GEORGIA AIRPORTS MEAN BUSINESS

GEORGIA

STATEWIDE AVIATION SYSTEM PLAN

SUMMARY REPORT FOR

COCHRAN AIRPORT

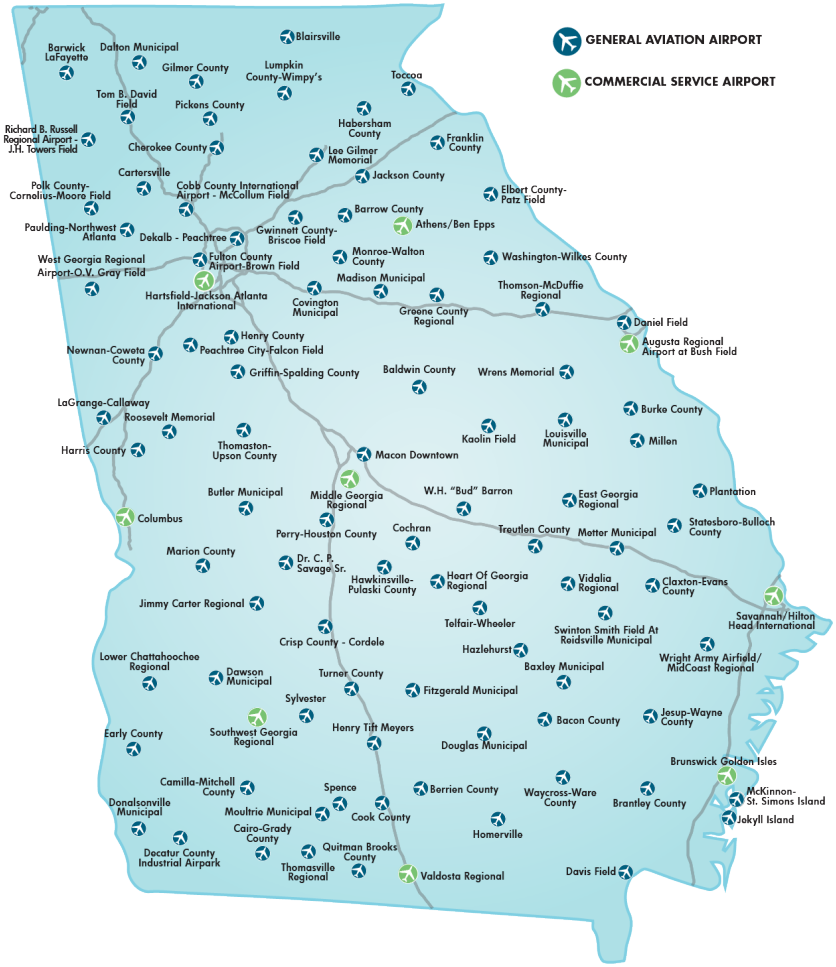
GEORGIA AIRPORTS MEAN BUSINESS

OVERVIEW

The Georgia Department of Transportation, Aviation Programs Office, has recently completed an update to the Georgia Statewide Aviation System Plan (GSASP). This report provides a summary of information from the GSASP and highlights important information from the study as it pertains specifically to Cochran Airport (48A). This report provides the following:

- System Planning Process and Uses for the Plan
- Georgia Airport Levels
- Background Information for the Airport
- Recommended Level for the Airport
- Comparative Performance for the Airport
- Outlook for Aviation Demand
- Other GSASP Efforts
- Local Governments Adjacent to the Airport with Land Use Controls
- Airport Control of Runway Protection Zones
- Airport Report Card and Recommendations

EXISTING GEORGIA AIRPORT SYSTEM 2017



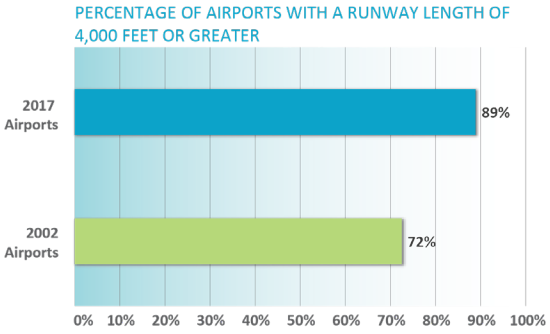
More information on the Georgia Statewide Aviation System Plan can be obtained from the GDOT Aviation website at www.dot.ga.gov/IS/AirportAid/AviationSystemPlan. In addition to the complete Technical Report, a statewide Executive Summary and Summary Video were also produced to support the GSASP. More information on all GSASP-related products can be obtained from GDOT Aviation by emailing aviationprograms@dot.ga.gov.

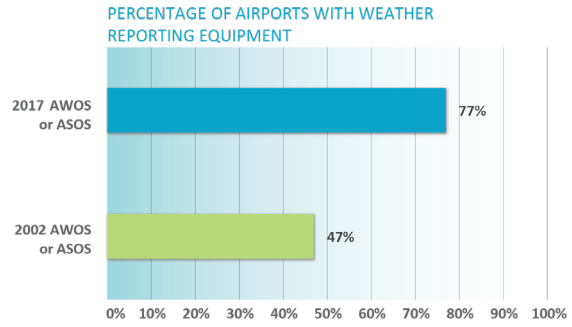
THE SYSTEM PLANNING PROCESS AND USES FOR THE PLAN

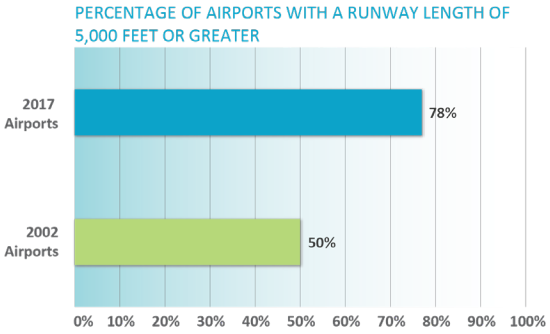
The process used to update the GSASP was consistent with FAA's Advisory Circular 150/5070-7 - *The Airport System Planning Process*. Ultimately, the GSASP recommendations for Cochran Airport are a blend of projects/actions identified by the system plan and projects related to pavement maintenance and rehabilitation from Georgia's 2012 Statewide Airfield Pavement Management Study. An update to the Statewide Airfield Pavement Management Study began in 2018; when that analysis is completed, additional projects in the pavement management and maintenance categories will likely be identified for the Airport.

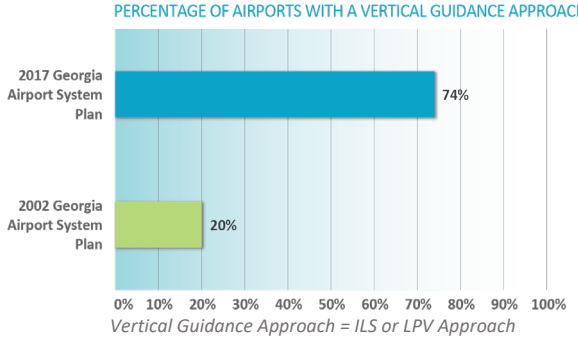
The GSASP is important because it gathers information on current activity, facilities, and services at the 103 study airports. One objective for this update was to provide information showing how the system has changed since the 2002 GSASP was published. As shown in the graphics below, GDOT, FAA, and local investments at system airports have significantly elevated statewide system performance for the measures shown here.

CHANGES IN GEORGIA AIRPORT SYSTEM PERFORMANCE

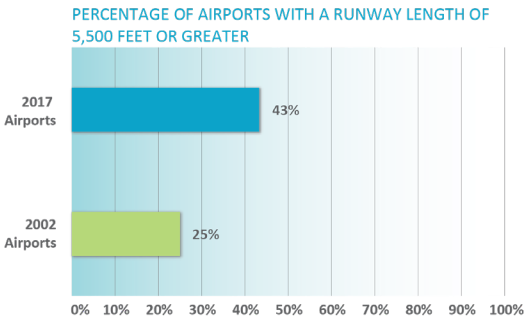


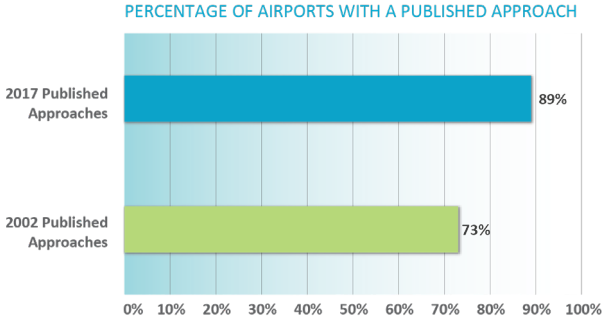






Vertical Guidance Approach = ILS or LPV Approach





GEORGIA AIRPORT LEVELS

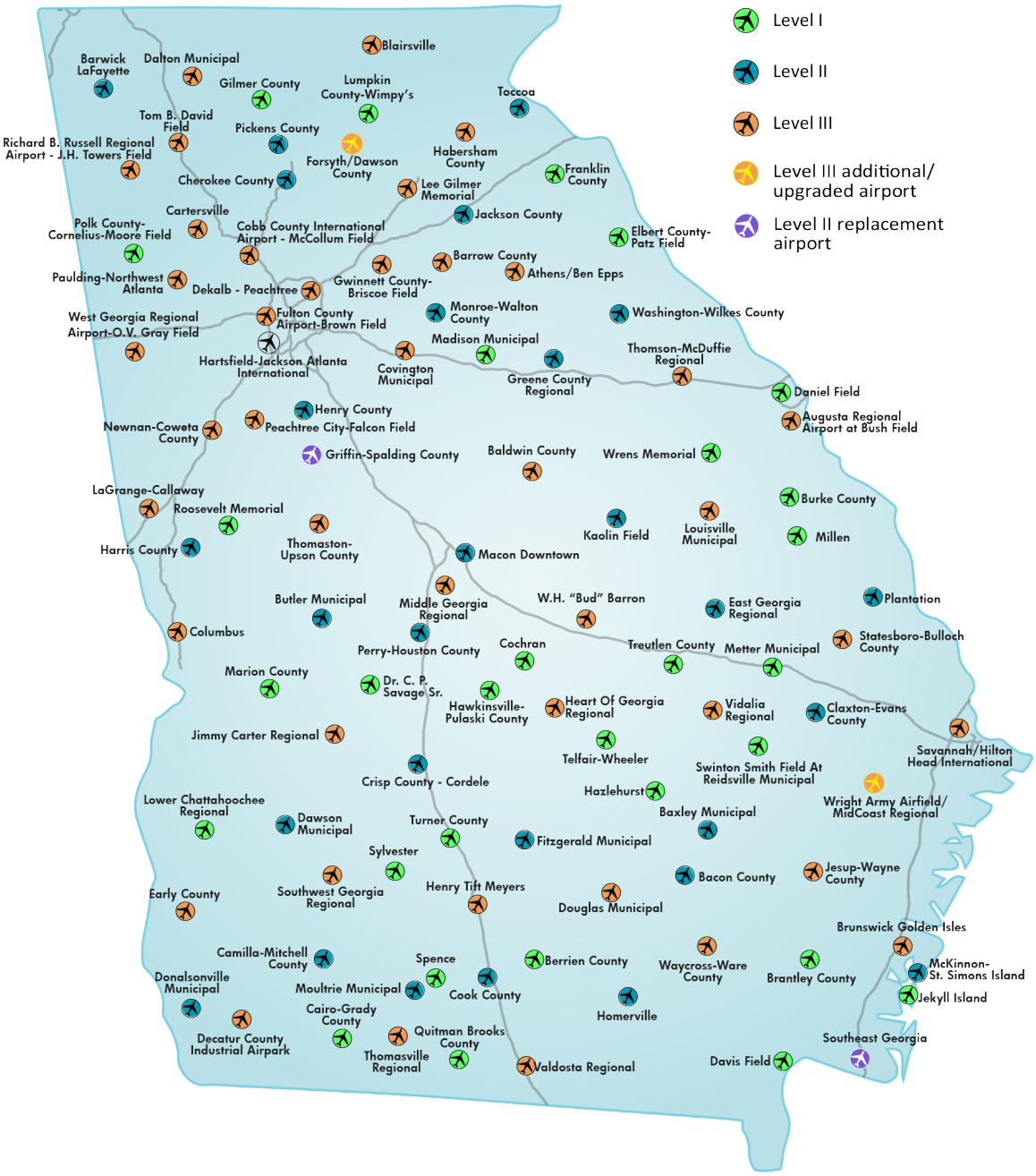
The Statewide Aviation System Plan was last published in 2002. Since that time, Georgia airports have made significant progress toward meeting the GSASP performance measures. This update to the GSASP reset the bar for future system performance. This included identifying projects for individual airports that are needed to improve system performance in the coming years. It also included evaluating current state system planning levels for all system airports and determining if airport assigned levels should change to improve overall system accessibility and performance. The GSASP update also addressed the need for additional or replacement system airports. Each of the 103 airports was assigned to one of the following levels:

AIRPORT LEVELS

LEVEL I	**Minimum Standard General Aviation Airport**: Level I facilities support a reasonable percentage of the general aviation fleet, including small business aircraft. Level I is recognized as the minimum to which airports in the system are recommended to develop. Objectives recommend a minimum runway length of 4,000 feet.
LEVEL II	**Business Airport of Local Impact**: Level II airports should be capable of accommodating all business and personnel use single- and twin-engine general aviation aircraft and 85% of business jet aircraft. The minimum runway length objective for Level II airports is 5,000 feet.
LEVEL III	**Business Airports of Regional Impact**: Level III airports are defined as the existing air carrier airports and general aviation airports that have a regional business impact. These airports are recommended to have at least 5,500 feet of runway and precision-like approaches to accommodate 95% of business jet aircraft.

A map of the recommended levels for airports in the Georgia system is shown on the next page. For the most part, after a thorough review of the existing system, current roles are unchanged. System plan recommendations include one new Level III airport, one airport upgraded from Level II to Level III, and two new Level II replacement airports. It is important to note that the identified level for each airport is the airport's minimum recommendation; an airport's actual facilities are determined by the airport owner or owners.

RECOMMENDED LEVELS FOR GEORGIA AIRPORTS



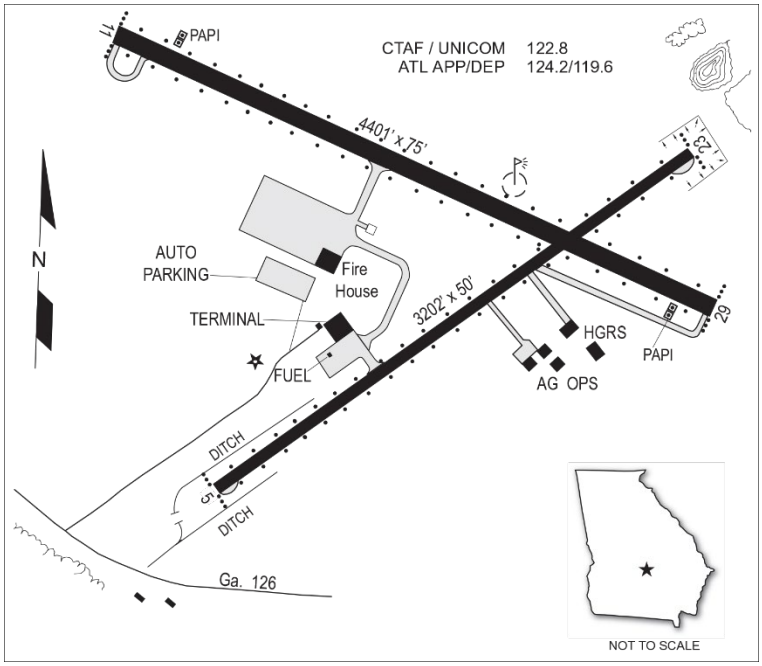
Source: Jviation

BACKGROUND INFORMATION FOR COCHRAN AIRPORT

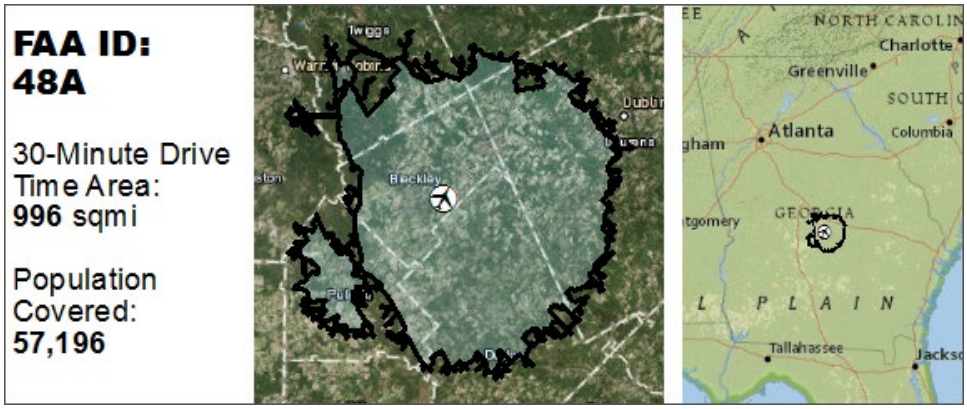
The Cochran Airport is located in Bleckley County in the south-central part of Georgia approximately 44 miles southeast of Macon and 45 miles northeast of Cordele. The primary highway access to the Airport from the east and west is via Interstate 16 and Georgia Highway 126. Other highways in the vicinity are US Highways 129 and 23, and Georgia Highways 87, 112, 26, and 278.

The Airport, situated on 69 acres, is owned and operated by the City of Cochran and accommodates a variety of aviation-related activities including recreational flying, agricultural spraying, ultra-lights, and experimental aircraft.

AIRPORT DIAGRAM



30-MINUTE DRIVE TIME SERVICE AREA AND POPULATION



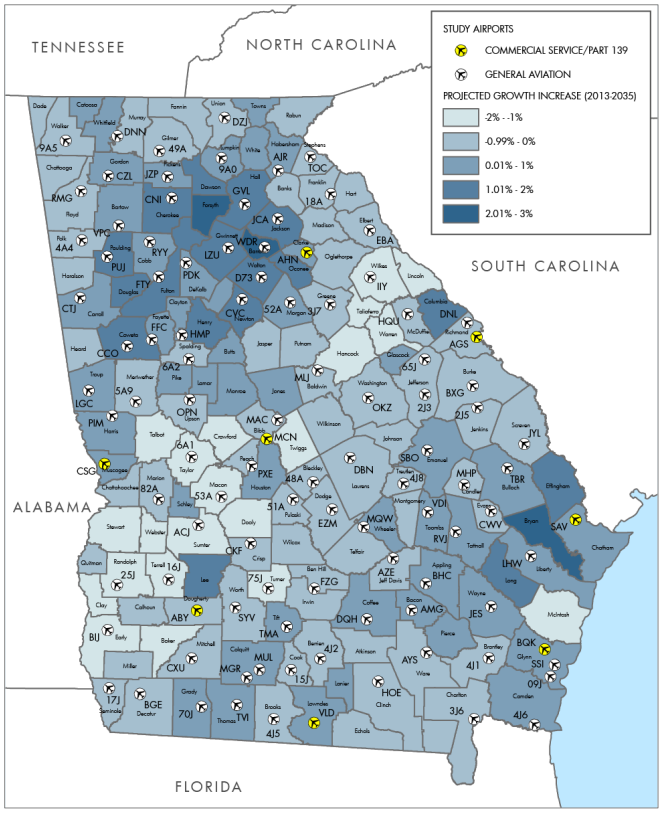
Source: Moffatt & Nichol

Assigned levels for Georgia airports consider the characteristics of the area the airport serves. Analysis for the GSASP was conducted using a geographic information system (GIS) and a 30-minute drive time for each airport. The county's population growth rate as well as the employment growth rate are expected to be just below the state average. Georgia's projected average annual rate of growth for population is between 0.5% and 1.49%; for employment, the average is between 0.998% and 1.39%.

Bleckley County	
Projected Population Growth	
2013*	12,771
2035	13,261
2013-2035	0.17%
Projected Employment Growth	
2015*	4,511
2035	5,181
2015-2035	0.69%

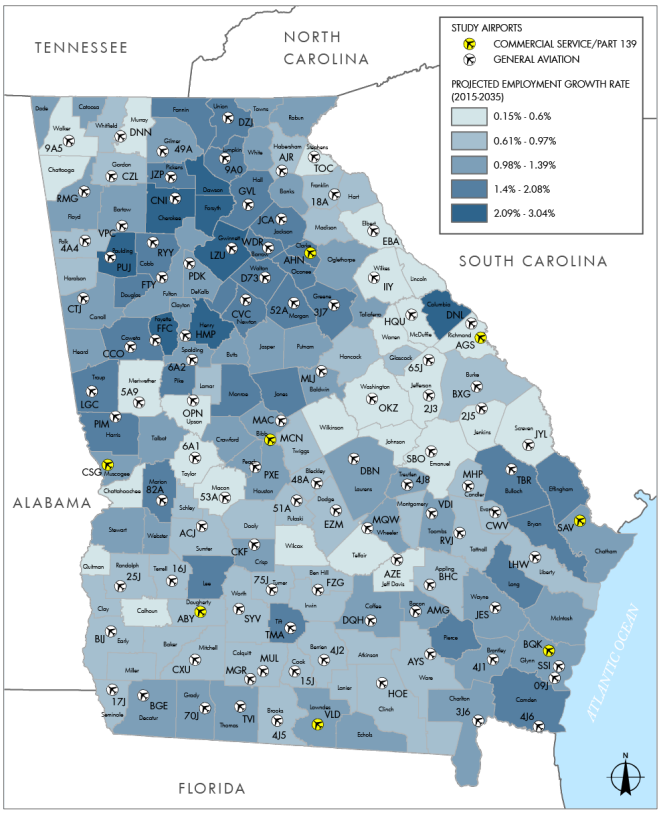
*Reported as current

PROJECTED POPULATION GROWTH



Source: Georgia Governor's Office of Planning and Budget, 2015 Series

PROJECTED EMPLOYMENT GROWTH



Source: Woods & Poole, 2017

RECOMMENDED LEVEL FOR COCHRAN AIRPORT

Cochran Airport has been assigned to Level I within the Georgia airport system. As a Level I airport, the GSASP has identified certain facilities and services that should ideally be in place at the Airport. These objectives are considered the "minimums" to which the Airport should be developed. Based on local needs/justification, it is quite possible that the Airport could exceed its minimum development objectives established in the GSASP. Cochran Airport's specific objectives, as they pertain to the Airport's Level I role in the state airport system, are listed below.

OBJECTIVES FOR LEVEL I – MINIMUM STANDARD GENERAL AVIATION AIRPORT

Airside Facilities

- **Runway Length:** Minimum 4,000 feet
- **Runway Width:** 75 feet
- **Taxiway:** Full parallel desirable; turnarounds at each end minimum objective
- **Lighting Systems:** MIRL and MITL
- **Approach:** Non-Precision
- **NAVAIDS/Visual aids:** Rotating beacon, segmented circle and wind cone, PAPIs, others as required for non-precision approach
- **Weather Reporting:** AWOS or ASOS desirable but not an objective for Level I
- **Runway Pavement Strength:** 12,500 pounds single-wheel
- **Fencing:** Operations area at a minimum; entire airport desirable

General Aviation Facilities

- **Hangared Aircraft Storage:** 60% of based aircraft fleet
- **Apron Parking/Storage:** 40% of based aircraft fleet plus an additional 25% for transient aircraft
- **Terminal/Administration:** 750 square feet enclosed space for public use with restrooms
- **Auto Parking:** One space for each based aircraft plus an additional 25% for visitors/employees

Services

- **Fuel:** AvGas and/or Jet fuel as required
- **FBO:** Limited service

COMPARATIVE PERFORMANCE
COCHRAN AIRPORT

One objective for the system plan update was to show how airports in the state have changed since the plan was last prepared in 2002. The following chart shows how facilities and services at Cochran Airport performed against system plan objectives between 2002 and 2017. Objectives are listed on the previous page and in the Report Card. It is worth noting that in some instances data collection efforts in 2002 versus 2017 were not identical, making it difficult to compare changes.

FACILITY/SERVICE COMPARISON - 2002 VS 2017

Facility or Service	2002 Actual	2017 Actual
Runway Length	3,202 feet	4,401 Feet
Runway Width	50 feet	75 Feet
Taxiway	Stub	Partial parallel and Turnaround on one Runway end
Primary Runway PCI	72	91
Primary Runway Safety Area	240 Feet x 120 Feet	300 Feet x 150 Feet
Runway to Taxiway Separation	Not Applicable	240 Feet
Lighting System		
– Runway	MIRL	MIRL
– Taxiway	N/A	MITL
Approach Type	Non-Precision	VOR/DME
Navigational Aids		
– Rotating Beacon	Rotating Beacon	Rotating Beacon
– VGSI	None	PAPIs/PAPIs
– Segmented Circle	Segmented Circle	Segmented Circle
– Wind Cone	Not Collected in 2002	Wind Cone
Fencing	Not Collected in 2002	Partial
Hangared Aircraft Storage	8	8
Apron Parking/Storage	6	16
General Aviation Terminal/Administration	1,250 Sq Ft	None
General Aviation Auto Parking	4	46
Fuel	None	AvGas and Jet A
FBO	No	Full Service

OUTLOOK FOR AVIATION DEMAND

While most development objectives for Cochran Airport are driven by role rather than demand, it is still important to have a general sense of how activity (based aircraft and annual operations) at the Airport could change in the coming years. The following table shows projections for the Airport developed as part of the GSASP. Forecast methodologies used in the GSASP included analysis of historic growth, FAA trends, and county-specific projections of population and employment. It is worth noting that demand projections developed as part of a state aviation system plan tend to be far more conservative than demand projections developed as part of an individual airport master plan or Airport Layout Plan (ALP) report. Statewide, the average annual compound rate of growth for both based aircraft and annual general aviation operations is expected to be 0.54%.

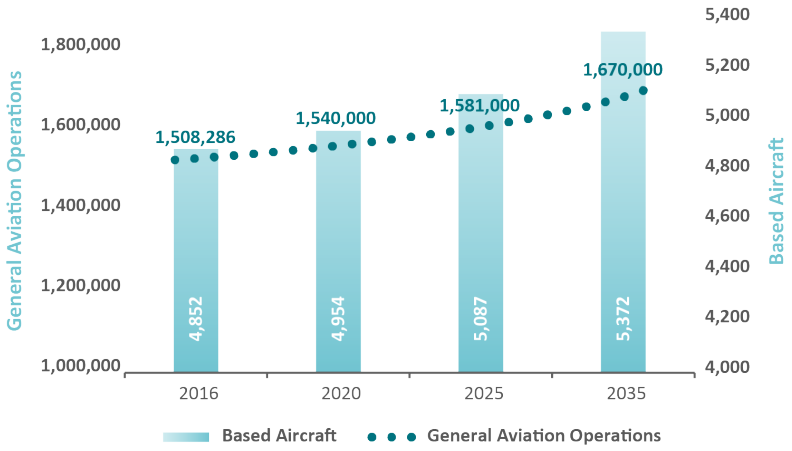
COCHRAN AIRPORT PROJECTIONS OF AVIATION DEMAND

	Based Aircraft	Annual General Aviation Operations
2016 Actual	17	2,000
2020	17	2,040
2025	18	2,100
2035	19	2,210

Following the completion of Georgia's last statewide aviation system plan, the cost of acquiring and maintaining a general aviation plane, the cost to secure a private pilot's license, competing opportunities for allocation of disposable income, along with increases in the cost of aviation fuel, have all contributed to a contraction in general aviation demand.

Recent economic recovery and increased use of general aviation as a tool to improve business efficiency have helped to stabilize the general aviation industry. For most airports in Georgia, however, anticipated growth in general aviation demand will be modest at best. The graph below shows statewide projections of based aircraft and annual general aviation operations for the 103 study airports as they were developed in the GSASP update.

STATEWIDE PROJECTIONS OF BASED AIRCRAFT AND ANNUAL GENERAL AVIATION OPERATIONS



OTHER GSASP EFFORTS

As part of the GSASP, additional efforts were included to determine how well the existing system is currently performing. This additional research included the following:

- **A land use and zoning inventory**
- **Investigation to determine airport control of runway protection zones (RPZs)**
- **An inventory of through-the-fence operators**

A summary of statewide findings for each of these studies is below, followed by airport-specific results for each of these three areas of analysis.

- **Land Use and Zoning:** According to FAA grant assurance #21, airports in the federal system should take appropriate steps to promote compatible land use in the airport environs. Study research indicates that there are at least 196 local governments in Georgia that border one of the system airports. According to study findings, only 40 of these municipalities currently have airport-specific land use zoning in place.
- **RPZ Control:** The FAA encourages all airports in the federal airport system to have control through acquisition or land use planning/zoning over their RPZs; the RPZ is the area designated off each airport runway end to help promote safety. There are 280 RPZs for all study runways. While most of these RPZs are under partial airport control, study research determined that only 84 out of the 280 RPZs are under control. An estimated $332 million is needed to bring all RPZs at system airports under control.
- **Through-the-Fence Operations:** The FAA discourages airports in the federal system from allowing off-airport businesses to have access to an airport's runway facilities. When an off-airport business does have access to an airport's airfield facilities, these businesses are typically referred to as through-the-fence operators. Only 17 of 103 airports in the Georgia system have any type of through-the-fence operator.

Airport-specific findings for these tasks, as applicable, follow.

THROUGH-THE-FENCE OPERATIONS

As part of the GSASP, research was completed to identify airports that have through-the-fence (TTF) operators. Cochran Airport was identified as having TTF activity. According to GSASP inventory, there was one TTF operator at the Airport at the time data for the GSASP was collected. It is important for any airport with TTF operations to have a written agreement with each through-the-fence operator, and to charge these operators fair market rates for access to the airport. Rates should be comparable to those being charged to similar on-airport operators. It is also recommended that, as practical, TTF operations be removed at airports through acquisition of the TTF property or removal of TTF access. If the Airport is unable to curtail TTF operations, the Airport should create and enforce an agreement similar to the example through-the-fence operating agreement available on the GDOT Aviation website: www.dot.ga.gov/IS/AirportAid/AviationSystemPlan.

LOCAL GOVERNMENTS ADJACENT TO COCHRAN AIRPORT WITH LAND USE CONTROLS

Having land use and activities around airports that are compatible with aircraft operations is imperative from a safety standpoint. Airports that accept state and/or federal grants are obligated to take steps to promote compatible land use and activities in the environs of their airport. For the GSASP analysis, airports identified local governments in the environs of their airport. It is likely that the local governments identified by the Airport are the primary local governments adjacent to the Airport, but it is possible that if the Airport's extended safety and control surfaces designated by the FAA were considered, there could be additional local governments (beyond those reported here) that are in the airport environs.

Research was undertaken for local governments identified during the GSASP to determine if the local governments are taking steps to establish compatible land use and protect the operating environments for airports throughout the state. Local governments adjacent to Georgia airports were investigated to determine the following:

- **Has the local government adopted land use zoning controls?**
- **Does the local government have an airport specific overlay zone or district?**
- **Does the local government have a land use map that shows the location of the airport?**
- **Has the local government adopted height restriction zoning around the airport?**

The following table shows local governments adjacent to Cochran Airport and summarizes the status of land use controls for each. Local governments and airports throughout Georgia need to work together to help ensure airports are protected from incompatible land uses and from the encroachment of obstacles that pose a height hazard to safe airport operations.

LAND USE CONTROL SUMMARY FOR COCHRAN AIRPORT

Type of Control	Local Governments Adjacent to the Airport	
	City of Cochran	Bleckley County
Adopted Land Use Ordinance	Yes	No
Adopted Height Zoning Ordinance	Yes	No
Land Use Map	Yes	No
Airport Overlay Zone/District	No	No

Model ordinances to control land use and the height of objects in the airport environs are available on the GDOT website: www.dot.ga.gov/IS/AirportAid/AviationSystemPlan.

AIRPORT CONTROL OF RUNWAY PROTECTION ZONES

A review of all RPZs was undertaken as part of the GSASP update. The RPZ is an FAA-designated safety zone off the end of each active runway; the size of the RPZ for each runway end is established by FAA guidelines and varies by the type of approach (visual, non-precision, precision) to the runway end. FAA standards indicate that all airports should have control over each RPZ either through fee simple ownership of the land within the RPZ or through avigation easements. Statewide, 84 (30%) of the 280 RPZs at all study airports are reported as under airport control.

As part of the GSASP analysis, categories were established for types of use within the RPZs at Georgia airports. Once these categories were identified, additional analysis was undertaken to identify potential costs by category that could be incurred to bring all RPZs under airport control. The analysis included the following:

- **Areas of the Airport's RPZ that are not fully under Airport control.**
- **Types of use(s) and/or development in the uncontrolled portions of the Airport's RPZs.**
- **Estimated cost to bring uncontrolled RPZ areas under Airport control.**

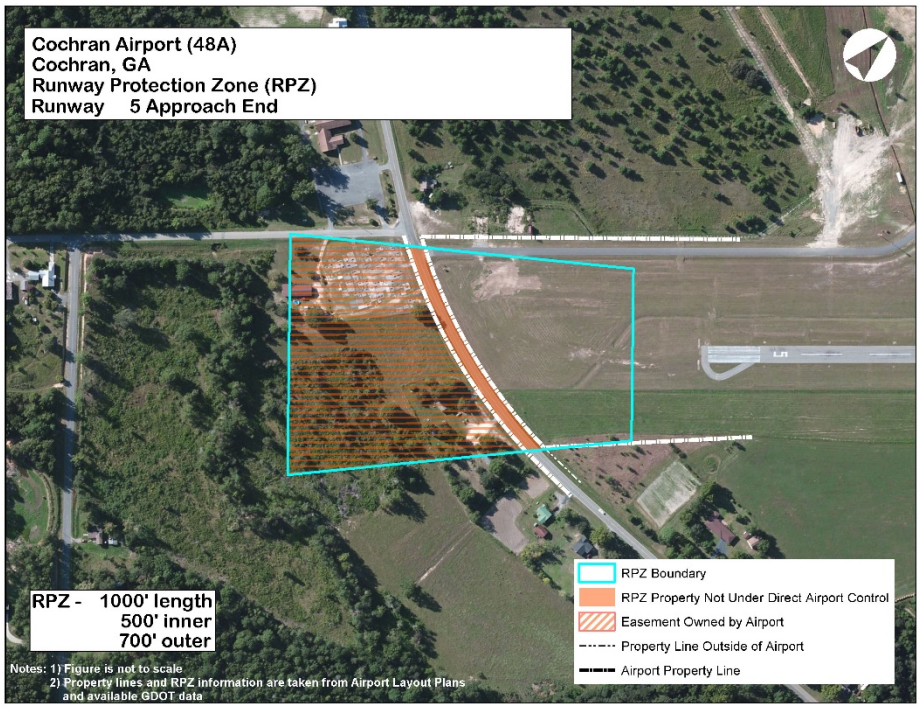
As indicated through the GSASP analysis, the cost to bring all portions of the Airport's RPZs under Airport control is estimated to be **$552,745**. Airports are highly encouraged to gain control over RPZs to prevent incompatible land uses.

COCHRAN AIRPORT RPZ CONTROL

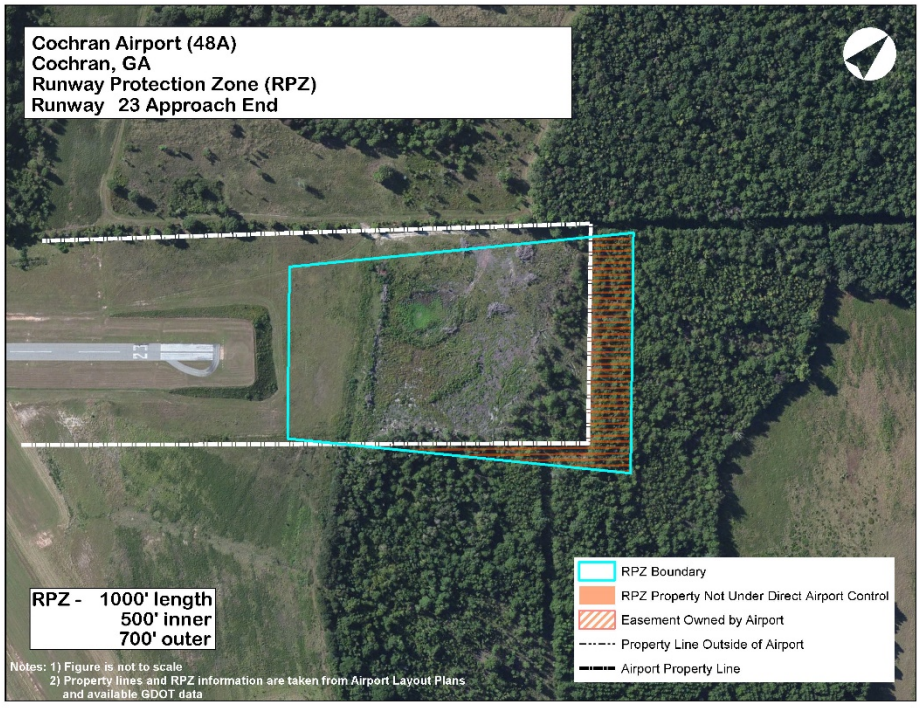
	Runway			
	11	23	5	29
Identified Land/Property Acquisitions				
Total Acres Outside Airport Control	**0**	**0**	**1**	**0**
– Urban Acres	0	0	0	0
– Rural Acres	0	0	1	0
Associated Costs				
Property Acquisition Costs				
– Urban Land Acquisition Costs*	-	-	-	-
– Rural Land Acquisition Costs*	-	-	$5,000	-
– Residential Property Acquisition Costs	-	-	$375,000	-
– Commercial Property Acquisition Costs	-	-	-	-
Relocation Costs				
– Paved Road Relocation Costs	-	-	$172,745	-
– Unpaved Road Relocation Costs	-	-	-	-
– Railroad Relocation Costs	-	-	-	-
Subtotal	**-**	**-**	**$552,745**	**-**
Total	**$552,745**			

Note: * The urban vs. rural classification for property acquisition costs generally followed the Georgia Urbanized Areas as presented in GDOT's "Statewide Functional Classification and Urban Area Boundary Update" from February 2014. The land use definitions were further defined by observations of characteristics around each airport.

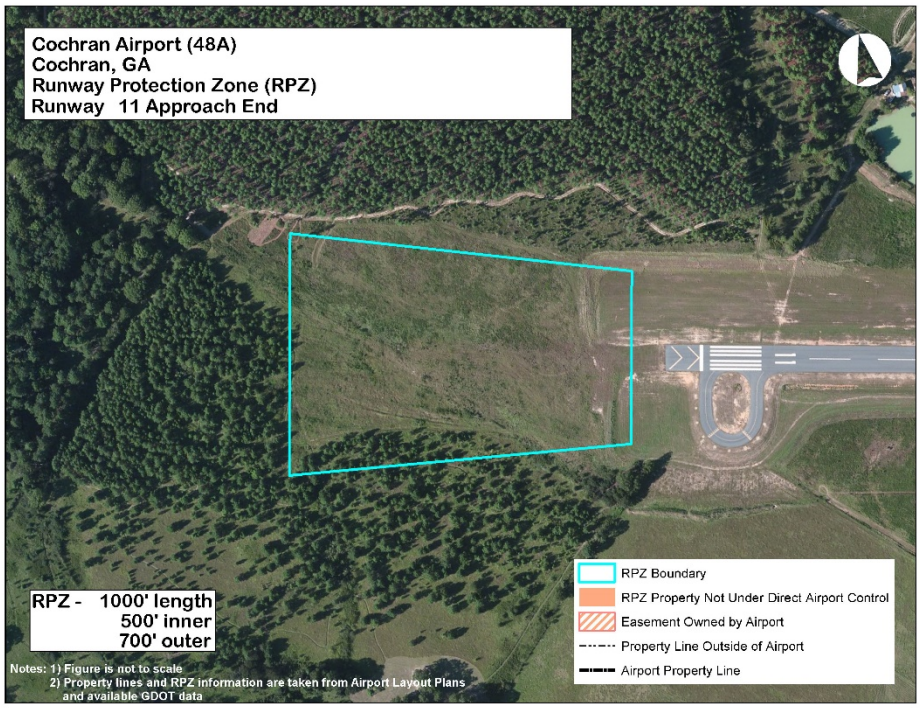
COCHRAN AIRPORT
RPZ – RUNWAY 5 APPROACH END



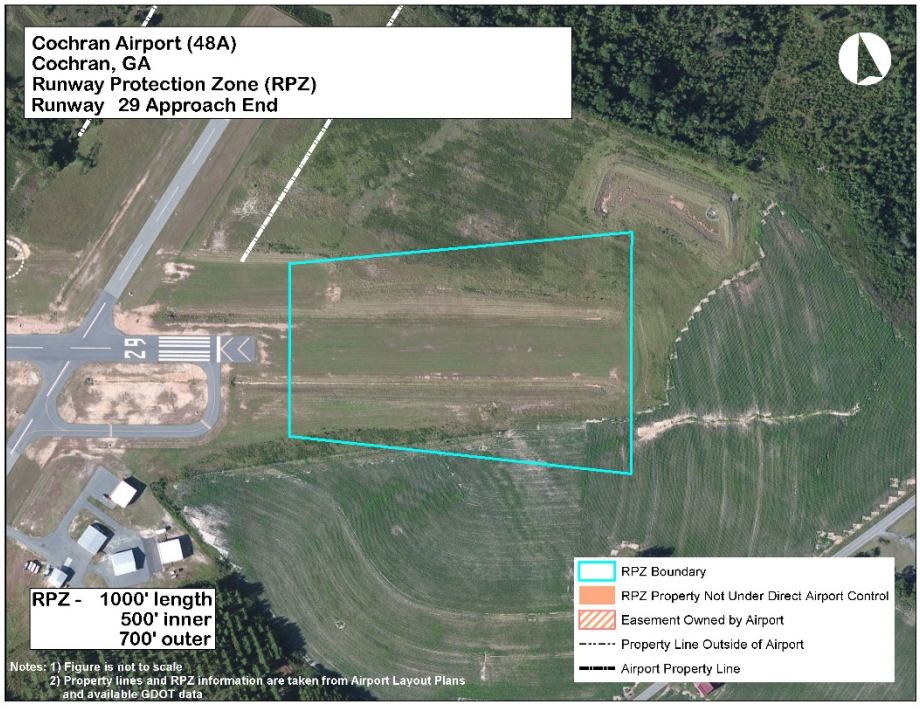
COCHRAN AIRPORT
RPZ – RUNWAY 23 APPROACH END



COCHRAN AIRPORT
RPZ – RUNWAY 11 APPROACH END



COCHRAN AIRPORT
RPZ – RUNWAY 29 APPROACH END



AIRPORT REPORT CARD AND RECOMMENDATIONS

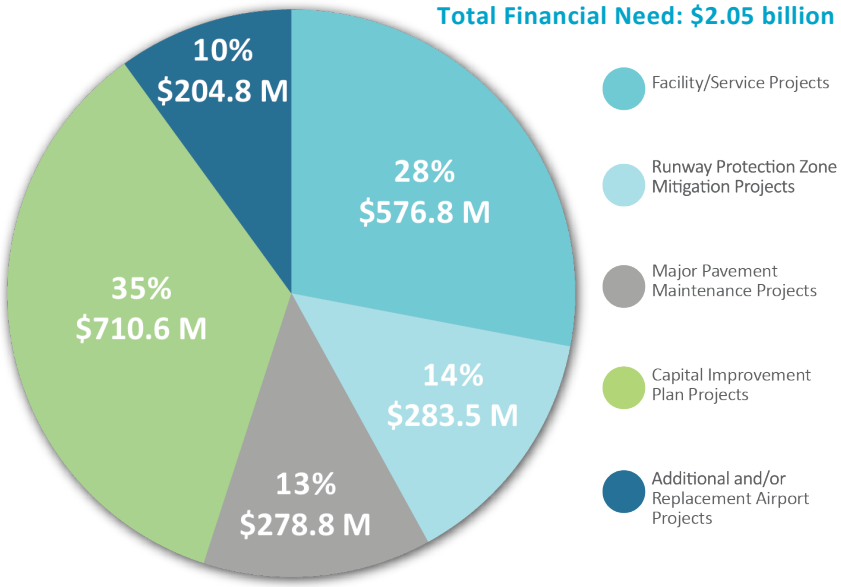
This report provides information on GSASP facility/service objectives associated with a Level I airport in the state airport system. The Report Card on the following pages shows Cochran Airport's ability to meet its objectives. If the Airport does not meet an objective, an estimated cost to enable the Airport to meet the objective was developed. The GSASP also reviewed the Airport's current capital improvement plan (CIP), as submitted to GDOT; while the GSASP identified costs to meet system plan objectives, CIP costs to meet local airport development goals are also included in the Report Card.

Pavement projects identified for the Airport in the 2012 Statewide Airfield Pavement Management Study that have not yet been completed are also shown in the Airport's Report Card. The Airport's pavement projects were compared to the projects from the system plan and the Airport's CIP to avoid duplication. An update to GDOT's Statewide Airfield Pavement Management Study is underway and expected to be complete in early 2019.

The GSASP identified that over the next five years, an estimated $1.34 billion will be needed to maintain and improve all commercial and general aviation airports in Georgia to their system plan recommendations; an additional $710.6 million will be needed to meet the additional goals of local communities. Sources for the total financial need of $2.05 billion are shown in the pie chart below.

AREAS OF FINANCIAL NEED TO MAINTAIN AND IMPROVE THE GEORGIA AIRPORT SYSTEM

The GSASP focuses on recommendations and costs to implement needs identified in the study. The Report Cards also include airport CIPs to enable airports to understand the potential costs to meet both GSASP and local development objectives. Of the $2.05 billion financial need, 35% is related to locally developed CIPs.



When the Airport's system plan projects are considered, it is estimated that a total of **$672,500** will be needed over the next five years. When the Airport's CIP is included, the total need is estimated at **$2,343,980**. On average over the next five years, **$468,796** will be needed on an annual basis to maintain and improve the Airport. GDOT's last statewide economic impact study, completed in 2012, shows that the Airport is responsible for an estimated **$3,668,100** in annual economic impact. When the Airport's annual need (**$468,796**) is compared to its annual benefit (**$3,668,100**), it is clear that the Airport is well worth the investment.

The Report Card for Cochran Airport, developed as part of the system plan, is shown on the following pages.

Cochran Airport Report Card

AIRPORT NAME: Cochran Airport	**CITY:** Cochran, Georgia
COUNTY: Bleckley County	**AIRPORT CODE:** 48A

Cochran Airport Report Card					
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Objective Met**	**Improvement Needed**	**Estimated Cost**
Runway Length	4,401 Feet	4,000 Feet	Yes	-	-
Runway Width	75 Feet	75 Feet	Yes	-	-
Taxiway	Partial parallel and Turnaround on one Runway end	Turnarounds at Each End	Yes	-	-
Primary Runway PCI	91	70 or Greater	Yes	-	-
Primary Runway Safety Area	300 Feet x 150 Feet	300 Feet x 150 Feet	Yes	-	-
Runway to Taxiway Separation	240 Feet	240 Feet	Yes	-	-
Lighting System					
– Runway	MIRL	MIRL	Yes	-	-
– Taxiway	MITL	MITL	Yes	-	-
Approach Type	VOR/DME	Non-Precision	Yes	-	-
Navigational Aids					
– Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes	-	-
– VGSI	PAPIs/PAPIs	PAPIs	Yes	-	-
– Segmented Circle	Segmented Circle	Segmented Circle	Yes	-	-
– Wind Cone	Wind Cone	Wind Cone	Yes	-	-
Fencing	Partial	Operations Area	No	Install 700 LF for Full Perimeter	$100,000
Hangared Aircraft Storage	8	60% of Based Aircraft Fleet	No	Add 3 Hangar Spaces*	$310,000
Apron Parking/Storage	16	40% of Based Aircraft Fleet Plus an Add'l 25% for Transient Aircraft	Yes	-	-
General Aviation Terminal/Administration	None	750 Square Feet of Public Use Space with Restrooms	No	Add 750 Sq Ft of Terminal with Restrooms	$262,500
General Aviation Auto Parking	46	1 Space for Each Based Aircraft Plus an Add'l 25% for Visitors/Employees	Yes	-	-
Fuel	AvGas and Jet A	AvGas, and/or Jet Fuel as Required	Yes	-	-
FBO	Full Service	Limited Service	Yes	-	-
		Estimated SASP Facility/Service Project Cost			***$672,500***

* Estimated project cost is derived from Airport's recent 5-year CIP.

Cochran Airport Report Card					
Runway Protection Zone Mitigation Projects					
Runway End	**Estimated Land Cost**	**Estimated Residential/Commercial Property Cost**	**Estimated Road Cost**	**Estimated Railroad Cost**	**Total Estimated Cost**
– RW 05	$5,000	$375,000	$172,745	No Action	$552,745
– RW 11	No Action	No Action	No Action	No Action	$0
– RW 23	No Action	No Action	No Action	No Action	$0
– RW 29	No Action	No Action	No Action	No Action	$0
				Estimated RPZ Mitigation Project Costs	***$552,745***
Major Pavement Maintenance Projects Planned					
	Project Description				**Estimated Cost**
Runway 11/29	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$83,522
Runway 11/29	Local Preventative (e.g. Crack Sealing or Patching)*				$128,300
Runway 05/23	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$712,246
Taxiways	Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)				$14,085
Taxiways	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$16,016
Apron	Global Preventative (e.g. Surface Treatment to Entire Pavement)				$28,599
Apron	Local Preventative (e.g. Crack Sealing or Patching)				$5,967
				Estimated Major Pavement Project Costs	***$988,735***
Capital Improvement Plan (CIP) Projects Planned 2018-2022					
Program Year	**Project Type**	**Project Description**			**Estimated Cost**
2020	Plans & Studies	Airport Layout Plan Update			$80,000
2021	Safety	Obstruction Clearing Design and Construction			$50,000
				Estimated CIP Project Costs	***$130,000***
				Total Estimated Project Costs	**$2,343,980**

* Estimated project cost is derived from the Airport's recent 5-year CIP.

GLOSSARY OF ACRONYMS

ALP: Airport Layout Plan

ALS: Approach Lighting System

ALSF: ALS with Sequenced Flashers

ASOS: Automatic Surface Observation System

ATCT: Air Traffic Control Tower

AvGas: Aviation Gasoline

AWOS: Automated Weather Observation System

CAGR: Compound Annual Growth Rate

CATEX: Categorical Exclusion

CIP: Capital Improvement Plan

DBE: Disadvantaged Business Enterprise

DME: Distance Measuring Equipment

FBO: Fixed Base Operator

FIDS: Flight Information Display System

GA: General Aviation

GIS: Geographic Information System

GSASP: Georgia Statewide Aviation System Plan

HIRL: High-Intensity Runway Lighting

HITL: High-Intensity Taxiway Lighting

ILS: Instrument Landing System

Jet A: Jet Fuel

LF: Linear Feet

LIRL: Low-Intensity Runway Lighting

LITL: Low-Intensity Taxiway Lighting

LPV: Lateral Precision Performance with Vertical Guidance

MALS: Medium-Intensity Approach Lighting System

MALSF: MALS with Sequenced Flashers

MALSR: MALS with Runway Alignment Indicator Lights

MIRL: Medium-Intensity Runway Lighting

MITL: Medium-Intensity Taxiway Lighting

MoGas: Motor Gasoline

NAVAIDs: Navigational Aids

PAPI: Precision Approach Path Indicator

PCI: Pavement Condition Index

PFC: Passenger Facility Charge

REIL: Runway End Indication Lights

RNAV: Area Navigation

RPZ: Runway Protection Zone

RSA: Runway Safety Area

sqmi: Square Miles

VASI: Visual Approach Slope Indicator

VGSI: Visual Glideslope Indicator

VOR: Very High Frequency (VHF) Omni-Directional Range

WHMP: Wildlife Hazard Management Plan

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