roanoke	Roanoke Municipal	7A5	\$1,530,348
Russellville	Bill Pugh Field	M22	\$2,580,049
Samson	Logan Field	1A4	NA*
Stevenson	Stevenson	7A6	NA*
Union Springs	Franklin Field	07A	\$489,462
Vernon	Lamar County	M55	NA*
Total PMP Costs			\$280,722,793

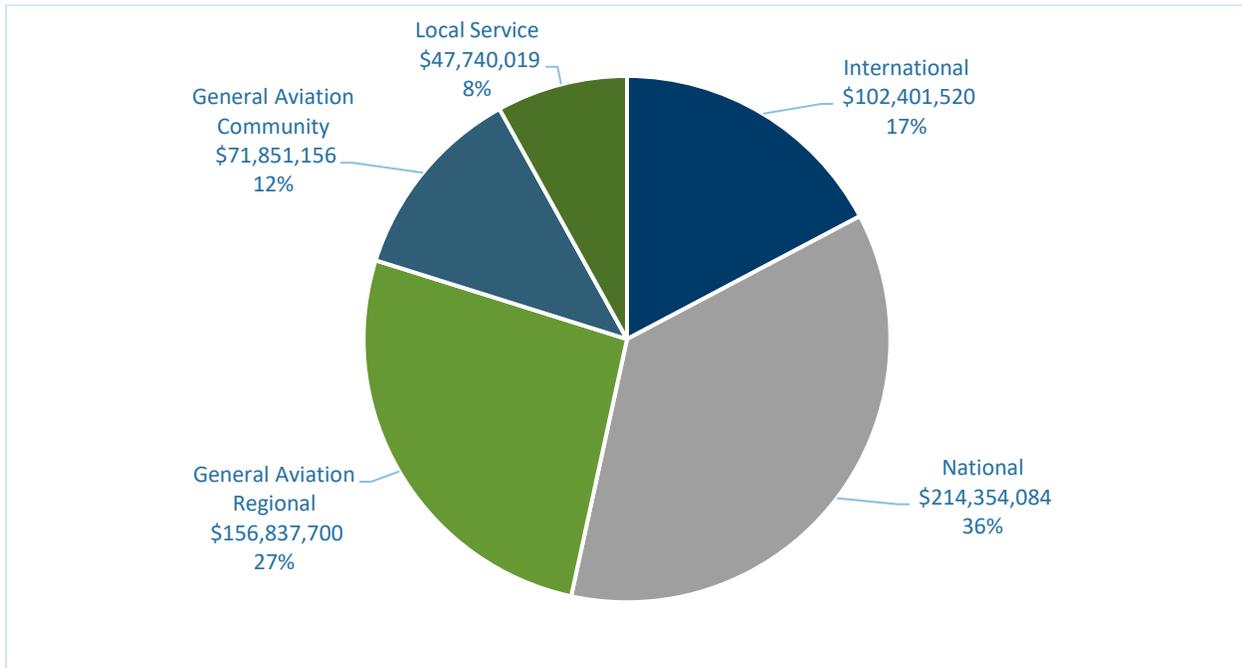
Source: ALDOT Pavement Management Program

* Airport was not included in the Pavement Management Program. These 21 airports' pavement management costs were assumed to be included in each airport's ACIP. Estimates of each airport's pavement management costs were interpolated through an analysis of the ACIPs and application of averaging methodology. Based on this, assumed pavement maintenance costs were removed from the projected ACIP to avoid double counting. The results of this process are reflected in Table 7-8 in Chapter 7, Recommendations.

Pavement management and rehabilitation projects for the airports included in the PMP would require an investment of \$280.7 million over the next seven years, approximately \$40.1 million per year. The estimated \$40.1 million in average annual need was used to approximate pavement management needs for the remaining three years in the 10-year development outlook. For the remaining 21 system airports not included in the PMP, pavement management and rehabilitation project costs were interpolated for the ten-year period by estimating a percentage of ACIP projects dedicated to pavement maintenance. Combined, the ten-year projected system need for pavement management and rehabilitation projects is approximately \$593.2 million. **Figure E-3** illustrates 10-year pavement costs by system role. .



Figure E-3: 10-Year Alabama Pavement Management Costs by Airport Role

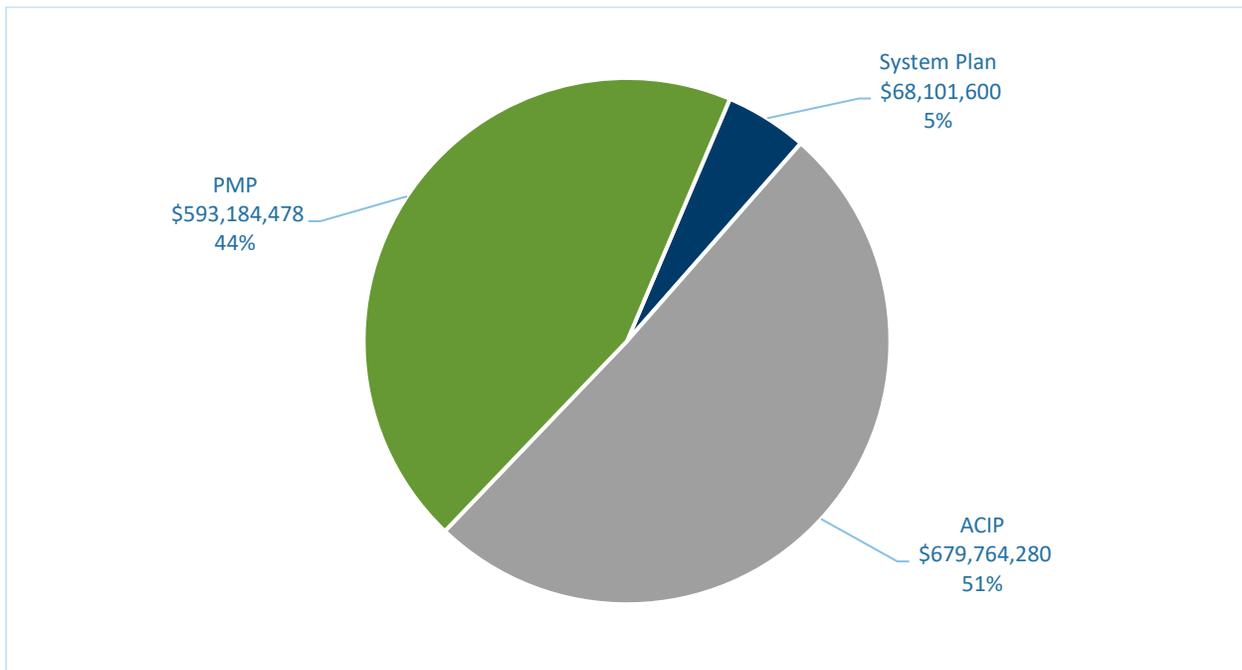


Source: ALDOT, All About Pavements

E.6 Complete Airport System Development Need

A 10-year development need was estimated for the Alabama airport system by evaluating projects from three sources: the Alabama State Airport System Plan, the ACIP, and the PMP. These three sources were also reviewed against each other to eliminate any duplication in proposed projects. Following the review of projects, the ACIP and PMP project costs were averaged, and intervening years interpolated, to arrive at estimated costs for years without identified projects. The 10-year development need for the Alabama system of airports is estimated at **\$1.3 billion**. **Figure E-4** illustrates the breakdown of this need by the three project sources discussed in this appendix.

Figure E-4: 10-Year Alabama System Need by Project Source

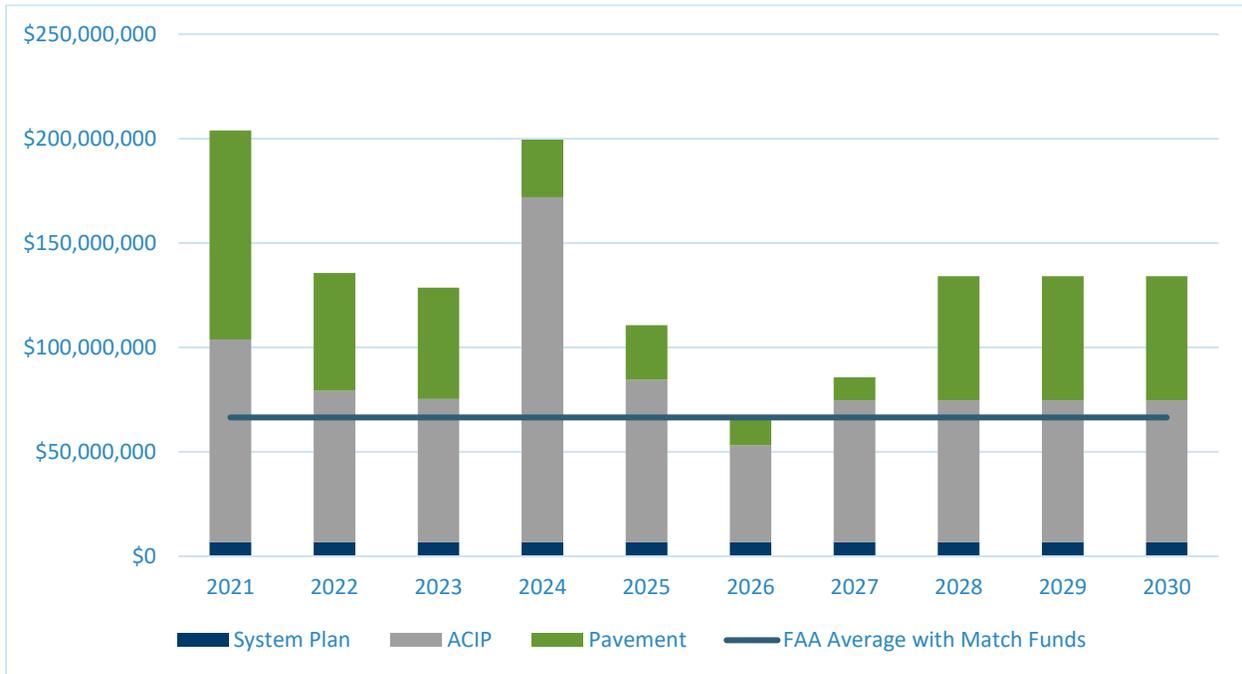


Source: ALDOT, MaesAwy, All About Pavements

Combining the costs from all three sources (system plan, ACIP, and pavement management) provides a comprehensive look at anticipated investment needs for Alabama's airport system. A summary of the combined development costs from all three sources is provided in **Figure E-5**. This summary presents a 10-year development timeframe with interpolated averages for future years where projects have yet to be identified. FAA average grant funding levels as well as state and local matches from the previous ten years (2011-2020) have been included to illustrate the projected funding gap that may be encountered to address the identified needs. Over the next 10 years, average annual Alabama airport project costs are estimated to be **\$134.1 million**, compared to **\$66.5 million** in total annual FAA AIP, state, and local funding levels; this is a gap of approximately **\$67.6 million** per year.



Figure E-5: Estimated Alabama Project Costs with Average Historic FAA AIP Funding, FY21-30



Source: ALDOT, MaesAwy, All About Pavements

E.7 Funding Sources for Capital Improvement Projects

E.7.1 FAA Airport Improvement Program Funding

The federal government started an airport grants-in-aid program to units of state and local government at the end of World War II to support the needs of the nation’s public airports. After several earlier versions of the federal funding program, the Airport Improvement Program (AIP) was established through the Airport and Airway Improvement Act of 1982. The initial AIP program provided funding legislation through 1992. Since 1992, the program has been authorized and appropriated on an annual basis or even quarterly basis.

AIP provides grants to airports that are part of the National Plan of Integrated Airports System (NPIAS). Administered by the FAA, AIP provides funds for planning and development projects geared to improving infrastructure, safety, and security. Projects range from improvements to runways, taxiways, and aprons; noise control; land purchases; and navigational aids. In Alabama, there are 73 airports included in the NPIAS², but only 70 of these airports are eligible for federal funding; three of the NPIAS airports fall into the Unclassified category. Additionally, seven system airports are not included in the NPIAS and are ineligible for federal funding.

AIP funds originate from the Airport and Airway Trust funds and are sourced from aviation-related fees and taxes such as airline ticket taxes, segment and international travel fees, cargo fees, and general aviation and jet fuel taxes.

² https://www.faa.gov/airports/planning_capacity/npias/current/media/NPIAS-2021-2025-Appendix-A.pdf

Because the demand for AIP funds exceeds the funding available, AIP funds are distributed by the FAA based on national priorities and objectives. The distribution is accomplished utilizing formulas set by law for entitlement and discretionary grants as determined by the FAA.

The FAA appropriates AIP funds into major entitlement categories such as passenger entitlements, cargo entitlements, non-primary entitlements, and state apportionment funds. The remaining funds are distributed to a discretionary fund based on a national prioritization system. This system gives priority to projects classified as safety, security, reconstruction, capacity, and standards.

Airport projects in Alabama are accomplished through a combination of federal (FAA), state, and local funding. In general, airports that are eligible for FAA and state funding must be available for public use, and they are required to meet appropriate FAA design standards. Projects that are eligible for state and federal funding are subject to both state and FAA priority rankings considerations, grant assurances, and funding availability. FAA Order 5100.38D, *Airport Improvement Program (AIP) Handbook*, presents a detailed list of projects that are and are not eligible for FAA funding.

AIP funds must be spent on FAA-eligible projects as defined in FAA Order 5100.38D, *Airport Improvement Program (AIP) Handbook*. In general, this reference document states that:

- An airport must be in the current/approved NPIAS.
- Most public-use general aviation airport improvements are eligible for 90 percent federal funding, with the remaining 10 percent coming from local or state matching funds.
- Non-primary entitlement funds of \$150,000 per year can be accumulated for up to four years; it should be noted that Unclassified airports are not eligible for these funds.

In addition, revenue-producing items (such as hangars) are typically not eligible for federal funding, unless certain conditions are met. All federally eligible projects must be depicted on an FAA-approved ALP.

From 2011 to 2020, Alabama received an average of \$60.1 million annually in federal share of FAA AIP grants, ranging from a high of \$78.6 million in 2018 to a low of \$45.5 million in 2016.

E.7.2 FAA Entitlement Funding

AIP entitlement grants are allocated among NPIAS airports by a formula that is driven by passenger enplanements, and these funds are awarded in accordance with specific guidelines. Generally, Primary Airports (Part 139) receive at least \$1 million in entitlements based on their number of enplaning passengers (greater than 10,000 enplanements on scheduled commercial airlines) and landed air cargo weights. Larger commercial airports receive significantly more in annual entitlement funding. Non-primary NPIAS airports, which include general aviation airports, may receive entitlement funding of up to \$150,000 per year.

Non-Primary airports, which may not have a need for AIP funds in a given year, are permitted by the FAA to carryover their entitlement funds for up to four years, until a project is identified and a total of four years of funds are accumulated. These accumulated funds may be held for four years, for example, then expended in an AIP grant for a total project value of \$600,000.

E.7.3 FAA Discretionary Funding

Commercial service and general aviation airports also compete for federal discretionary funds. These funds are awarded based on priority ratings given to each FAA eligible project. The distribution of discretionary funds is based on a national prioritization system. Prioritization is based on projects that best meet the goals of the



AIP program, with priority given to projects classified as safety, security, reconstruction, capacity, and standards. Each project receives a priority ranking based on formula calculations which are defined by FAA in Order 5100.39A, *Airports Capital Improvement Plan*.

Federal funding is limited to development that is justified to meet aviation demand, according to FAA guidelines. Each NPIAS airport development project is subject to eligibility and justification requirements as part of the normal AIP funding process.

E.7.4 State Apportionment Funding

FAA funds are made available to states under various conditions and are apportioned based on the number of airports, operations, population, and pavement quantities. The distribution of these grants is decided through collaborative efforts between the FAA and each state. For 2021, Alabama airports are anticipated to receive \$3.38 million in state apportionment funding.

E.7.5 Passenger Facility Charge (PFC) Program

The Passenger Facility Charge (PFC) program allows commercial service airports to collect PFC fees up to \$4.50 for each eligible boarding passenger at commercial airports. PFC fees are capped at \$4.50 per flight segment with a maximum of two PFCs charged on a one-way trip or four PFCs on a round trip (\$18 total).

Commercial airports electing to impose a PFC may that utilize that revenue for one or more of the following:

- Pay all or part of the allowable cost of an FAA approved project
- Pay debt service and financing costs associated with bond issuance
- Combine PFC funds with Federal Grant funds (e.g. AIP) to accomplish an approved project
- Apply PFC funds to meet the non-federal share of projects costs funded under the Federal Airport Grant Program

In Alabama, six commercial service airports utilize PFC fees to fund a variety of projects such as improving safety, security, and capacity; reducing noise; or increasing air carrier competition. The six commercial airports in the system include: Birmingham-Shuttlesworth International, Huntsville International, Montgomery Regional, Mobile Regional, Northwest Alabama Regional, and Dothan Regional. It is important to note that the previously identified annual funding gap of \$67.6 million does not consider PFCs collected by the commercial airports. Most often, these funds are not used to support airport capital projects and/or airport maintenance and rehabilitation needs.

E.7.6 CARES Act Funding and Airport Coronavirus Relief Grant Program

The Coronavirus Aid, Relief, and Economic Security (CARES) Act enacted in March 2020 included \$10 billion in relief funds to assist eligible airports in response to the COVID-19 pandemic. Of the amount, at least \$100 million was dedicated for general aviation airports. The Act also included \$56 million for the Essential Air Service Program to maintain existing air service to small/rural communities.

The CARES Act provided funds to increase the federal share to 100 percent for AIP and supplemental discretionary grants already planned for FY20. Normally, AIP grant recipients are required to contribute a local match percentage. The additional CARES funds allowed critical safety and capacity projects to continue as planned, despite an airport's current financial situation.

CARES funds were distributed by various formulas to airports that are part of the national airport system. This system includes commercial and general aviation airports that are part of the NPIAS.

Similar to CARES funds, additional funding was provided for airports in December 2020 through the Coronavirus Response and Relief Supplemental Appropriation Act. The FAA allocated funding from this act to the Airport Coronavirus Relief Grant Program (ACRGP) to provide relief to important on-airport tenants and support for airport budgets. \$45 million was set aside for general aviation airports through the ACRGP.

In total, Alabama airports received one-time amounts of \$54.0 million from the CARES Act and \$17.3 million from the ACRGP. These funds can be used for a variety of needs, including airport operational expenses, airport staffing, debt payments, and other expenses not covered by AIP funds. Given the unique nature of these funds, they were not considered in the anticipated annual funding gap of \$67.6 million.

E.7.7 ALDOT Aeronautics Bureau Funding

The ALDOT Aeronautics Bureau operates the Airport Development Fund (ADF) to assist with administration of the system and disburse state aviation grant funds. Primary sources that support this fund include fuel tax revenue and supplemental funding from the state Department of Transportation (DOT).

The State of Alabama collects aviation fuel taxes on the sale of AvGas and Jet A fuel. Current rates are \$0.035 per gallon for Jet A and \$0.095 per gallon for AvGas. The ALDOT Aeronautics Bureau typically receives around \$2.0 million from fuel tax revenue. To supplement the aviation fuel tax revenue, DOT has shifted other funds into the ADF for the purpose of leveraging federal grants for airport improvements. These supplemental funds are derived from revenue that are not constitutionally or statutorily dedicated for highway and bridge construction. This program contributes approximately \$1.4 million to \$1.7 million annually to the ADF.

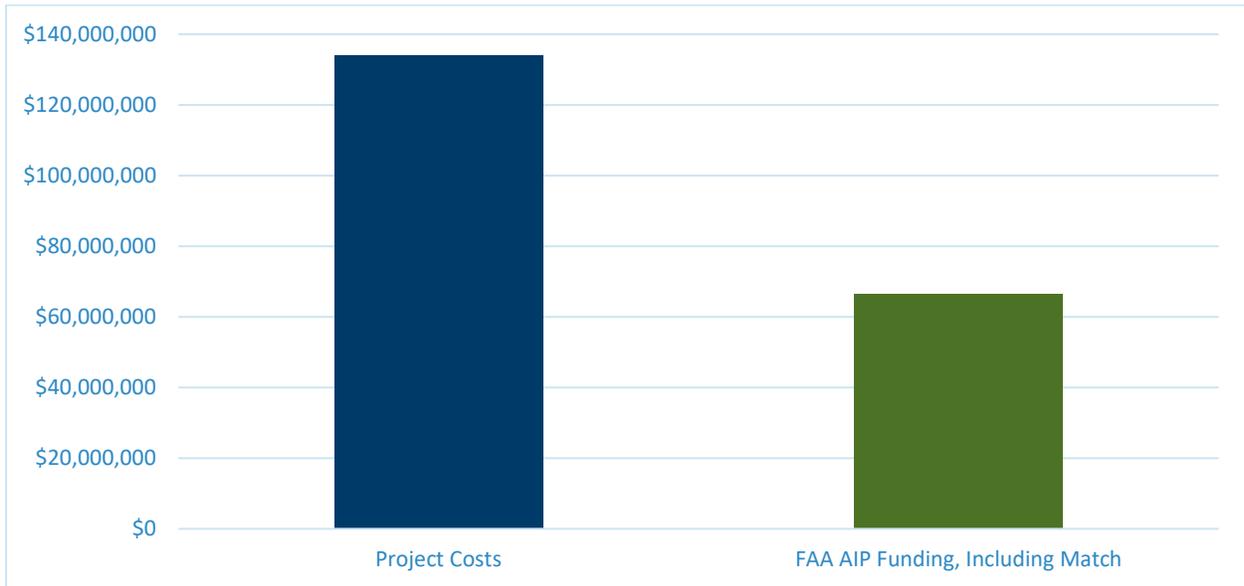
After taking into account money allocated for administration of the ALDOT Aeronautics Bureau, \$2.5 million to \$2.8 million is typically available to support state-matching funds for annual FAA AIP grants. In the event a project is fully funded by the AIP, state grant funds have been made available for 50/50 state and local share grants for projects such as terminal buildings and fuel facilities that have a low FAA priority. Average annual state funding of \$2.7 million for capital development projects at system airports was included in the funding gap analysis.

E.8 Summary of Airport Cost Estimates and Funding

Analysis of FAA AIP and Apportionment funding from 2011-2020 compared to estimated costs associated with system plan-identified deficiencies, ACIP projects, and pavement management and rehabilitation demonstrate a shortfall of approximately **\$67.6 million dollars** in annual funding, illustrated in **Figure E-6**. This shortfall directly limits the Alabama airport system's ability to fully serve users and communities throughout the state.



Figure E-6: Projected Average Annual Project Costs and Available Funding



Source: ALDOT, MaesAwyer, Jviation

Funding sources used by the state to help airports make capital improvements were reviewed as part of this appendix. Federal funding from the FAA’s AIP program makes up a large portion of the money that is available to make improvements to airports in Alabama. Additional state and local matching funds to leverage FAA AIP grants puts part of the onus on ALDOT and local communities to participate in maintaining and expanding the airport system. While AIP will continue to be the primary funding source for capital improvements at Alabama airports, other funding sources will need to be increased or created to fully respond to the maintenance and improvement needs of the airports in the state airport system.