Appendix A.   Glossary

A
___

A-WEIGHTED SOUND LEVEL: The sound pressure level which has been filtered or weighted to reduce the influence of low and high frequency (dBA).

AC: Advisory Circular published by the Federal Aviation Administration.

ADPM: Average Day of the Peak Month

AFB: Air Force Base

AGL: Above Ground Level

AIA: Annual Instrument Approaches

AICUZ: Air Installation Compatible Use Zones define areas of compatible land use around military airfields.

AIP: Airport Improvement Program of the FAA.

AIR CARRIER: The commercial system of air transportation, consisting of the certificated air carriers, air taxis (including commuters), supplemental air carriers, commercial operators of large aircraft, and air travel clubs.

AIRCRAFT LANDING GEAR: The main landing gear consists on a single wheel under each wing. Single-wheel landing gear typically used on a single-engine aircraft that weighs less than 20,000 pounds.

AIRCRAFT MIX: The relative percentage of operations conducted at an airport by each of four classes of aircraft differentiated by gross takeoff weight and number of engines.

AIRCRAFT OPERATION: The airborne movement of aircraft in controlled or non-controlled airport terminal areas and about a given en route fix or at other points where counts can be made. There are two types of operations - local and itinerant. An operation is counted for each landing and each departure, such that a touch-and-go flight is counted as two operations.

AIRCRAFT TYPES: An arbitrary classification system which identifies and groups aircraft having similar operational characteristics for the purpose of computing runway capacity.

AIR NAVIGATIONAL FACILITY (NAVAID): Any facility used for guiding or controlling flight in the air or during the landing or takeoff of an aircraft.

AIR ROUTE SURVEILLANCE RADAR (ARSR): Long-range radar which increases the capability of air traffic control for handling heavy enroute traffic. An ARSR site is usually located at some distance from the ARTCC it serves. Its range is approximately 200 nautical miles. Also called ATC Center Radar.

AIRPORT SURVEILLANCE RADAR (ASR): Short-range radar used by local air traffic control for handling terminal area aircraft traffic.

AIR TAXI: Aircraft operated by a company or individual that performs air transportation on a non-scheduled basis over unspecified routes usually with light aircraft.

AIRPORT: An area of land or water that is used or intended to be used for the landing and taking off of aircraft, and includes its buildings and facilities, if any.

AIRPORT AVAILABLE FOR PUBLIC USE: An airport available for use by the public with or without a prior request.

AIRPORT ELEVATION: The highest point of an airport's usable runways, measured in feet above mean sea level.

APPENDIX

AIRPORT LAYOUT PLAN (ALP): A scale drawing of existing and proposed airport facilities, their location on an airport, and the pertinent clearance and dimensional information required to demonstrate conformance with applicable standards.

AIRPORT MASTER PLAN (AMP): A long-range plan for development of an airport, including descriptions of the data and analyses on which the plan is based.

AIRPORT REFERENCE CODE (ARC): A coding system used to relate airport design criteria to the operational and physical characteristics of the airplanes intended to operate at an airport.

AIRPORT REFERENCE POINT (ARP): The latitude and longitude of the approximate center of the airport.

AIRPORT USE AGREEMENT: Legal contract for the air carriers' use of the airport and leases for use of terminal facilities.

AIRPORT MASTER PLAN: Long-range plan of airport development requirements.

AIR TAXI/AIR CHARTER OPERATION: Includes operations which are not major air carrier operations, but which are performed in revenue service, on aircraft with fewer than 60 seats. This includes carriage of passengers in unscheduled, on-demand operations; and cargo operations. Also includes operations of some corporate aircraft carrying passengers in unscheduled, on-demand operations.

ALSF-1: Approach Light System with Sequence Flasher Lights

ALS: Approach Light System

AMBIENT NOISE: All encompassing noise associated with a given environment, being usually a composite of sounds from many sources near and far.

AMBIENT NOISE LEVEL: The level of noise that is all encompassing within a given environment for which a single source cannot be determined. It is usually a composite of sounds from many and varied sources near to and far from the receiver.

ANCLUC: Airport Noise and Compatible Land Use Control plan; an FAA sponsored land use compatibility planning program preceding Part 150 Airport Noise Compatibility Program.

APPROACH CONTROL SERVICE: Air traffic control service provided by a terminal area traffic control facility for arriving and departing IFR aircraft and, on occasion, VFR aircraft.

APPROACH FIX: The point from or over which final approach (IFR) to an airport is executed.

APPROACH PROTECTION EASEMENT: A form of easement which both conveys all of the rights of an avigation easement and sets specified limitations on the type of land uses allowed to be developed on the property.

APPROACH SPEED: The recommended speed contained in aircraft manuals used by pilots when making an approach to landing. This speed will vary for different segments of an approach as well as for aircraft weight and configuration.

APPROACH SLOPE: Imaginary areas extending out and away from the approach ends of runways which are to be kept clear of obstructions.

APPROACH SURFACE: An element of the airport imaginary surfaces, longitudinally centered on the extended runway centerline, extending upward and outward from the end of the primary surface at a designated slope.

APRON: A defined area on an airport or heliport intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking, or maintenance. With regard to seaplanes, a ramp is used for access to the apron from the water.

AREA NAVIGATION (RNAV): A method of navigation that permits aircraft operations on any desired course within the coverage or stationed-reference navigation systems or within the limits of self-contained system capability.

APPENDIX

ARFF: Aircraft Rescue and Fire-Fighting

ARTS-III: Automated Radar Terminal Service - Phase III. A terminal facility in the air traffic control system using air ground communications and radar intelligence to detect and display pertinent data such as flight identification, altitude and position of aircraft operating in the terminal area.

ASDA: Accelerate Stop Distance Available

ASOS: Automated Surface Observing System

ASV: Annual Service Volume - a reasonable estimate of the airfield's annual capacity.

ATCT: Airport Traffic Control Tower

ATC: Air Traffic Control

AVIGATION AND HAZARD EASEMENT: An easement which provides right of flight at any altitude above the approach surface, prevents any obstruction above the approach surface, provides a right to cause noise vibrations, prohibits the creation of electrical interferences, and grants right-of-way entry to remove trees or structures above the approach surface. An aviation and/or hazard easement typically conveys the following rights:

- A right-of-way for free and unobstructed passage of aircraft through the airspace over the property at any altitude above a surface specified in the easement (usually set in accordance with FAR Part 77 criteria).

- A right to subject the property to noise, vibrations, fumes, dust, and fuel particle emissions associated with normal airport activity.

- A right to prohibit the erection or growth of any structure, tree, or other object that would enter the acquired airspace.

- A right-of-entry onto the property, with proper advance notice, for the purpose of removing, marking, or lighting any structure or other object that enters the acquired airspace.

- A right to prohibit electrical interference, glare, misleading lights, visual impairments, and other hazards to aircraft flight from being created on the property.

B

BASED AIRCRAFT: An aircraft permanently stationed at the airport, usually by some form of agreement between the aircraft owner and airport management.

BEST MANAGEMENT PRACTICES OR BMP: A term used commonly to define the physical or behavioral practices that ensure environmental protection)

BIT: Bituminous Asphalt Pavement

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

BUILDING RESTRICTION LINE: A BRL is an imaginary line which identifies suitable locations for development on an airport.

BUSINESS JET: Any of a type of turbine powered aircraft carrying six or more passengers and weighing less than approximately 90,000 pounds gross takeoff weight.

C

CAT I: Category I Instrument Landing System. (Minimums: decision height of 200 feet; Runway visual range 1,800 feet).

CAT II: Category II Instrument Landing System. (Minimums: decision height of 100 feet; Runway visual range 1,200 feet).

CAT III: Category III Instrument Landing System. (Minimums: no decision height; Runway visual range of from 0 to 700 feet depending on type of CAT III facility).

CEILING: Height above the earth's surface to the lowest layer of clouds or obscuring phenomena. (AIM)

CENTER'S AREA: The specified airspace within which an air route traffic control center provides air traffic control and advisory service.

CFR: Crash, Fire and Rescue. This is now called Airport Rescue and Fire Fighting (ARFF).

CHARTER OPERATION: Defined by the FAA as being a type of Air Taxi operation typically above 60 seats non-scheduled to include vacation tour groups and non-scheduled air freight operations.

CIRCLING APPROACH: A maneuver initiated by a pilot to align an aircraft with a runway for landing when a straight-in instrument approach is not possible. This maneuver requires ATC clearance and that the pilot establishes visual reference to the airport.

CL: Centerline

CLEARWAY: A defined rectangular area beyond the end of a runway cleared or suitable for use in lieu of runway to satisfy takeoff distance requirements.

CNEL: Community Noise Equivalent Level - a noise metric used in California to describe the overall noise environment of a given area from a variety of sources.

COMM.: Communications

COMBINING DISTRICT: A zoning district which establishes development standards in areas of special concern over and above the standards applicable to basic underlying zoning districts.

COMMERCIAL ACTIVITIES: Airport related activities which may offer a facility, service or commodity for sale, hire or profit. Examples of commodities for sale are: food, lodging, entertainment, real estate, petroleum products, parts and equipment. Examples of services are: flight training, charter flights, maintenance, aircraft storage and tie down.

COMMERCIAL OPERATOR: A person who, for compensation or hire, engages in the carriage by aircraft in air commerce of persons or property, other than as an air carrier.

COMMERCIAL SERVICE AIRPORT: A public airport which received scheduled passenger service and enplanes annually 2,500 or more passengers.

COMMUTER AIRLINES: A category of airline classified according to the type of aircraft used (maximum of 60 seats) and their operating frequency (at least five scheduled round trip flights per week between two or more points).

COMPATIBILITY PROGRAM: As used herein, a plan, usually adopted by an Airport Land Use Commission, which sets forth policies for promoting compatibility between airports and the land uses which surround them. Often referred to as a Comprehensive Land Use Plan (CLUP).

CONC: Portland Cement Concrete Pavement

CONICAL SURFACE: An imaginary surface extending upward and outward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

CONCESSION AGREEMENT: An agreement between the airport and a concession regarding the conduct of business on airport property.

CONNECTION: A passenger who boards an aircraft directly after deplaning from another flight. On-line single carrier connections involve flights of the same carrier, while interline or off-line connections involve flights of two different carriers. This term can also be applied to freight shipments.

CONTROLLED AREA: Airspace within which some or all aircraft may be subject to air traffic control.

CONTROL TOWER: A central operations facility in the terminal air traffic control system consisting of a tower cab structure (including an associated IFR room if radar equipped) using air/ground communications and/or radar, visual signaling and other devices to provide safe and expeditious movement of terminal air traffic.

CONTROL ZONE: These are areas of controlled airspace which extend upward from the surface and terminate at the base of the continental control area. Control zones that do not underlie the continental control area have no upper limit. A control zone may include one or more airports and is normally a circular area with a radius of 5 statute miles of any extensions necessary to include instrument departure and arrival paths.

CONTROLLED AIRSPACE: An airspace of defined dimensions within which air traffic control service is provided to IFR flights and to VFR flights in accordance with the airspace classification, Class A, Class B, etc. CROSSWIND RUNWAY - A runway aligned at an angle to the prevailing wind which allows use of an airport when crosswind conditions on the primary runway would otherwise restrict use.

CURFEW: A restriction placed upon all or certain classes of aircraft by time of day, for purposes of reducing or controlling airport noise.

D

DAY-NIGHT AVERAGE SOUND LEVEL (DNL): The noise metric adopted by the U.S. Environmental Protection Agency for measurement of environmental noise. It represents the

average daytime noise level during a 24-hour day, measured in decibels and adjusted to account for the lower tolerance of people to noise during nighttime periods.

DEBT SERVICE COVERAGE: The requirement that the airport's revenue, net of operating and maintenance expenses be equal to a specified percentage in excess of the annual debt service (principal and interest payments) for revenue bond issues.

DECIBEL (dB): A unit measuring the magnitude of a sound, equal to the logarithm of the ratio of the intensity of the sound to the intensity of an arbitrarily chosen standard sound, specifically a sound just barely audible to an unimpaired human ear. For environmental noise from aircraft and other transportation sources, an A-weighted sound level (sometimes abbreviated dBA) is normally used. The A-weighting scale adjusts the values of different sound frequencies to approximate the auditory sensitivity of the human ear.

DECISION HEIGHT (DH): With respect to the operation of aircraft, this means the height at which a decision must be made, using an ILS or PAR instrument approach, to either continue the approach or to execute a missed approach.

DECLARED DISTANCES: The distances the airport owner declares available for the airplane's takeoff run, takeoff distance, accelerate-stop distance, and landing distance requirements. The distance is:

- *Accelerate-stop distance available (ASDA):* The runway plus stopway (SWY length declared available and suitable for the acceleration and deceleration of an airplane aborting a takeoff; and

- *Landing distance available (LDA):* The runway length declared available and suitable for a landing airplane.

DEED NOTICE: A formal statement added to the legal description of a deed to a property and on any subdivision map. As used in airport land use planning, a deed notice would state that the property is subject to aircraft over flights. Deed notices are used as a form of buyer notification to ensure that those who are particularly sensitive to aircraft over flights can avoid moving to the affected areas.

DEMAND: The actual number of persons, aircraft or vehicles currently using a facility if that facility is operating at or below capacity or the number of persons, aircraft or vehicles who want to use the facility when the facility is operating above capacity.

DENSITY OF USE: As used in airport land use planning, the term refers to the number of dwelling units per gross acre for residential land uses or the number of people per acre with regard to other land uses.

DEPLANEMENT: Any passenger getting off an arriving aircraft at an airport. Can be both a terminating and connecting passenger. Also applies to freight shipments.

DESIGNATED BODY: A local government entity, such as a regional planning agency or a county planning commission, chosen by the county board of supervisors and the selection committee of city mayors to act in the capacity of an airport land use commission.

DISPLACED THRESHOLD: A landing threshold that is located at a point on the runway other than the designated beginning of the runway (see Threshold).

DISTANCE MEASURING EQUIPMENT (DME): An electronic installation established with either a VOR or ILS to provide distance information from the facility to pilots by reception of electronic signals. It measures, in nautical miles, the distance of an aircraft from a NAVAID.

DUAL-TANDEM: The main landing gear consists of four wheels under each wing. Dual-Tandem landing gear is typically used on multi-engine aircraft weighing over 200,000 pounds.

DUAL-WHEEL: The main landing gear consists of two wheels under each wing. Dual-wheel landing gear is typically used on multi-engine aircraft weighing between 20,000 pounds up to 200,000 pounds.

E

EASEMENT: A less than fee title transfer of real property rights from the property owner to the holder of the easement.

ENROUTE: The route of flight from point of departure to point of destination, including intermediate stops (excludes local operations).

ENROUTE AIRSPACE: Controlled airspace above and/or adjacent to terminal airspace.

EQUIVALENT SOUND LEVEL (LEQ): The level of constant sound which, in the given situation and time period, has the same average sound energy as does a time varying sound.

EXPERIMENTAL AIRCRAFT ASSOCIATION: A not-for-profit organization operated exclusively for educational, recreational, and charitable purposes drawing upon the surrounding community for its membership and activities which include youth programs and public services.

F

F&E: Facilities and Equipment Programming – FAA

FAR PART 36: A regulation establishing noise certification standards for aircraft.

FAR PART 77: A regulation establishing standards for determining obstructions to navigable airspace.

FAR PART 77 SURFACES: Imaginary airspace surfaces established with relation to each runway of an airport. There are five types of surfaces: (1) primary; (2) approach; (3) transitional; (4) horizontal; and (5) conical.

FAR PART 91-GENRAL OPERATING AND FLIGHT RULES: This Federal Aviation Regulation (FAR) prescribes rules governing the operation of aircraft with the US.

FAR PART 139-CERTIFICATION AND OPERATIONS: Land airports serving certain air carriers. The regulation governs the certification and operation of land airports which serve any scheduled or unscheduled passenger operation of an air carrier that conducted with an aircraft having and seating a capacity of more than 30 passengers.

FAR PART 150: The Aviation Safety and Noise Abatement Act of 1979 require the FAA to establish regulations that set forth national standards for identifying airport noise and land-use incompatibilities and to develop programs to eliminate them.

FEDERAL AIRWAYS: See Low Altitude Airways.

FEDERAL AVIATION ADMINISTRATION (FAA): The U.S. government agency which is responsible for ensuring the safe and efficient use of the nation's airports and airspace.

FEDERAL AVIATION REGULATIONS (FAR): Regulations formally issued by the FAA to regulate air commerce.

FINAL APPROACH (IFR): The flight path of an aircraft which is inbound to an airport on a final instrument approach course, beginning at the final approach fix or point and extending to the airport or the point where a circle-to-land maneuver or a missed approach is executed.

FINDINGS: Legally relevant sub conclusions which expose a government agency's mode of analysis of facts, regulations, and policies, and which bridge the analytical gap between raw data and ultimate decision.

FIXED BASE OPERATOR (FBO): A business which operates at an airport and provides aircraft services to the general public, including but not limited to sale of fuel and oil; aircraft sales, rental, maintenance, and repair; parking and tie-down or storage of aircraft; flight training; air taxi/charter operations; and specialty services, such as instrument and avionics maintenance, painting, overhaul, aerial application, aerial photography, aerial hoists, or pipeline patrol.

FLEET MIX: The proportion of aircraft types or models expected to operate at an airport.

FLIGHT SERVICE STATION (FSS): A facility operated by the FAA to provide flight assistance service.

FRACTIONAL AIRCRAFT OWNERSHIP: An aircraft ownership system that is based on a user paying an annual fee to an aircraft leasing company for access to a varied selection of corporate aircraft types. Aircraft operating fees are also paid for the specific type of aircraft and the number of hours flown.

APPENDIX

FRANGIBLE NAVAID: A navigational aid (NAVAID) which retains its structural integrity and stiffness up to a designated maximum load, but on impact from a greater load, breaks, distorts, or yields in such a manner as to present the minimum hazard to aircraft. The term NAVAID includes electrical and visual air navigational aids, lights, signs, and associated supporting equipment.

FUEL FLOWAGE FEES: Fees levied by the airport operator per gallon of aviation gasoline and jet fuel sold at the airport.

FY: Fiscal Year

G _____

GPS: A space-base radio positioning, navigation and time-transfer system. The system provides highly accurate position and velocity information, and precise time, on a continuous global basis, to an unlimited number of properly equipped users. The system is unaffected by weather, and provides a worldwide common grid reference system.

GENERAL AVIATION: That portion of civil aviation which encompasses all facets of aviation except air carriers.

GENERAL OBLIGATION BONDS: Bonds that are issued by states, municipalities, and other general-purpose governments and backed by the full faith, credit, and taxing power of the issuing government agency.

GLIDE SLOPE: An electronic signal radiated by a component of an ILS to provide vertical guidance for aircraft during approach and landing.

GLOBAL POSITIONING SYSTEM (GPS): A satellite based radio positioning, navigation, and time transfer system developed and used by the U.S. Department of Defense. This technology may eventually become the principal system for air navigation throughout the world.

H

HANGAR: In this report hangars are classified as individual or conventional. Individual hangars are designed to accommodate a single aircraft and may be portable, "T", or rectangular hangars. These are assumed to accommodate smaller, personal use aircraft. Individual hangars may be constructed in groups that results in a larger structure, however, the individual hangar spaces are counted separately. Conventional hangars are larger structures designed to accommodate several aircraft in an open bay(s) and for the purposes of this report are assumed to house turboprop and business jet aircraft. Conventional hangars are often occupied by an FBO.

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

HELIPORT: A site used for the landing and taking off of helicopters which consists of a takeoff and landing area, helipad/helideck, approach departure paths, heliport imaginary surfaces, a functioning wind cone, and sufficient lighting.

HIGH ALTITUDE AIRWAYS: See Jet Routes.

HIRL: High Intensity Runway Lights.

HITL: High Intensity Taxiway Lighting

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

HORIZONTAL SURFACE: An imaginary surface constituting a horizontal plane 150 feet above the airport elevation.

I

IMAGINARY SURFACE: An area established in relation to the airport and to each runway consistent with FAR Part 77 in which any object extending above these imaginary surfaces is, by definition, an obstruction.

INFILL: Development which takes place on vacant property largely surrounded by existing development, especially development which is similar in character.

INTEGRATED NOISE MODEL (INM): A computer-based airport noise exposure modeling program.

INSTRUMENT APPROACH PROCEDURE: 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. It is prescribed and approved for a specific airport by competent authority (refer to Nonprecision Approach Procedure and Precision Approach Procedures).

INSTRUMENT FLIGHT RULES (IFR): Rules governing the procedures for conducting instrument flight. Generally, IFR applies when meteorological conditions with a ceiling below 1,000 feet or visibility of less than 3 miles prevail.

INSTRUMENT LANDING SYSTEM (ILS): A precision instrument approach system which normally consists of the following electronic components and visual aids: (1) localizer; (2) Glide Slope; (3) Outer Marker; (4) Middle Marker; (5) Approach Lights.

INSTRUMENT OPERATION: An aircraft operation in accordance with an IFR flight plan or an operation where IFR separation between aircraft is provided by a terminal control facility.

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.

INTERNATIONAL OPERATIONS: Aircraft operations performed by air carriers engaged in scheduled international service.

INVERSE CONDEMNATION: An action brought by a property owner seeking just compensation for land taken for a public use against a government or private entity having the power of eminent domain. It is a remedy peculiar to the property owner and is exercisable by that party where it appears that the taker of the property does not intend to bring eminent domain proceedings.

ITINERANT OPERATIONS: All aircraft arrivals and departures other than local operations.

J

JET ROUTES: A route designed to serve aircraft operating from 18,000 feet MSL up to and including flight level 450.

L

LARGE AIRPLANE: An airplane of more than 12,500 pounds maximum certificated takeoff weight.

LAT: Latitude

LDA: Localizer Type Directional Aid; Landing Distance Available

LDN: Day-Night Average Sound Level. The 24-hour average sound level, in decibels, from midnight to midnight, obtained after the addition of ten decibels to sound levels for periods between 10 p.m. and 7 a.m.

LENGTH OF HAUL: The non-stop airline route distance from a particular airport.

LEVEL OF SERVICE: An arbitrary but standardized index of the relative service provided by a transportation facility.

LIMITED PART 139-OPERATING CERTIFICATE: A certificate issued under the FAR Part 139 for the operation of an airport serving unscheduled air carrier operations.

LIRL: Low Intensity Runway Lighting

LITL: Low Intensity Taxiway Lighting

LOAD FACTOR: Ratio of the number of passenger miles to the available seat miles flown by an airline representing the proportion of aircraft seating capacity that is actually sold and utilized. Load factors are also referred to in air cargo and can be determined by weight or volume.

LOCALIZER (LOC): The component of an ILS which provides course guidance to the runway.

LOCAL OPERATION: Operations performed by aircraft which: (a) operate in the local traffic pattern or within the sight of the tower; (b) are known to be departing for, or arriving from, flight in local practice areas located within a 20-mile radius of the control tower, or (c) execute simulated instrument approaches or low passes at the airport.

LOM: Compass locator at an outer marker (part of an ILS). Also called COMLO.

LONG: Longitude

LOW ALTITUDE AIRWAYS: Air routes below 18,000 feet MSL. They are referred to as Federal Airways.

LRR: Long-Range Radar

M

MALS: Medium Intensity Approach Light System

APPENDIX

MALSF: Medium Intensity Approach Light System with sequence flashing lights.

MALSR: MALS with Runway Alignment Indicator Lights (RAIL)

MAJOR AIRLINES: Major airlines are airlines with gross operating revenues during any calendar year of more than $1 billion; national airlines gross between $100 million and $1 billion; and regional airlines gross under $100 million.

MARKER BEACON: An electronic navigation facility which transmits a fan or bone shaped radiation pattern. When received by compatible airborne equipment they indicate to the pilot that he is passing over the facility. Two to three beacons are used to advise pilots of their position during an ILS approach. MGW - Maximum Gross Weight

MILITARY OPERATION: An aircraft operation conducted by either a fixed-wing or rotor-wing military aircraft.

MINIMUM DESCENT ALTITUDE (MDA): The lowest altitude, expressed in feet above mean sea level, to which descent is authorized on final approach or during circling-to-land maneuvering in execution of a standard instrument approach procedure where no electronic glide slope is provided.

MIRL: Medium Intensity Runway Lighting

MISSED APPROACH: A prescribed procedure to be followed by aircraft that cannot complete an attempted landing at an airport.

MITL: Medium Intensity Taxiway Lighting

MLS: Microwave Landing System

MM: Middle Marker (part of an ILS)

MOA: Military Operations Area

MODAL SPLIT: The distribution of trips among competing travel modes, such as walk, auto, bus, etc.

MODE: A particular form or method of travel such as walk, auto, carpool, bus, rapid transit, etc.

MOVEMENT: Synonymous with the term operation, i.e., a takeoff or a landing.

MSL: Mean Sea Level

N

NA: Not applicable

NAS: NATIONAL AIRSPACE SYSTEM - The common system or air navigation and air traffic encompassing communications facilities, air navigation facilities, airways, controlled airspace, special use airspace and flight procedures authorized by Federal Aviation Regulations for domestic and international aviation.

NATIONAL TRANSPORTATION SAFETY BOARD (NTSB): The U.S. government agency responsible for investigating transportation accidents and incidents.

NAVIGATIONAL AID (NAVAID): Any visual or electronic device airborne or on the surface which provides point to point guidance information or position data to aircraft in flight.

NDB: NON-DIRECTIONAL BEACON: An electronic ground station transmitting in all directions in the L/MF frequency spectrum; provides azimuth guidance to aircraft equipped with direction finder receivers. These facilities are often established with ILS outer markers to provide transition guidance to the ILS system.

NEPA: National Environmental Policy Act

NM: Nautical Mile

NOISE ABATEMENT: A procedure for the operation of aircraft at an airport which minimizes the impact of noise on the environs of the airport.

NOISE CONTOURS: Continuous lines of equal noise level usually drawn around a noise source, such as an airport or highway. The lines are generally drawn in 5-decibel increments so that they resemble elevation contours in topographic maps.

NOISE EXPOSURE MAP: A scaled, geographic depiction of an airport, its noise contours and surrounding area.

NOISE LEVEL REDUCTION (NLR): The amount of noise level reduction achieved through incorporation of noise attenuation (between outdoor and indoor levels) in the design and construction of a structure.

NONCONFORMING USE: An existing land use which does not conform to subsequently adopted or amended zoning or other land use development standards.

NONPRECISION APPROACH PROCEDURE: A standard instrument approach procedure in which no electronic glide slope is provided.

NONPRECISION INSTRUMENT RUNWAY: A runway with an approved or planned straight in instrument approach procedure which has no existing or planned precision instrument approach procedure.

NPI: Non-Precision Instrument Runway

NPIAS: National Plan of Integrated Airport Systems

O

OAG: Official Airline Guide

OBSTRUCTION: Any object of natural growth, terrain, or permanent or temporary construction or alteration, including equipment or materials used therein, the height of which exceeds the standard established in Subpart C of Federal Aviation Regulations Part 77, Objects Affecting Navigable Airspace.

OFZ: Obstacle free zone

OM: Outer Marker (part of an ILS)

OPERATION: An aircraft arrival at or departure from an airport.

OUTER FIX: A point in the destination terminal area from which aircraft are cleared to the approach fix or final approach course.

OVER FLIGHT: Any distinctly visible and audible passage of an aircraft in flight, not necessarily directly overhead.

OVER FLIGHT EASEMENT: An easement which describes the right to overfly the property above a specified surface and includes the right to subject the property to noise, vibrations, fumes and emissions. An over flight easement is used primarily as a form of buyer notification.

OVER FLIGHT ZONE: The area(s) where aircraft maneuver to enter or leave the traffic pattern, typically defined by the FAR Part 77 horizontal surface.

OVERLAY ZONE: See Combining District.

P

PAPI: Precision Approach Path Indicator

PAR: Precision Approach Radar

PEAK HOUR FACTOR: The ratio of the average flow rate during the peak hour to the highest short-term (say 15 minutes) rate within the peak hour.

PEAK HOUR PERCENTAGE: The percentage of total daily trips or traffic occurring in the highest or "peak" hour. Frequently confused with Peak Hour Factor.

PEAKING OPERATION: Peak hour aircraft operational projections are required to determine the peak period capacity of a runway system, as well as for determining the size of the various functional areas of a passenger terminal.

PI: Precision Instrument Runway marking.

POSITIVE CONTROL: The separation of all air traffic within designated airspace by air traffic control.

PRECISION APPROACH: A standard instrument approach procedure in which an electronic glide slope/glide path is provided; e.g., ILS/MLS and PAR.

PRECISION APPROACH CATEGORY I (CAT I) RUNWAY: A runway with an instrument approach procedure which provides for approaches to a decision height (DH) of not less than 200 feet (60m) and visibility of not less than ½ mile (800m) or Runway Visual Range (RVR) 2400 (RVR 1800 with operative touchdown zone and runway centerline lights).

PRECISION APPROACH CATEGORY II (CAT II) RUNWAY: A runway with an instrument approach procedure which provides for approaches to a minima less than CAT I to as low as a decision height (DH).

PRECISION APPROACH CATEGORY III (CAT III) RUNWAY: A runway with an instrument approach procedure which provides for approaches to minima less than CAT II.

PRECISION INSTRUMENT RUNWAY: A runway with an existing or planned precision instrument approach procedure.

PRIMARY RUNWAY: The runway on which the majority of operations take place. On large, busy airports, there may be two or more parallel primary runways.

PRIMARY SURFACE: An area longitudinally centered on a runway with a width ranging from 250 to 1000 feet and extending 200 feet beyond the end of a paved runway.

PROHIBITED AREA: Airspace of defined dimensions identified by an area on the surface of the earth within flight is prohibited.

PU: Publicly owned airport. An airport that is open to the general public with or without a prior request to use the airport.

PUBLIC-USE AIRPORT: An airport that is open to the general public and typically included in FAA NPIAS. Airport can be owned publicly or privately.

PRIVATE-USE AIRPORT: An airport that is used by private users only and not open to the general public. Airport is typically privately owned and is not eligible for federal funding.

PVC: Poor visibility and ceiling.

PVT: Privately owned airport.

APPENDIX

Q

QUEUE: A line of pedestrians or vehicles waiting to be served.

R

RADAR SEPARATION: Radar spacing of aircraft in accordance with established minima.

RAIL: Runway Alignment Indicator Lights

RCAG: Remote Center Air/Ground Communications

REIL: Runway End Identification Lights

RELIEVER AIRPORT: An airport designated as having the function of relieving congestion at a commercial service airport and providing more general aviation access to the overall community.

RESTRICTED AREAS: Airspace of defined dimensions identified by an area on the surface of the earth within which the flight of aircraft, while not wholly prohibited, is subject to restrictions.

REVENUE BONDS: Bonds which are payable solely from the revenues derived from the operation of a facility which was constructed or acquired with the proceeds of the bonds.

RNAV: See Area Navigation.

ROFA: Runway Object Free Area

ROTATING BEACON: A visual NAVAID displaying flashes of white and/or colored light used to indicate location of an airport.

ROTORCRAFT: A heavier-than-air aircraft that depends principally for its support in flight on the lift generated by one or more rotors.

RUNWAY BLAST PAD: A surface adjacent to the ends of runways provided to reduce the erosive effect of jet blast and propeller wash.

RUNWAY END IDENTIFIER LIGHTS (REIL): Two synchronized flashing lights, one on each side of the runway threshold, which provide rapid and positive identification of the approach end of a particular runway.

RUNWAY PROTECTION ZONE (RPZ): A trapezoidal shaped area off runway end 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.

RVR: Runway Visual Range

RVV: Runway Visibility Value

RW: Runway

S

SAFETY ZONE: For the purpose of airport land use planning, an area near an airport in which land use restrictions are established to protect the safety of the public from potential aircraft accidents.

SALS: Short Approach Light System

SDF: Simplified Directional Facility landing aid providing final approach course.

SEGMENTED CIRCLE: An airport aid identifying the traffic pattern direction.

SEPARATION MINIMA: The minimum longitudinal, lateral, or vertical distances by which aircraft are spaced through the application of air traffic control procedures.

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.

SINGLE-EVENT NOISE: As used herein, the noise from an individual aircraft operation or over flight.

SMALL AIRPLANE: An airplane of 12,500 pounds or less maximum certificated takeoff weight. (Airport Design AC)

SOCIOECONOMIC: Data pertaining to the population and economic characteristics of a region.

SOUND EXPOSURE LEVEL (SEL): A time integrated metric (i.e., continuously summed over a time period) which quantifies the total energy in the A-weighted sound level measured during a transient noise event. The time period for this measurement is generally taken to be that between the moments when the A-weighted sound level is 10 dB below the maximum.

SSALF: Simplified Short Approach Light System with Sequence Flashing lights.

SSALS: Simplified Short Approach Light System.

SSALR: Simplified Short Approach Light System with Runway Alignment Indicator Lights (RAIL)

APPENDIX

STRAIGHT-IN INSTRUMENT APPROACH: An instrument approach wherein a final approach is begun without first having executed a procedure turn; it is not necessarily completed with a straight-in landing or made to straight-in landing weather minimums. (AIM)

STANDARD LAND USE CODING MANUAL (SLUCM): A standard system for identifying and coding land use activities published by the U.S. Department of Housing and Urban Development and the Federal Highway Administration.

STRAIGHT-IN APPROACH: A descent in an approved procedure in which the final approach course alignment and descent gradient permits authorization of straight-in landing minimums.

STOL: Short Takeoff and Landing

STOVL: Short Takeoff Vertical Landing

SYSTEM PLAN: A representative of the aviation facilities required to meet the immediate and future air transportation needs and to achieve the overall goals.

T

TACAN: Tactical Air Navigation

TAF- TERMINAL AREA FORECAST: An annual FAA forecast of aviation activity throughout the US used in the FAA's planning and decision making. The TAF is a subset of approximately 900 airports in the National Plan of Integrated Airport Systems (NPIAS) database the contains over 4000 airports.

TAKING: Government appropriation of private land for which compensation must be paid as required by the First Amendment of the U.S. Constitution. It is not essential that there be physical seizure or appropriation for a taking to occur, only that the government action directly interferes with or substantially disturbs the owner's right to use and enjoyment of the property.

TAXILANE (TL): The portion of the aircraft parking area used for access between taxiways and aircraft parking positions.

TAXIWAY (TW): A defined path established for the taxiing of aircraft from one part of an airport to another.

TAXIWAY 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.

TDZ: Touchdown Zone

TERMINAL AIRSPACE: The controlled airspace normally associated with aircraft departure and arrival patterns to/from airports within a terminal system and between adjacent terminal systems in which tower enroute air traffic control service is provided.

TERMINAL CONTROL AREA (TCA): This consists of controlled airspace extending upward from the surface or higher to specified altitudes within which all aircraft are subject to positive air traffic control procedures.

TERMINAL INSTRUMENT PROCEDURES (TERPS): Procedures for instrument approach and departure of aircraft to and from civil and military airports. There are four types of terminal instrument procedures: precision approach, nonprecision approach, circling, and departure.

T-HANGAR: A T-shaped aircraft hangar that provides shelter for a single airplane.

THRESHOLD (TH): The beginning of that portion of the runway usable for landing. In some instances the landing threshold may be displaced. (see Displaced Threshold)

THRESHOLD LIGHTS: Fixed green lights arranged symmetrically left and right of the runway centerline, identifying the runway end.

TODA: Takeoff Distance Available

TORA: Takeoff Run Available

TOUCH-AND-GO OPERATION: An operation in which the aircraft lands and begins takeoff roll without stopping.

TRAFFIC PATTERN: The traffic flow that is prescribed for aircraft landing at, taxiing on, and taking off from an airport. The usual components of a traffic pattern are upwind leg, crosswind leg, downwind leg and final approach.

TRANSIENT OPERATIONS: See Itinerant Operations.

TRANSITIONAL SURFACE: An element of the imaginary surfaces extending outward at right angles to the runway centerline and from the sides of the primary and approach surfaces to where they intersect the horizontal and conical surfaces.

U

UHF: Ultra High Frequency

UNICOM: Radio communications station which provides pilots with pertinent airport information (winds, weather, etc.) at specific airports.

UTILITY RUNWAY: A runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight or less.

V

VASI: Visual Approach Slope Indicator providing visual glide path.

VASI-2: Two Box Visual Approach Slope Indicator

VASI-4: Four Box Visual Approach Slope Indicator

VECTOR: A heading issued to an aircraft to provide navigational guidance by radar.

VERTICAL FLIGHT: Aircraft flight operations by vertical lift aircraft. Typically, vertical lift aircraft include helicopters, tilt rotors, ducted-fan vehicles, and directed-thrust type propulsion systems.

VISUAL APPROACH: An approach where the pilot must use visual reference to the runway for landing under VFR conditions.

VISUAL FLIGHT RULES (VFR): Rules that govern the procedures for conducting flight under visual conditions. VFR applies when meteorological conditions are equal to or greater than the specified minimum, generally, a 1,000-foot ceiling and 3-mile visibility.

VISUAL RUNWAY: A runway intended solely for the operation of aircraft using visual approach procedures, with no straight in instrument approach procedure and no instrument designation indicated on a FAA approved airport layout plan or by any planning document submitted to the FAA by competent authority.

VFR AIRCRAFT: An aircraft conducting flight in accordance with Visual Flight Rules.

VHF: Very High Frequency

VOR - Very High Frequency Omni-directional Range: A ground-based radio (electronic) navigation aid transmitting radials in all directions in the VHF frequency spectrum; provides azimuth guidance to pilots by reception of electronic signals.

VORTAC: Co-located VOR and TACAN.

V/STOL: Vertical/Short Takeoff and Landing

APPENDIX

VTOL: Vertical Takeoff and Landing (includes, but is not limited to, helicopters).

W

WARNING AREA: Airspace which may contain hazards to non-participating aircraft in international airspace.

WIND CONE (WINDSOCK): Conical wind directional indicator.

WIND TEE: A visual device used to advise pilots about wind direction at an airport.

Y

YEARLY DAY-NIGHT AVERAGE SOUND LEVEL (LDN): The 24-hour average sound level, in decibels, for the period from midnight to midnight, obtained after the addition of ten decibels to sound levels for the periods between 10 p.m. and 7 a.m. the following day, and averaged over a span of one year.

Z

ZONING: A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established, as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within districts. A zoning ordinance consists of two parts: the text and a map.

Appendix B.   Inventory Tables

APPENDIX

Table B-1: Airport Ownership

Associated City	Airport	Loc	Sponsor	Ownership	NPIAS
Commercial Service Airports					
ALLENTOWN	**LEHIGH VALLEY INTERNATIONAL AIRPORT**	ABE	Lehigh-Northampton Airport Authority	PUBLIC	✔
ALTOONA	**ALTOONA-BLAIR COUNTY AIRPORT**	AOO	Blair County Airport Authority	PUBLIC	✔
BRADFORD	**BRADFORD REGIONAL AIRPORT**	BFD	Bradford Regional Airport Authority	PUBLIC	✔
DUBOIS	**DUBOIS REGIONAL AIRPORT**	DUJ	Clearfield-Jefferson Counties Regional Airport Authority	PUBLIC	✔
ERIE	**ERIE INTERNATIONAL AIRPORT TOM RIDGE FIELD**	ERI	Erie Regional Airport Authority	PUBLIC	✔
FRANKLIN	**VENANGO REGIONAL AIRPORT**	FKL	County of Venango	PUBLIC	✔
HARRISBURG	**HARRISBURG INTERNATIONAL AIRPORT**	MDT	Susquehanna Area Reg. Arpt. Auth.	PUBLIC	✔
JOHNSTOWN	**JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY AIRPORT**	JST	Johnstown-Cambria County Airport Authority	PUBLIC	✔
LANCASTER	**LANCASTER AIRPORT**	LNS	Lancaster Airport Authority	PUBLIC	✔
LATROBE	**ARNOLD PALMER REGIONAL AIRPORT**	LBE	Westmoreland County Airport Authority	PUBLIC	✔
PHILADELPHIA	**PHILADELPHIA INTERNATIONAL AIRPORT**	PHL	City Of Philadelphia	PUBLIC	✔
PITTSBURGH	**PITTSBURGH INTERNATIONAL AIRPORT**	PIT	Allegheny County Airport Authority	PUBLIC	✔
STATE COLLEGE	**UNIVERSITY PARK AIRPORT**	UNV	The Pennsylvania State University	PUBLIC	✔
WILKES-BARRE/SCRANTON	**WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT**	AVP	Luzerne And Lackawanna Counties	PUBLIC	✔
WILLIAMSPORT	**WILLIAMSPORT REGIONAL AIRPORT**	IPT	Williamsport Municipal Airport Authority	PUBLIC	✔
GA Airports					
ALLENTOWN	**QUEEN CITY MUNICIPAL AIRPORT**	XLL	Lehigh-Northampton Airport Authority	PUBLIC	✔
BALLY	**BUTTER VALLEY GOLF PORT**	7N8	John Gehman	PRIVATE	
BEAVER FALLS	**BEAVER COUNTY AIRPORT**	BVI	Beaver County Commissioners	PUBLIC	✔
BEDFORD	**BEDFORD COUNTY AIRPORT**	HMZ	Bedford County Airport Authority	PUBLIC	✔

APPENDIX

Airport Ownership (Continued)

Associated City	Airport	Loc	Sponsor	Ownership	NPIAS
BELLEFONTE	BELLEFONTE AIRPORT	N96	Pleasant Valley Aviation Inc.	PRIVATE	
BENSALEM	TOTAL RF HELIPORT	00A	TRF Real Estate LP	PRIVATE	
BETHEL	GRIMES AIRPORT	8N1	Mr. Paul D. Dougherty Jr.	PRIVATE	
BLOOMSBURG	BLOOMSBURG MUNICIPAL AIRPORT	N13	Town Of Bloomsburg	PUBLIC	✓
BROGUE	BAUBLITZ COMMERCIAL AIRPORT	9W8	Chanceford Aviation LLP	PRIVATE	
BUTLER	BUTLER FARM SHOW AIRPORT	3G9	Butler Farm Show Inc.	PRIVATE	
BUTLER	BUTLER COUNTY AIRPORT	BTP	Butler County Airport Authority	PUBLIC	✓
CANADENSIS	FLYING DOLLAR AIRPORT	8N4	Andrea J. Battern	PRIVATE	
CARLISLE	CARLISLE AIRPORT	N94	Business Airport Of Carlisle Inc.	PRIVATE	
CENTRE HALL	CENTRE AIRPARK	N16	Mr. Lewis A. Garbrick	PRIVATE	
CENTRE HALL	PENNS CAVE AIRPORT	N74	P.C. Aviation Service Inc.	PRIVATE	
CHAMBERSBURG	FRANKLIN COUNTY REGIONAL AIRPORT	N68	Susquehanna Area Regional Airport Authority	PUBLIC	✓
CLARION	CLARION COUNTY AIRPORT	AXQ	Clarion County Airport Authority	PUBLIC	✓
CLEARFIELD	CLEARFIELD-LAWRENCE AIRPORT	FIG	Lawrence Township Joint Airport Authority	PUBLIC	✓
COATESVILLE	CHESTER COUNTY/G.O. CARLSON AIRPORT	MQS	Chester County Area Airport Authority	PUBLIC	✓
COLLEGEVILLE	PERKIOMEN VALLEY AIRPORT	N10	Lane Valley Forge Aviation Inc.	PRIVATE	
COLUMBIA	MCGINNESS FIELD	8N7	Dorothy Mcginness	PRIVATE	
CONNELLSVILLE	JOSEPH A HARDY CONNELLSVILLE AIRPORT	VVS	Fayette County Arpt. Auth.	PUBLIC	✓
CORRY	CORRY-LAWRENCE AIRPORT	8G2	Airport Authority Of The City Of Corry	PUBLIC	✓
DANVILLE	DANVILLE AIRPORT	8N8	Northumberland Montour Joint Airport Authority	PUBLIC	
DOYLESTOWN	DOYLESTOWN AIRPORT	DYL	Bucks County Airport Authority	PUBLIC	✓
EAST STROUDSBURG	STROUDSBURG-POCONO AIRPORT	N53	Pocono Stroudsburg Airport Inc.	PRIVATE	
EASTON	BRADEN AIRPARK	N43	Lehigh-Northampton Airport Authority	PUBLIC	

APPENDIX

Airport Ownership (Continued)

Associated City	Airport	Loc	Sponsor	Ownership	NPIAS
EBENSBURG	**EBENSBURG AIRPORT**	9G8	Borough Of Ebensburg	PUBLIC	✔
EIGHTY FOUR	**BANDEL AIRPORT**	22D	84 Aviation LLC	PRIVATE	
ERWINNA	**VAN SANT AIRPORT**	9N1	Bucks County Airport Authority	PUBLIC	
ESSINGTON	**PHILADELPHIA SEAPLANE BASE**	9N2	Township of Tinicum	PRIVATE	
FACTORYVILLE	**SEAMANS AIRPORT**	9N3	Endless Mountains Air Inc.	PRIVATE	
FAIRFIELD	**MID-ATLANTIC SOARING CENTER**	W73	Mid-Atlantic Soaring Association Inc.	PRIVATE	
FINLEYVILLE	**FINLEYVILLE AIRPARK**	G05	Finleyville Airport Inc.	PRIVATE	
FREDERICKSBURG	**FARMERS PRIDE AIRPORT**	9N7	Alletta M. Schadler/Barbara Bauer	PRIVATE	
FREEPORT	**MCVILLE AIRPORT**	P37	Theodore J. Thomas C. Kijowski	PRIVATE	
GERMANSVILLE	**FLYING M. AERODROME**	P91	Lehigh Land Leasing Ltd.	PRIVATE	
GETTYSBURG	**SOUTHERN ADAMS COUNTY HELIPORT**	P98	East Coast Helicopter Inc.	PRIVATE	
GETTYSBURG	**GETTYSBURG REGIONAL AIRPORT**	W05	Susquehanna Area Regional Airport Authority	PUBLIC	✔
GREENVILLE	**GREENVILLE MUNICIPAL AIRPORT**	4G1	Borough of Greenville	PUBLIC	✔
GROVE CITY	**GROVE CITY REGIONAL AIRPORT**	29D	Borough of Grove City	PUBLIC	✔
HANOVER	**HANOVER AIRPORT**	6W6	Betty Gebhart	PRIVATE	
HARRISBURG	**CAPITAL CITY AIRPORT**	CXY	Susquehanna Regional Arpt. Auth.	PUBLIC	✔
HAZLETON	**HAZLETON MUNICIPAL AIRPORT**	HZL	City of Hazleton	PUBLIC	✔
HONESDALE	**CHERRY RIDGE AIRPORT**	N30	Enger Aviation Inc.	PRIVATE	
HORSHAM	**HORSHAM VALLEY AIRWAYS HELIPORT**	N48	Horsham Valley Airways Inc.	PRIVATE	
INDIANA	**INDIANA CO./JIMMY STEWART AIRPORT**	IDI	Indiana County Commissioners	PUBLIC	✔
IRWIN	**INTER COUNTY AIRPORT**	31D	Eyleraire/Inter County Airport	PRIVATE	
JEANNETTE	**GREENSBURG-JEANNETTE REGIONAL AIRPORT**	5G8	Mr. Richard H. King	PRIVATE	
JERSEY SHORE	**JERSEY SHORE AIRPORT**	P96	Mr. Thomas Dunlap	PRIVATE	

APPENDIX

Airport Ownership (Continued)

Associated City	Airport	Loc	Sponsor	Ownership	NPIAS
KRALLTOWN	**BERMUDIAN VALLEY AIRPARK**	07N	Good Air Inc.	PRIVATE	
LEBANON	**KELLER BROS. AIRPORT**	08N	Keller Bros. Airport Inc.	PRIVATE	
LEHIGHTON	**BELTZVILLE AIRPORT**	14N	David J. Beltz	PRIVATE	
LEHIGHTON	**JAKE ARNER MEMORIAL AIRPORT**	22N	Carbon County Airport Authority	PUBLIC	✔
LOCK HAVEN	**WILLIAM T. PIPER MEMORIAL AIRPORT**	LHV	City of Lock Haven	PUBLIC	✔
MARS	**LAKEHILL AIRPORT**	P09	Keith Schneider	PRIVATE	
MEADVILLE	**PORT MEADVILLE AIRPORT**	GKJ	Crawford County Regional Airport Authority	PUBLIC	✔
MIFFLINTOWN	**MIFFLINTOWN AIRPORT**	P34	Mifflintown Airpark LLC	PRIVATE	
MONONGAHELA	**ROSTRAVER AIRPORT**	FWQ	Westmoreland County Airport Authority	PUBLIC	✔
MONROEVILLE	**PITTSBURGH-MONROEVILLE AIRPORT**	4G0	Ms. Helen M. Brown	PRIVATE	
MORGANTOWN	**MORGANTOWN AIRPORT**	O03	Mr. Vernon Beiler	PRIVATE	
MOUNT JOY/MARIETTA	**DONEGAL SPRINGS AIRPARK**	N71	N71 Inc.	PRIVATE	
MOUNT PLEASANT	**W.P.H.S. HELIPORT**	P99	Western Pa Helicopter Service Inc.	PRIVATE	
MOUNT PLEASANT	**MOUNT PLEASANT/SCOTTDALE AIRPORT**	P45	Bill Hoffman Owner	PRIVATE	
MOUNT POCONO	**POCONO MOUNTAINS MUNICIPAL AIRPORT**	MPO	Pocono Mountains Municipal Airport Authority	PUBLIC	✔
MYERSTOWN	**DECK AIRPORT**	9D4	Clyde E. Deck	PRIVATE	
NEW CASTLE	**NEW CASTLE MUNICIPAL AIRPORT**	UCP	Lawrence County Airport Authority	PUBLIC	✔
NEWRY	**BLUE KNOB VALLEY AIRPORT**	7G4	Blue Knob Valley Airport Inc.	PRIVATE	
PALMYRA	**REIGLE FIELD**	58N	Wachas Flying Service Inc.	PRIVATE	
PERKASIE	**PENNRIDGE AIRPORT**	CKZ	Pennridge Development Enterprises Inc.	PRIVATE	
PHILADELPHIA	**PENNS LANDING-PIER 36 HELIPORT**	P72	Sterling Corporation	PUBLIC	
PHILADELPHIA	**NORTHEAST PHILADELPHIA AIRPORT**	PNE	City of Philadelphia	PUBLIC	✔
PHILADELPHIA	**WINGS FIELD**	LOM	Wings Field Preservation Assoc. L.P.	PRIVATE	✔

APPENDIX

Airport Ownership (Continued)

Associated City	Airport	Loc	Sponsor	Ownership	NPIAS
PHILIPSBURG	**ALBERT AIRPORT**	1N3	Frank W. Albert Estate	PRIVATE	
PHILIPSBURG	**MID-STATE AIRPORT**	PSB	Mid-State Regional Arpt. Auth.	PUBLIC	✔
PITTSBURGH	**ALLEGHENY COUNTY AIRPORT**	AGC	Allegheny County Airport Authority	PUBLIC	✔
PITTSFIELD	**BROKENSTRAW AIRPORT**	P15	Mr. Bill Holder	PRIVATE	
POTTSTOWN	**HERITAGE FIELD AIRPORT**	PTW	Limerick Aviation L.P.	PRIVATE	✔
POTTSTOWN	**POTTSTOWN MUNICIPAL AIRPORT**	N47	Borough of Pottstown	PUBLIC	✔
POTTSVILLE	**SCHUYLKILL CO./JOE ZERBEY AIRPORT**	ZER	Schuylkill County Airport Authority	PUBLIC	✔
PUNXSUTAWNEY	**PUNXSUTAWNEY MUNICIPAL AIRPORT**	N35	Punxsutawney Airport Authority	PUBLIC	✔
QUAKERTOWN	**QUAKERTOWN AIRPORT**	UKT	Bucks County Airport Authority	PUBLIC	✔
READING	**READING REGIONAL/CARL A SPAATZ FIELD**	RDG	Reading Regional Airport Authority	PUBLIC	✔
REEDSVILLE	**MIFFLIN COUNTY AIRPORT**	RVL	Mifflin Co. Airport Authority	PUBLIC	✔
SELINSGROVE	**PENN VALLEY AIRPORT**	SEG	Penn Valley Airport Authority	PUBLIC	✔
SHAMOKIN	**NORTHUMBERLAND COUNTY AIRPORT**	N79	Northumberland County Airport Authority	PUBLIC	✔
SHIPPENSBURG	**SHIPPENSBURG**	N42	Ellen E. Baer	PRIVATE	
SLATINGTON	**SLATINGTON AIRPORT**	69N	Roger P. Sell Ruth S. Sell	PRIVATE	
SMOKETOWN	**SMOKETOWN AIRPORT**	S37	Smoketown Aviation LLC	PRIVATE	
SOMERSET	**SOMERSET COUNTY AIRPORT**	2G9	Somerset Co. Board Of Commissioners	PUBLIC	✔
ST. MARYS	**ST. MARYS MUNICIPAL AIRPORT**	OYM	St. Marys Airport Authority	PUBLIC	✔
STERLING	**SPRING HILL AIRPORT**	70N	Seven Zero November L.L.C.	PRIVATE	
STEWARTSTOWN	**SHOESTRING AVIATION AIRFIELD**	0P2	Mr. Thomas E. Hopkins	PRIVATE	
SUNBURY	**SUNBURY AIRPORT**	71N	Mr. James M. Gilfert	PRIVATE	
SUNBURY	**SUNBURY SEAPLANE BASE**	H11	Mr. Shane R. Hayhurst	PRIVATE	
TITUSVILLE	**TITUSVILLE AIRPORT**	6G1	Titusville Airport Authority	PUBLIC	✔
TOUGHKENAMON	**NEW GARDEN FLYING FIELD**	N57	New Garden Township	PUBLIC	✔

APPENDIX

Airport Ownership (Continued)

Associated City	Airport	Loc	Sponsor	Ownership	NPIAS
TOWANDA	BRADFORD COUNTY AIRPORT	N27	Bradford County Airport Authority	PUBLIC	✔
TOWER CITY	BENDIGO AIRPORT	74N	Helen Bendigo	PRIVATE	
TUNKHANNOCK	SKY HAVEN AIRPORT	76N	Sky Haven Airport Inc	PRIVATE	
UNIONVILLE	RIDGE SOARING GLIDERPORT	79N	Knauff Grove Inc.	PRIVATE	
WASHINGTON	WASHINGTON COUNTY AIRPORT	AFJ	County of Washington	PUBLIC	✔
WAYNESBURG	GREENE COUNTY AIRPORT	WAY	Greene County Commissioners	PUBLIC	
WELLSBORO	WELLSBORO-JOHNSTON AIRPORT	N38	Grand Canyon Airport Authority	PUBLIC	✔
WELLSVILLE	KAMPEL AIRPORT	2N5	Lawrence J. Kampel Jr.	PRIVATE	
WEST CHESTER	BRANDYWINE AIRPORT	OQN	New Brandywine Airport Club	PRIVATE	✔
WILKES-BARRE	WILKES-BARRE/WYOMING VALLEY AIRPORT	WBW	Luzerne County Commissioners	PUBLIC	✔
WILLIAMSBURG	COVE VALLEY AIRPORT	6G6	Hugo A. Bartel	PRIVATE	
YORK	YORK AIRPORT	THV	York Building Products Company Inc.	PRIVATE	
ZELIENOPLE	ZELIENOPLE MUNICIPAL AIRPORT	PJC	Zelienople Airport Authority	PUBLIC	✔
New Facilities since 2002 SASP					
HONEY GROVE	STOTTLE MEMORIAL	02P	Mrs. Eunice M. Stottle	PRIVATE	
CRESCO	ROCKY HILL ULTRALIGHT FLIGHT PARK	48P	William G. Barry	PRIVATE	
DOVER	LAZY B. RANCH	0P8	Lazy B. Ranch LLC	PRIVATE	
MONTROSE	HUSKY HAVEN AIRPORT	P32	Dalton Air Inc	PRIVATE	
PITTSBURGH	ROCK AIRPORT OF PITTSBURGH	9G1	Rock Airport Of Pittsburgh L.L.C.	PRIVATE	
WATERFORD	THERMAL G GLIDER PORT	PA20	Jay L. Gehrlein	PRIVATE	

APPENDIX

Table B-2: Airport Plans

Associated City	Airport	Master/Action Plan	Airport Layout Plan
Commercial Service Airports			
ALLENTOWN	**LEHIGH VALLEY INTERNATIONAL AIRPORT**		12/23/2004
ALTOONA	**ALTOONA-BLAIR COUNTY AIRPORT**	2002	8/20/2002
BRADFORD	**BRADFORD REGIONAL AIRPORT**	2002	8/29/2002
DUBOIS	**DUBOIS REGIONAL AIRPORT**	2006	5/18/2006
ERIE	**ERIE INTERNATIONAL AIRPORT TOM RIDGE FIELD**	2006	12/22/2006
FRANKLIN	**VENANGO REGIONAL AIRPORT**	2012	2012
HARRISBURG	**HARRISBURG INTERNATIONAL AIRPORT**	1999	3/2/2002
JOHNSTOWN	**JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY AIRPORT**	2010	3/17/2010
LANCASTER	**LANCASTER AIRPORT**	N/A	8/13/2007
LATROBE	**ARNOLD PALMER REGIONAL AIRPORT**	2001	11/5/2001
PHILADELPHIA	**PHILADELPHIA INTERNATIONAL AIRPORT**	2007	9/23/2011
PITTSBURGH	**PITTSBURGH INTERNATIONAL AIRPORT**	2012	6/20/2012
STATE COLLEGE	**UNIVERSITY PARK AIRPORT**	2003	3/16/2007
WILKES-BARRE/SCRANTON	**WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT**	N/A	11/10/2009
WILLIAMSPORT	**WILLIAMSPORT REGIONAL AIRPORT**	2005	8/4/2006
GA Airports			
ALLENTOWN	**QUEEN CITY MUNICIPAL AIRPORT**		7/27/2012
BALLY	**BUTTER VALLEY GOLF PORT**		
BEAVER FALLS	**BEAVER COUNTY AIRPORT**	2008	11/12/2008
BEDFORD	**BEDFORD COUNTY AIRPORT**	2007	3/21/2007
BELLEFONTE	**BELLEFONTE AIRPORT**	2003	1/1/2003

APPENDIX

Airport Plans (Continued)

Associated City	Airport	Master/Action Plan	Airport Layout Plan
BENSALEM	TOTAL RF HELIPORT	2003	
BETHEL	GRIMES AIRPORT		
BLOOMSBURG	BLOOMSBURG MUNICIPAL AIRPORT	2002	12/9/2002
BROGUE	BAUBLITZ COMMERCIAL AIRPORT		
BUTLER	BUTLER COUNTY AIRPORT	2013	5/10/2013
BUTLER	BUTLER FARM SHOW AIRPORT		
CANADENSIS	FLYING DOLLAR AIRPORT		
CARLISLE	CARLISLE AIRPORT	2002	3/13/2006
CENTRE HALL	CENTRE AIRPARK		
CENTRE HALL	PENNS CAVE AIRPORT		
CHAMBERSBURG	FRANKLIN COUNTY REGIONAL AIRPORT	2005	2/4/2010
CLARION	CLARION COUNTY AIRPORT	2004	9/1/2004
CLEARFIELD	CLEARFIELD-LAWRENCE AIRPORT	2008	5/28/2008
COATESVILLE	CHESTER COUNTY/G.O. CARLSON AIRPORT	2003	7/15/2011
COLLEGEVILLE	PERKIOMEN VALLEY AIRPORT		1/1/2007
COLUMBIA	MCGINNESS FIELD		
CONNELLSVILLE	JOSEPH A HARDY CONNELLSVILLE AIRPORT	2004	11/8/2004
CORRY	CORRY-LAWRENCE AIRPORT	2012	5/3/2012
DANVILLE	DANVILLE AIRPORT		
DOYLESTOWN	DOYLESTOWN AIRPORT	2006	
EAST STROUDSBURG	STROUDSBURG-POCONO AIRPORT	1994	
EASTON	BRADEN AIRPARK		
EBENSBURG	EBENSBURG AIRPORT	2007	2/9/2007
EIGHTY FOUR	BANDEL AIRPORT		
ERWINNA	VAN SANT AIRPORT		

APPENDIX

Airport Plans (Continued)

Associated City	Airport	Master/Action Plan	Airport Layout Plan
ESSINGTON	PHILADELPHIA SEAPLANE BASE		
FACTORYVILLE	SEAMANS AIRPORT		
FAIRFIELD	MID-ATLANTIC SOARING CENTER		
FINLEYVILLE	FINLEYVILLE AIRPARK	2004	12/8/2004
FREDERICKSBURG	FARMERS PRIDE AIRPORT	2002	8/14/2002
FREEPORT	MCVILLE AIRPORT		3/10/2010
GERMANSVILLE	FLYING M. AERODROME	2007	6/1/2007
GETTYSBURG	GETTYSBURG REGIONAL AIRPORT		
GETTYSBURG	SOUTHERN ADAMS COUNTY HELIPORT	2005	
GREENVILLE	GREENVILLE MUNICIPAL AIRPORT	2012	5/4/2012
GROVE CITY	GROVE CITY REGIONAL AIRPORT	2005	6/1/2005
HANOVER	HANOVER AIRPORT		
HARRISBURG	CAPITAL CITY AIRPORT	1999	4/10/1995
HAZLETON	HAZLETON MUNICIPAL AIRPORT	2004	2/25/2005
HONESDALE	CHERRY RIDGE AIRPORT		
HORSHAM	HORSHAM VALLEY AIRWAYS HELIPORT		
INDIANA	INDIANA CO./JIMMY STEWART AIRPORT	2003	1/6/2003
IRWIN	INTER COUNTY AIRPORT		
JEANNETTE	GREENSBURG-JEANNETTE REGIONAL AIRPORT		
JERSEY SHORE	JERSEY SHORE AIRPORT	2000	9/10/2002
KRALLTOWN	BERMUDIAN VALLEY AIRPARK	2002	
LEBANON	KELLER BROS. AIRPORT		
LEHIGHTON	BELTZVILLE AIRPORT		
LEHIGHTON	JAKE ARNER MEMORIAL AIRPORT	2002	10/9/2003
LOCK HAVEN	WILLIAM T. PIPER MEMORIAL AIRPORT	2011	9/26/2011

APPENDIX

Airport Plans (Continued)

Associated City	Airport	Master/Action Plan	Airport Layout Plan
MARS	LAKEHILL AIRPORT		
MEADVILLE	PORT MEADVILLE AIRPORT	2009	1/8/2009
MIFFLINTOWN	MIFFLINTOWN AIRPORT		
MONONGAHELA	ROSTRAVER AIRPORT	2012	2012
MONROEVILLE	PITTSBURGH-MONROEVILLE AIRPORT		
MORGANTOWN	MORGANTOWN AIRPORT		
MOUNT JOY/MARIETTA	DONEGAL SPRINGS AIRPARK		
MOUNT PLEASANT	MOUNT PLEASANT/SCOTTDALE AIRPORT	1998	
MOUNT PLEASANT	W.P.H.S. HELIPORT		
MOUNT POCONO	POCONO MOUNTAINS MUNICIPAL AIRPORT	2002	1/6/2003
MYERSTOWN	DECK AIRPORT	2004	7/16/2004
NEW CASTLE	NEW CASTLE MUNICIPAL AIRPORT	2006	11/13/2006
NEWRY	BLUE KNOB VALLEY AIRPORT		
PALMYRA	REIGLE FIELD	1990	
PERKASIE	PENNRIDGE AIRPORT	2008	1/1/2008
PHILADELPHIA	NORTHEAST PHILADELPHIA AIRPORT	1989	3/1/1977
PHILADELPHIA	PENNS LANDING-PIER 36 HELIPORT	2000	
PHILADELPHIA	WINGS FIELD	1999	7/9/1999
PHILIPSBURG	ALBERT AIRPORT		
PHILIPSBURG	MID-STATE AIRPORT	2002	1/24/2003
PITTSBURGH	ALLEGHENY COUNTY AIRPORT	2007	
PITTSFIELD	BROKENSTRAW AIRPORT		
POTTSTOWN	HERITAGE FIELD AIRPORT	2002	12/9/2002
POTTSTOWN	POTTSTOWN MUNICIPAL AIRPORT	2008	6/23/2009
POTTSVILLE	SCHUYLKILL CO./JOE ZERBEY AIRPORT	2002	6/3/2003

APPENDIX

Airport Plans (Continued)

Associated City	Airport	Master/Action Plan	Airport Layout Plan
PUNXSUTAWNEY	PUNXSUTAWNEY MUNICIPAL AIRPORT	2011	12/9/2011
QUAKERTOWN	QUAKERTOWN AIRPORT	2005	1/4/2008
READING	READING REGIONAL/CARL A SPAATZ FIELD	2004	3/13/2007
REEDSVILLE	MIFFLIN COUNTY AIRPORT	2002	12/24/2002
SELINSGROVE	PENN VALLEY AIRPORT	2002	12/12/2003
SHAMOKIN	NORTHUMBERLAND COUNTY AIRPORT	2005	5/28/2007
SHIPPENSBURG	SHIPPENSBURG AIRPORT		
SLATINGTON	SLATINGTON AIRPORT		
SMOKETOWN	SMOKETOWN AIRPORT		
SOMERSET	SOMERSET COUNTY AIRPORT	2003	2/3/2003
ST. MARYS	ST. MARYS MUNICIPAL AIRPORT		3/24/2004
STERLING	SPRING HILL AIRPORT	1997	
STEWARTSTOWN	SHOESTRING AVIATION AIRFIELD		
SUNBURY	SUNBURY AIRPORT		
SUNBURY	SUNBURY SEAPLANE BASE		
TITUSVILLE	TITUSVILLE AIRPORT	2013	7/08/2013
TOUGHKENAMON	NEW GARDEN FLYING FIELD	2007	2/19/2009
TOWANDA	BRADFORD COUNTY AIRPORT	2003	4/16/2004
TOWER CITY	BENDIGO AIRPORT	1998	6/30/1999
TUNKHANNOCK	SKY HAVEN AIRPORT	2004	
UNIONVILLE	RIDGE SOARING GLIDERPORT		
WASHINGTON	WASHINGTON COUNTY AIRPORT	2009	1/6/2009
WAYNESBURG	GREENE COUNTY AIRPORT	2008	6/9/2008
WELLSBORO	WELLSBORO-JOHNSTON AIRPORT	2003	12/6/2004
WELLSVILLE	KAMPEL AIRPORT		

APPENDIX

Airport Plans (Continued)

Associated City	Airport	Master/Action Plan	Airport Layout Plan
WEST CHESTER	**BRANDYWINE AIRPORT**	2003	2/26/2004
WILKES-BARRE	**WILKES-BARRE/WYOMING VALLEY AIRPORT**	2003	12/15/2003
WILLIAMSBURG	**COVE VALLEY AIRPORT**		
YORK	**YORK AIRPORT**	2003	10/14/2003
ZELIENOPLE	**ZELIENOPLE MUNICIPAL AIRPORT**	2007	4/4/2007
New Facilities since 2002 SASP			
CRESCO	**ROCKY HILL ULTRALIGHT FLIGHT PARK**		
DOVER	**LAZY B. RANCH**		
HONEY GROVE	**STOTTLE MEMORIAL**		
MONTROSE	**HUSKY HAVEN AIRPORT**		
PITTSBURGH	**ROCK AIRPORT OF PITTSBURGH**		3/29/2004
WATERFORD	**THERMAL G GLIDER PORT**		

APPENDIX

Table B-3: Airside Facilities

Associated City	Airport	Elev MSL (ft.)	Runway Desig-nation	R/W Length (ft.)	R/W Width (ft.)	R/W Surface Type	R/W Strength (000 lbs.)	R/W Lighting	Parallel Taxiway	T/W Width (ft.)	T/W Surface Type	T/W Lighting
Commercial Service Airports												
ALLENTOWN	LEHIGH VALLEY	394	06/24	7599	150	Asphalt	75S/209D/370DT	HIRL	Yes	75	Asphalt	MITL
			13/31	5797	150	Asphalt	75S/161D/290DT	HIRL	Yes	75	Asphalt	MITL
ALTOONA	ALTOONA-BLAIR	1503	12/30	3668	75	Asphalt	11.5S 33D	MIRL	Yes	35	Asphalt	MITL
			3/21	5465	100	Asphalt	16S 44D	HIRL	Partial	35/50	Asphalt	MITL
BRADFORD	BRADFORD REGIONAL	2143	05/23	4499	100	Asphalt	48S/60D	MIRL	None	N/A	N/A	N/A
			14/32	6306	150	Asphalt	48S/60D/92DT	HIRL	Partial	36	Asphalt	MITL
DUBOIS	DUBOIS REGIONAL	1817	07/25	5503	100	Asphalt	45S/60D/93DT	HIRL	Yes	50	Asphalt	MITL
ERIE	ERIE INTERNATIONAL	733	06/24	8420	150	Asphalt	65S/98D/180DT	HIRL	Yes	50	Asphalt	MITL
			02/20	3593	150	Asphalt	50S/80D/150DT	MIRL	Partial	50	Asphalt	MITL
FRANKLIN	VENANGO REGIONAL	1540	12/30	3698	100	Asphalt	67S/105D	MIRL	Partial	35	Asphalt	MITL
			03/21	5200	150	Asphalt	40S/70D	HIRL	Yes	35	Asphalt	MITL
HARRISBURG	HARRISBURG INTERNATIONAL	310	13/31	10001	200	Asphalt	155S/330D/530DT	HIRL	Yes	75	Asph/Con	MITL
JOHNSTOWN	JOHNSTOWN-CAMBRIA COUNTY	2284	05/23	4386	100	Asphalt	62S/87D	MIRL	Yes	50	Asphalt	MITL
			15/33	7003	150	Concrete	PCN 55 R/C/X/T	HIRL	Yes	50	Asphalt	MITL
LANCASTER	LANCASTER	403	13/31	4101	100	Asphalt	65S/92D/146DT	MIRL	Yes	50	Asphalt	MITL
			8/26	6936	150	Asphalt	65S/92D/146DT	HIRL	Yes	50	Asphalt	MITL
LATROBE	ARNOLD PALMER REGIONAL	1185	05/23	8222	100	Asphalt	68S/90D/150DT	HIRL	Yes	50	Asphalt	MITL
			03/21	3609	75	Asphalt	22S	MIRL	Yes	40	Asphalt	MITL
PHILADELPHIA	PHILADELPHIA INTERNATIONAL	36	08/26	5000	150	Asphalt	60DT	HIRL	Partial	50	Asphalt	HITL
			17/35	6501	150	Asphalt	100S/170D/300DT	HIRL	Yes	75	Asph/Con	HITL
			09L/27R	9500	150	Asphalt	100S/210D/350DT	HIRL	Yes	75/100	Asph/Con	HITL
			09R/27L	10506	200	Asphalt	200S/210D/350DT	HIRL	Yes	100	Asph/Con	HITL

APPENDIX

Airside Facilities (Continued)

Associated City	Airport	Elev MSL (ft.)	Runway Desig-nation	R/W Length (ft.)	R/W Width (ft.)	R/W Surface Type	R/W Strength (000 lbs.)	R/W Lighting	Parallel Taxiway	T/W Width (ft.)	T/W Surface Type	T/W Lighting
PITTSBURGH	PITTSBURGH INTERNATIONAL	1204	14/32	8101	150	Concrete	100S/149D/410DT	HIRL	Yes	75	Concrete	MITL
			10C/28C	10775	150	Asphalt	100S/149D/260DT	HIRL	Yes	75	Concrete	MITL
			10L/28R	10502	150	Asph/Con	100S/225D/400DT	HIRL	Yes	75	Concrete	MITL
			10R/28L	11500	200	Concrete	100S/225D/300DT	HIRL	Yes	100	Concrete	MITL
STATE COLLEGE	UNIVERSITY PARK	1239	06/24	6701	150	Asphalt	50S/110D	HIRL	Yes	50	Asphalt	MITL
WILKES-BARRE/ SCRANTON	WILKES-BARRE/SCRANTON INTERNATIONAL	962	10/28	4300	150	Asphalt	58S/80D/101T/125 DT	MIRL	Yes	W75/ E50	Asphalt	MITL
			04/22	7501	150	Asphalt	133S/173D/300DT	HIRL	Partial	75	Asphalt	MITL
WILLIAMSPORT	WILLIAMSPORT REGIONAL	528	09/27	6449	150	Asphalt	65S/100D/190DT	HIRL	Partial	50	Concrete	MITL
			12/30	4280	150	Asphalt	200S/200D/400DT	MIRL	Yes	50	Asphalt	MITL
GA Airports												
ALLENTOWN	QUEEN CITY MUNICIPAL	399	15/33	3159	75	Asphalt	12.5S	MIRL	Yes	35	Asphalt	None
			07/25	3950	75	Asphalt	12.5S	MIRL	Yes	35	Asphalt	None
BALLY	BUTTER VALLEY GOLF PORT	500	16/34	2420	85	Asphalt/ Turf	U	None	None		N/A	N/A
BEAVER FALLS	BEAVER COUNTY	1253	10/28	4510	100	Asphalt	16S/32D	MIRL	Yes	50	Asphalt	MITL
BEDFORD	BEDFORD COUNTY	1161	14/32	5005	75	Asphalt	38S/60D/100/DT	MIRL	Yes	35	Asphalt	MITL
BELLEFONTE	BELLEFONTE	1071	07/25	3632	60	Asphalt	U	LIRL	None		N/A	N/A
BENSALEM	TOTAL RF HELIPORT	11	H1	80	80	Asph/Con	N/A	Helipad			N/A	N/A
BETHEL	GRIMES	582	11/29	2720	100	Turf	N/A	None	None		N/A	N/A
BLOOMSBURG	BLOOMSBURG MUNICIPAL	481	08/26	2800	50	Asphalt	12.5S	NSTD-LIRL	None		N/A	N/A
BROGUE	BAUBLITZ COMMERCIAL	750	09/27	2493	100	Turf	N/A	NSTD-LIRL	None		N/A	N/A
BUTLER	BUTLER COUNTY	1248	08/26	4801	100	Asphalt	37S/50D	HIRL	Yes	40	Asphalt	MITL
BUTLER	BUTLER FARM SHOW	1333	18/36	2580	38	Asphalt	9S	LIRL	Yes	28	Turf	None

APPENDIX

Airside Facilities (Continued)

Associated City	Airport	Elev MSL (ft.)	Runway Desig-nation	R/W Length (ft.)	R/W Width (ft.)	R/W Surface Type	R/W Strength (000 lbs.)	R/W Lighting	Parallel Taxiway	T/W Width (ft.)	T/W Surface Type	T/W Lighting
CANADENSIS	FLYING DOLLAR	1400	02/20	2405	100	Turf	N/A	None	None		N/A	N/A
CARLISLE	CARLISLE	510	10/28	4008	40	Asphalt	12S/12D	NSTD	None		N/A	N/A
CENTRE HALL	CENTRE AIRPARK	1307	06/24	3100	210	Turf	N/A	None	None		N/A	N/A
CENTRE HALL	PENNS CAVE	1260	07/25	2500	40	Asphalt	12.5S	None	None		N/A	N/A
CHAMBERSBURG	FRANKLIN COUNTY REGIONAL	688	06/24	3300	75	Asphalt	12.5	LIRL	Partial	35	Asphalt	MITL
CLARION	CLARION COUNTY	1458	06/24	5003	75	Asphalt	15S	MIRL	Yes	35	Asphalt	MITL
CLEARFIELD	CLEARFIELD-LAWRENCE	1516	12/30	4499	75	Asphalt	12.5S	MIRL	Yes	35	Asphalt	MITL
COATESVILLE	CHESTER COUNTY/ CARLSON	660	11/29	5400	100	Asphalt	30S/48D	HIRL	Yes	50	Asphalt	MITL
COLLEGEVILLE	PERKIOMEN VALLEY	277	09/27	2950	40	Asphalt	12.5S	NSTD	Partial	12	Asphalt	None
COLUMBIA	MCGINNESS FIELD	334	08/26	1800	100	Turf	N/A	None	None		N/A	N/A
			11/29	1850	100	Turf	N/A		None		N/A	N/A
CONNELLSVILLE	JOSEPH A. HARDY CONNELLSVILLE	1267	14/32	2404	100	Asphalt	12.5S	MIRL	Partial	35	Asphalt	MITL
			05/23	3833	100	Asphalt	12.5S	MIRL	Partial	35	Asphalt	MITL
CORRY	CORRY-LAWRENCE	1766	14/32	4101	75	Asphalt	12.5S	MIRL	Yes	35	Asphalt	MITL
DANVILLE	DANVILLE	559	09/27	3000	60	Asphalt	12.5S	MIRL	None		N/A	N/A
DOYLESTOWN	DOYLESTOWN	394	05/23	3004	60	Asphalt	12S	MIRL	Yes	25	Asphalt	MITL
EAST STROUDSBURG	STROUDSBURG-POCONO	480	08/26	3087	30	Asphalt	U	NSTD-LIRL	None		N/A	N/A
EASTON	BRADEN AIRPARK	399	18/36	1956	165	Asphalt/Turf	U	NSTD-LIRL	None		N/A	N/A
EBENSBURG	EBENSBURG	2099	11U/29U	3204	50	Asphalt	12.5S	MIRL	Yes	35	Asphalt	MITL
			11/29	1636	150	Turf	N/A	None	None		N/A	N/A
EIGHTY FOUR	BANDEL	1210	01/19	2260	100	Turf/Dirt	N/A	None	None		N/A	N/A

APPENDIX

Airside Facilities (Continued)

Associated City	Airport	Elev MSL (ft.)	Runway Desig-nation	R/W Length (ft.)	R/W Width (ft.)	R/W Surface Type	R/W Strength (000 lbs.)	R/W Lighting	Parallel Taxiway	T/W Width (ft.)	T/W Surface Type	T/W Lighting
ERWINNA	VAN SANT	390	05/23	1340	200	Turf	N/A	None	None		N/A	N/A
			07/25	3058	120	Turf	N/A	None	None		N/A	N/A
ESSINGTON	PHILADELPHIA SEAPLANE BASE	0	11/29	9100	250	Water	N/A	None	None		N/A	N/A
FACTORYVILLE	SEAMANS	1209	04/22	2500	50	Asphalt	U	LIRL	Yes	25	Asphalt	None
FAIRFIELD	MID-ATLANTIC SOARING CENTER	573	15/33	2700	50	Asphalt	12.5S/12.5D	None	Yes	25	Asphalt	None
FINLEYVILLE	FINLEYVILLE AIRPARK	1240	14/32	2505	50	Asphalt	U	LIRL	None		N/A	N/A
FREDERICKSBURG	FARMERS PRIDE	495	10/28	3410	150	Turf	N/A	LIRL	None		N/A	N/A
FREEPORT	MCVILLE	1090	03/21	2800	60	TURF	12.5S	MIRL	None	N/A	N/A	N/A
GERMANSVILLE	FLYING M. AERODROME	735	08/26	2370	100	Turf	N/A	LIRL	Yes	50	Turf	None
GETTYSBURG	GETTYSBURG REGIONAL	554	06/24	3100	60	Asphalt	U	MIRL	None		N/A	N/A
GETTYSBURG	SOUTHERN ADAMS COUNTY HPT	530	H1	60	60	Concrete	U	None			N/A	N/A
GREENVILLE	GREENVILLE MUNICIPAL	1202	15/33	2703	75	Asphalt	12.5S	MIRL	None	N/A	N/A	N/A
			05/23	2551	120	Turf	N/A	None	None	N/A	N/A	N/A
GROVE CITY	GROVE CITY REGIONAL	1371	10/28	4495	75	Asphalt	12.5S	MIRL	None	N/A	N/A	N/A
HANOVER	HANOVER	565	09/27	2550	100	Turf	N/A	None	None		N/A	N/A
HARRISBURG	CAPITAL CITY	347	12/30	3778	100	Asphalt	40S/65D/ 115DT	MIRL	Partial	50	Asphalt	MITL
			08/26	5001	150	Asphalt	65S/105D/ 185DT	HIRL	Yes	50	Asphalt	MITL
HAZLETON	HAZLETON MUNICIPAL	1603	10/28	4898	100	Asphalt	47S/74D	MIRL	Partial	35	Asphalt	MITL
HONESDALE	CHERRY RIDGE	1357	17/35	2420	50	Asphalt	10S	NSTD-LIRL	Partial	28	Asphalt	None
HONEY GROVE	STOTTLE MEMORIAL	591	H1	100	100	Turf	N/A	Helipad	None		N/A	N/A
HORSHAM	HORSHAM VALLEY AIRWAYS HPT	250	H1	65	65	Asphalt	U	U			N/A	N/A
INDIANA	INDIANA CO./JIMMY STEWART	1405	11/29	5501	100	Asphalt	30S	MIRL	Yes	35	Asphalt	MITL
IRWIN	INTER COUNTY	1250	E/W	1960	122	Turf/Dirt	N/A	None	None		N/A	N/A
JEANNETTE	GREENSBURG-JEANNETTE REG.	1188	02/20	2605	50	Asphalt	U	MIRL	Partial	25	Asphalt	None

APPENDIX

Airside Facilities (Continued)

Associated City	Airport	Elev MSL (ft.)	Runway Desig-nation	R/W Length (ft.)	R/W Width (ft.)	R/W Surface Type	R/W Strength (000 lbs.)	R/W Lighting	Parallel Taxiway	T/W Width (ft.)	T/W Surface Type	T/W Lighting
JERSEY SHORE	JERSEY SHORE	547	09/27	3059	130	Turf	N/A	LIRL	None		N/A	N/A
KRALLTOWN	BERMUDIAN VALLEY AIRPARK	470	16/34	2200	100	Turf	N/A	None	None		N/A	N/A
LEBANON	KELLER BROS.	550	07/25	2635	120	Turf	N/A	NSTD-LIRL	None		N/A	N/A
LEHIGHTON	BELTZVILLE	899	08/26	2020	100	Turf		None	None		N/A	N/A
LEHIGHTON	JAKE ARNER MEMORIAL	534	08/26	3000	60	Asphalt	12.5S	MIRL	Yes	30	Asphalt	MITL
			08/26	6936	150	Asphalt	65S/92D/ 146DT	HIRL	Yes	50	Asphalt	MITL
LOCK HAVEN	WILLIAM T. PIPER MEMORIAL	556	09L/27R	3799	100	Asphalt	12.5	MIRL	Yes	40	Asphalt	MITL
			09R/27L	2179	100	Turf	N/A	None	None		N/A	N/A
MARS	LAKEHILL	1030	05/23	2850	75	Turf	N/A	None	None		N/A	N/A
MEADVILLE	PORT MEADVILLE	1400	07/25	5001	75	Asphalt	12S/60D	HIRL	Yes	50/40	Asphalt	MITL
MIFFLINTOWN	MIFFLINTOWN	545	08/26	2635	50	Asphalt	U	LIRL	None		N/A	N/A
MONONGAHELA	ROSTRAVER	1228	08/26	4002	75	Asphalt	26S/30D	MIRL	Yes	35	Asphalt	MITL
MONROEVILLE	PITTSBURGH-MONROEVILLE	1187	05/23	2280	28	Asphalt	U	None	Partial		Asphalt	None
MORGANTOWN	MORGANTOWN	600	10/28	2600	100	Turf	N/A	LIRL	None		N/A	N/A
MOUNT JOY/MARIETTA	DONEGAL SPRINGS AIRPARK	458	10/28	3250	50	Asphalt	12.5S	MIRL	None		N/A	N/A
MT PLEASANT	MOUNT PLEASANT/SCOTTDALE	1160	06/24	2158	135	Turf	N/A	None	None		N/A	N/A
			14/32	1600	175	Turf	N/A	None	None		N/A	N/A
MT PLEASANT	W.P.H.S. HELIPORT	1090	H1	74	74	Concrete	U	U			N/A	N/A
MOUNT POCONO	POCONO MOUNTAINS MUNICIPAL	1915	05/23	4000	100	Asphalt	30S/45D/ 70DT	MIRL	Partial	35	Asphalt	MITL
			13/31	5001	75	Asphalt	10S	MIRL	Partial	35	Asphalt	MITL
MYERSTOWN	DECK	523	01/19	3786	50	Asphalt	12S	MIRL	None		N/A	None
NEW CASTLE	NEW CASTLE MUNICIPAL	1072	13/31	2745	100	Asphalt	12.5S	None	None	N/A	N/A	N/A
			05/23	3995	75	Asphalt	12.5S	MIRL	Yes	35	Asphalt	MITL

APPENDIX

Airside Facilities (Continued)

Associated City	Airport	Elev MSL (ft.)	Runway Desig-nation	R/W Length (ft.)	R/W Width (ft.)	R/W Surface Type	R/W Strength (000 lbs.)	R/W Lighting	Parallel Taxiway	T/W Width (ft.)	T/W Surface Type	T/W Lighting
NEWRY	BLUE KNOB VALLEY	1270	11/29	3415	89	Grav/Turf	N/A	None	None	N/A	N/A	N/A
PALMYRA	REIGLE FIELD	489	13/31	1950	40	Asphalt	12.5S	NSTD-LIRL	None		N/A	N/A
PERKASIE	PENNRIDGE	568	08/26	4215	100	Asphalt	26S	MIRL	Yes	32	Asphalt	MITL
PHILADELPHIA	NORTHEAST PHILADELPHIA	120	15/33	5000	150	Asphalt	40S/55D	MIRL	Yes	50/60	Asphalt	MITL
			06/24	7000	150	Asphalt	60S/90D	HIRL	Partial	75	Asphalt	MITL
PHILADELPHIA	PENNS LANDING-PIER 36 HPT	15	H1	68	68	Asphalt	U	Helipad			N/A	N/A
PHILADELPHIA	WINGS FIELD	302	06/24	3700	75	Asphalt	U	MIRL	Yes	31	Asphalt	MITL
PHILIPSBURG	ALBERT	1784	11/29	3350	125	Gravel	N/A	None	None		N/A	N/A
PHILIPSBURG	MID-STATE	1948	16/34	5711	100	Asphalt	48S/60D/ 90DT	MIRL	None		N/A	N/A
			06/24	5006	100	Asphalt	48S/60D/ 90DT	MIRL	None		N/A	N/A
PITTSBURGH	ALLEGHENY COUNTY	1252	10/28	6501	150	Concrete	90S/120D/ 210DT	HIRL	Yes	50	Concrete	MITL
			13/31	3825	100	Concrete	20S/22D	HIRL	Partial	50	Asphalt	MITL
PITTSFIELD	BROKENSTRAW	1230	09/27	2665	100	Turf	N/A	LIRL	Yes	100	Turf	N/A
POTTSTOWN	HERITAGE FIELD A	309	10/28	3371	75	Asphalt	U	MIRL	Yes	35	Asphalt	MITL
POTTSTOWN	POTTSTOWN MUNICIPAL	256	08/26	2704	75	Asphalt	12S	NSTD	Yes	30	Asphalt	MITL
POTTSVILLE	SCHUYLKILL CO./JOE ZERBEY	1729	04/22	2270	140	Turf	N/A	None	Yes	40	Asphalt	MITL
			11/29	4594	75	Asphalt	21S	MIRL	Yes	40	Asphalt	MITL
PUNXSUTAWNEY	PUNXSUTAWNEY MUNICIPAL	1439	01/19	2026	100	Turf	N/A	MIRL	Yes	15	Turf	None
			06/24	3003	50	Asphalt	12.5S	HIRL	None		N/A	N/A
QUAKERTOWN	QUAKERTOWN	525	11/29	3210	75	Asphalt	12S	MIRL	Yes	35	Asphalt	MITL
READING	READING REGIONAL/CARL A SPAATZ FIELD	344	18/36	5151	150	Asphalt	75S/200D/ 400DT	HIRL	Partial	50	Asphalt	MITL
			13/31	6350	150	Asphalt	75S/200D/ 400DT	HIRL	Yes	50-60	Asphalt	MITL
REEDSVILLE	MIFFLIN COUNTY	819	06/24	5001	75	Asphalt	60S	MIRL	Yes	40	Asphalt	MITL

APPENDIX

Airside Facilities (Continued)

Associated City	Airport	Elev MSL (ft.)	Runway Desig-nation	R/W Length (ft.)	R/W Width (ft.)	R/W Surface Type	R/W Strength (000 lbs.)	R/W Lighting	Parallel Taxiway	T/W Width (ft.)	T/W Surface Type	T/W Lighting
SELINSGROVE	PENN VALLEY	464	17/35	4760	75	Asphalt	27S/27D	MIRL	Yes	25-35	Asphalt	MITL
SHAMOKIN	NORTHUMBERLAND COUNTY	881	08/26	3297	75	Asphalt	12.5S	MIRL	Partial	35	Asphalt	N/A
SHIPPENSBURG	SHIPPENSBURG	760	07/25	2300	170	Turf	N/A	None	None		N/A	N/A
SLATINGTON	SLATINGTON	380	01/19	2460	50	Asphalt	U	NSTD-LIRL	Partial	20	Asphalt	None
SMOKETOWN	SMOKETOWN	370	10/28	2400	50	Asphalt	12.5S/12.50	LIRL	Yes	25	Asphalt	U
SOMERSET	SOMERSET COUNTY	2275	7/25	5002	75	Asphalt	18.5S	MIRL	Yes	35	Asphalt	MITL
			14/32	2695	150	Turf/Asph	N/A	None	None		N/A	N/A
ST. MARYS	ST. MARYS MUNICIPAL	1934	10/28	4300	75	Asphalt	33S	MIRL	None		N/A	N/A
STERLING	SPRING HILL	1729	05/23	2460	42	Asphalt	10S	LIRL	Yes		Asphalt	LITL
STEWARTSTOWN	SHOESTRING AVIATION AIRFIELD	1000	06U/24U	1000	100	Turf	N/A		None		N/A	N/A
		1000	07/25	1000	100	Turf	N/A	None	None		N/A	N/A
SUNBURY	SUNBURY	450	05/23	3250	250	Turf	N/A	None	None		N/A	N/A
SUNBURY	SUNBURY SEAPLANE BASE	430	07/25	5000	250	Water	N/A	None	None		N/A	N/A
TITUSVILLE	TITUSVILLE	1600	18/36	4902	75	Asphalt	12.5S	MIRL	Partial	35	Asphalt	N/A
TOUGHKENAMON	NEW GARDEN FLYING FIELD	436	06/24	3695	50	Asphalt	12.5S	NSTD	Yes	35	Asphalt	U
TOWANDA	BRADFORD COUNTY	730	05/23	4300	75	Asphalt	12S	HIRL	Partial	35	Asphalt	MITL
TOWER CITY	BENDIGO	791	05/23	2325	60	Asphalt	12S	MIRL	Partial	25	N/A	MITL
TUNKHANNOCK	SKY HAVEN	639	01/19	2007	50	Asphalt	12.5S	None	None		N/A	N/A
UNIONVILLE	RIDGE SOARING GLIDERPORT	815	07/25	3322	150	Asph/Turf	U	None	None		N/A	N/A
WASHINGTON	WASHINGTON COUNTY	1184	09/27	5004	100	Asphalt	40S/60D/ 90DT	HIRL	Yes	35	Asphalt	MITL
WAYNESBURG	GREENE COUNTY	1069	09/27	3500	75	Asphalt	12S	MIRL	Yes	35	Asphalt	MITL
WELLSBORO	WELLSBORO-JOHNSTON	1892	10/28	3600	60	Asphalt	12.5S	MIRL	Yes	25	Asphalt	MITL
WELLSVILLE	KAMPEL	611	05/23	2500	100	Turf	N/A	None	None		N/A	N/A
WEST CHESTER	BRANDYWINE	463	09/27	3347	50	Asphalt	10S	LIRL	Yes	35	Asphalt	None

APPENDIX

Airside Facilities (Continued)

Associated City	Airport	Elev MSL (ft.)	Runway Desig-nation	R/W Length (ft.)	R/W Width (ft.)	R/W Surface Type	R/W Strength (000 lbs.)	R/W Lighting	Parallel Taxiway	T/W Width (ft.)	T/W Surface Type	T/W Lighting
WILKES-BARRE	WILKES-BARRE/WYOMING VALLEY	543	09/27	2191	100	Asph/Turf	U	None	None		N/A	N/A
			07/25	3375	75	Asphalt	U	MIRL	None		N/A	N/A
WILLIAMSBURG	COVE VALLEY	1156	04/22	2750	100	Turf	N/A	None	None		N/A	N/A
YORK	YORK	495	17/35	5188	100	Asphalt	20S/20D/20DT	MIRL	Yes	30	Asphalt	None
ZELIENOPLE	ZELIENOPLE MUNICIPAL	898	17/35	4933	75	Asphalt	12.5S	MIRL	Yes	35	Asphalt	No
New Facilities since 2002 SASP												
CRESCO	ROCKY HILL ULTRALIGHT	1240	09/27	1000	100	Turf	N/A		None			
DOVER	LAZY B. RANCH	450	05/23	2600	100	Asph/Con	U		None			
HONEY GROVE	STOTTLE MEMORIAL	591	H1	100	100	Turf	N/A		N/A			
MONTROSE	HUSKY HAVEN	1670	10/28	1900	100	Turf	N/A		None			
PITTSBURGH	ROCK AIRPORT OF PITTSBURGH	1063	17/35	3550	100	Asphalt	12.5S	HIRL	None		N/A	N/A
WATERFORD	THERMAL G GLIDER PORT	1430	07U/25U	1250	110	Turf	N/A	U	U	U	U	U

Legend:
U - Unknown/Information Not Provided   N/A - Not Applicable
S - Single Wheel   D - Dual Wheel   DT - Dual Tandem Wheel
LIRL - Low-Intensity Runway Lights   MIRL - Medium-Intensity Runway Lights   HIRL - High-Intensity Runway Lights
MITL - Medium-Intensity Taxiway Lights   LITL - Low-Intensity Taxiway Lights

APPENDIX

Table B-4: Landside Facilities

Associated City	Airport	Air Carrier Terminal (sq. ft.)	GA Terminal (sq. ft.)	Administration Building (sq. ft.)	T Hangars Units	Conventional Hangars (sq. ft.)
Commercial Service Airports						
ALLENTOWN	LEHIGH VALLEY INTERNATIONAL AIRPORT	17,4383	10,633	0	65	204,680
ALTOONA	ALTOONA-BLAIR COUNTY AIRPORT	4,625	2,000	2,000	46	32,000
BRADFORD	BRADFORD REGIONAL AIRPORT	750	0	12,433	2	15,500
DUBOIS	DUBOIS REGIONAL AIRPORT	2,579	0	9,295	20	30,331
ERIE	ERIE INTERNATIONAL AIRPORT TOM RIDGE FIELD	47,500	4,000	4,000	4	53,300
FRANKLIN	VENANGO REGIONAL AIRPORT	4,860	1,300	624	39	45,700
HARRISBURG	HARRISBURG INTERNATIONAL AIRPORT	280,000	0	0	0	105,000
JOHNSTOWN	JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY AIRPORT	18,500	0	0	26	66,385
LANCASTER	LANCASTER AIRPORT	15,000	0	900	87	136,893
LATROBE	ARNOLD PALMER REGIONAL AIRPORT	42,000	20,000	3,000	48	265,414
PHILADELPHIA	PHILADELPHIA INTERNATIONAL AIRPORT	3,100,000	9,000	0	0	160,450
PITTSBURGH	PITTSBURGH INTERNATIONAL AIRPORT	U	U	U	U	U
STATE COLLEGE	UNIVERSITY PARK AIRPORT	26,090	6,000	0	61	40,875
WILKES-BARRE/SCRANTON	WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	120,231	8,000	0	0	51,000
WILLIAMSPORT	WILLIAMSPORT REGIONAL AIRPORT	11,872	4,612	10,752	22	69,450
GA Airports						
ALLENTOWN	QUEEN CITY MUNICIPAL AIRPORT	0	4,900	0	52	22,932
BALLEY	BUTTER VALLEY GOLF PORT	0	0	0	0	0
BEAVER FALLS	BEAVER COUNTY AIRPORT	0	0	3400	127	64,000

APPENDIX

Landside Facilities (Continued)

Associated City	Airport	Air Carrier Terminal (sq. ft.)	GA Terminal (sq. ft.)	Administration Building (sq. ft.)	T Hangars Units	Conventional Hangars (sq. ft.)
BEDFORD	BEDFORD COUNTY AIRPORT	0	11,500	0	15	31,500
BELLEFONTE	BELLEFONTE AIRPORT	0	1,200	1200	24	13,350
BENSALEM	TOTAL RF HELIPORT	0	0	0	0	4,400
BETHEL	GRIMES AIRPORT	0	0	150	0	15,700
BLOOMSBURG	BLOOMSBURG MUNICIPAL AIRPORT	0	0	0	16	5,800
BROGUE	BAUBLITZ COMMERCIAL AIRPORT	0	0	1,200	6	9,425
BUTLER	BUTLER COUNTY AIRPORT	0	0	10,000	63	78,100
BUTLER	BUTLER FARM SHOW AIRPORT	0	0	600	0	0
CANADENSIS	FLYING DOLLAR AIRPORT	0	0	0	0	4,200
CARLISLE	CARLISLE AIRPORT	0	300	0	10	19,500
CENTRE HALL	CENTRE AIRPARK	0	200	0	8	0
CENTRE HALL	PENNS CAVE AIRPORT	0	0	750	0	6,400
CHAMBERSBURG	FRANKLIN COUNTY REGIONAL AIRPORT	0	0	1,150	10	11,730
CLARION	CLARION COUNTY AIRPORT	0	2,800	0	20	10,000
CLEARFIELD	CLEARFIELD-LAWRENCE AIRPORT	0	3,600	0	16	7,200
COATESVILLE	CHESTER COUNTY/G.O. CARLSON AIRPORT	0	6,800	0	68	156,800
COLLEGEVILLE	PERKIOMEN VALLEY AIRPORT	0	3,000	0	10	23,900
COLUMBIA	MCGINNESS FIELD	0	0	0	0	0
CONNELLSVILLE	JOSEPH A HARDY CONNELLSVILLE AIRPORT	0	0	3,312	30	64,099
CORRY	CORRY-LAWRENCE AIRPORT	0	630	0	8	7,200
DANVILLE	DANVILLE AIRPORT	0	0	1,200	24	6,400
DOYLESTOWN	DOYLESTOWN AIRPORT	0	0	2,250	115	3,600
EAST STROUDSBURG	STROUDSBURG-POCONO AIRPORT	0	0	560	11	50,100

APPENDIX

Landside Facilities (Continued)

Associated City	Airport	Air Carrier Terminal (sq. ft.)	GA Terminal (sq. ft.)	Administration Building (sq. ft.)	T Hangars Units	Conventional Hangars (sq. ft.)
EASTON	BRADEN AIRPARK	0	1,000	1,496	33	11,155
EBENSBURG	EBENSBURG AIRPORT	0	0	900	6	16,200
EIGHTY FOUR	BANDEL AIRPORT	0	0	0	7	5700
ERWINNA	VAN SANT AIRPORT	0	0	500	2	19,700
ESSINGTON	PHILADELPHIA SEAPLANE BASE	0	0	0	0	0
FACTORYVILLE	SEAMANS AIRPORT	0	0	968	34	5,000
FAIRFIELD	MID-ATLANTIC SOARING CENTER	0	0	1,600	0	8,400
FINLEYVILLE	FINLEYVILLE AIRPARK	0	0	480	2	42,200
FREDERICKSBURG	FARMERS PRIDE AIRPORT	0	300	0	37	12,320
FREEPORT	MCVILLE AIRPORT	0	4,500	0	0	6,300
GERMANSVILLE	FLYING M. AERODROME	0	600	0	28	4,500
GETTYSBURG	GETTYSBURG REGIONAL AIRPORT	0	1,600	0	8	7,200
GETTYSBURG	SOUTHERN ADAMS COUNTY HELIPORT	0	0	240	0	0
GREENVILLE	GREENVILLE MUNICIPAL AIRPORT	0	0	525	30	5,030
GROVE CITY	GROVE CITY REGIONAL AIRPORT	0	0	1,470	20	10,000
HANOVER	HANOVER AIRPORT	0	0	200	5	0
HARRISBURG	CAPITAL CITY AIRPORT	0	3,460	0	45	206,600
HAZLETON	HAZLETON MUNICIPAL AIRPORT	0	2,500	0	8	73,400
HONESDALE	CHERRY RIDGE AIRPORT	0	0	1,600	32	18,900
HORSHAM	HORSHAM VALLEY AIRWAYS HELIPORT	0	0	0	0	0
INDIANA	INDIANA CO./JIMMY STEWART AIRPORT	0	5,400	0	31	22,022
IRWIN	INTER COUNTY AIRPORT	0	1,820	0	7	6,250
JEANNETTE	GREENSBURG-JEANNETTE REG. AIRPORT	0	0	720	0	4,200
JERSEY SHORE	JERSEY SHORE AIRPORT	0	0	5,100	17	11,600

APPENDIX

Landside Facilities (Continued)

Associated City	Airport	Air Carrier Terminal (sq. ft.)	GA Terminal (sq. ft.)	Administration Building (sq. ft.)	T Hangars Units	Conventional Hangars (sq. ft.)
KRALLTOWN	BERMUDIAN VALLEY AIRPARK	0	600	0	9	18,660
LEBANON	KELLER BROS. AIRPORT	0	0	0	10	16,900
LEHIGHTON	BELTZVILLE AIRPORT	0	450	0	1	19,200
LEHIGHTON	JAKE ARNER MEMORIAL AIRPORT	0	500	655	30	10,000
LOCK HAVEN	WILLIAM T. PIPER MEMORIAL AIRPORT	0	1,271	1,271	26	26,458
MARS	LAKEHILL AIRPORT	0	0	0	1	8,250
MEADVILLE	PORT MEADVILLE AIRPORT	0	2,975	0	20	23,566
MIFFLINTOWN	MIFFLINTOWN AIRPORT	0	0	900	6	16,000
MONONGAHELA	ROSTRAVER AIRPORT	0	0	440	76	11,928
MONROEVILLE	PITTSBURGH-MONROEVILLE AIRPORT	0	0	1,200	11	3,000
MORGANTOWN	MORGANTOWN AIRPORT	0	0	0	20	0
MOUNT JOY/MARIETTA	DONEGAL SPRINGS AIRPARK	0	0	4,200	10	8,000
MOUNT PLEASANT	MOUNT PLEASANT/SCOTTDALE AIRPORT	0	0	4,000	18	2,000
MOUNT PLEASANT	W.P.H.S. HELIPORT	0	0	37,000	0	27,000
MOUNT POCONO	POCONO MOUNTAINS MUNICIPAL AIRPORT	0	2,100	0	10	19,200
MYERSTOWN	DECK AIRPORT	0	0	1,248	60	19,700
NEW CASTLE	NEW CASTLE MUNICIPAL AIRPORT	0	0	2,200	46	20,572
NEWRY	BLUE KNOB VALLEY AIRPORT	0	1,800	0	10	4,320
PALMYRA	REIGLE FIELD	0	0	1,300	49	11,000
PERKASIE	PENNRIDGE AIRPORT	0	0	3,312	31	36,200
PHILADELPHIA	NORTHEAST PHILADELPHIA AIRPORT	0	4,900	5,900	85	166,380
PHILADELPHIA	PENNS LANDING-PIER 36 HELIPORT	0	0	7,000	0	3,000
PHILADELPHIA	WINGS FIELD	0	2,800	0	31	13,800

APPENDIX

Landside Facilities (Continued)

Associated City	Airport	Air Carrier Terminal (sq. ft.)	GA Terminal (sq. ft.)	Administration Building (sq. ft.)	T Hangars Units	Conventional Hangars (sq. ft.)
PHILIPSBURG	ALBERT AIRPORT	0	0	0	7	0
PHILIPSBURG	MID-STATE AIRPORT	0	7,503	0	5	23,540
PITTSBURGH	ALLEGHENY COUNTY AIRPORT	0	8,096	17,075	7	154,982
PITTSFIELD	BROKENSTRAW AIRPORT	0	0	720	13	10,538
POTTSTOWN	HERITAGE FIELD AIRPORT	0	0	6,000	78	18,900
POTTSTOWN	POTTSTOWN MUNICIPAL AIRPORT	0	1,725	0	34	3,900
POTTSVILLE	SCHUYLKILL CO./JOE ZERBEY AIRPORT	0	2,310	0	21	19,000
PUNXSUTAWNEY	PUNXSUTAWNEY MUNICIPAL AIRPORT	0	0	1,250	4	5,225
QUAKERTOWN	QUAKERTOWN AIRPORT	0	0	1,750	53	30,000
READING	READING REGIONAL/CARL A SPAATZ FIELD	33,000	3,200	0	17	184,825
REEDSVILLE	MIFFLIN COUNTY AIRPORT	0	0	2,040	30	13,421
SELINSGROVE	PENN VALLEY AIRPORT	0	4,500	0	24	27,445
SHAMOKIN	NORTHUMBERLAND COUNTY AIRPORT	0	1,200	0	13	12,400
SHIPPENSBURG	SHIPPENSBURG AIRPORT	0	0	0	4	0
SLATINGTON	SLATINGTON AIRPORT	0	0	418	34	0
SMOKETOWN	SMOKETOWN AIRPORT	0	0	1,500	65	15,100
SOMERSET	SOMERSET COUNTY AIRPORT	0	3,800	3,800	24	42,000
ST. MARYS	ST. MARYS MUNICIPAL AIRPORT	0	0	440	15	19,200
STERLING	SPRING HILL AIRPORT	0	0	500	0	8,000
STEWARTSTOWN	SHOESTRING AVIATION AIRFIELD	0	0	0	3	14,200
SUNBURY	SUNBURY AIRPORT	0	0	0	3	4,400
SUNBURY	SUNBURY SEAPLANE BASE	0	0	0	0	0
TITUSVILLE	TITUSVILLE AIRPORT	0	0	1,620	0	31,684

APPENDIX

Landside Facilities (Continued)

Associated City	Airport	Air Carrier Terminal (sq. ft.)	GA Terminal (sq. ft.)	Administration Building (sq. ft.)	T Hangars Units	Conventional Hangars (sq. ft.)
TOUGHKENAMON	NEW GARDEN FLYING FIELD	0	0	875	64	41,300
TOWANDA	BRADFORD COUNTY AIRPORT	0	1,600	0	30	9,800
TOWER CITY	BENDIGO AIRPORT	0	0	200	7	11,650
TUNKHANNOCK	SKY HAVEN AIRPORT	0	1,040	0	13	10,900
UNIONVILLE	RIDGE SOARING GLIDERPORT	0	2,400	0	0	15,300
WASHINGTON	WASHINGTON COUNTY AIRPORT	0	0	2,800	37	72,945
WAYNESBURG	GREENE COUNTY AIRPORT	0	0	6,400	36	4,590
WELLSBORO	WELLSBORO-JOHNSTON AIRPORT	0	2,377	0	16	0
WELLSVILLE	KAMPEL AIRPORT	0	0	0	0	0
WEST CHESTER	BRANDYWINE AIRPORT	0	4,425	0	60	30,000
WILKES-BARRE	WILKES-BARRE/WYOMING VALLEY AIRPORT	0	2,400	0	28	11,350
WILLIAMSBURG	COVE VALLEY AIRPORT	0	0	616	0	4,000
YORK	YORK AIRPORT	0	4,000	500	48	57,100
ZELIENOPLE	ZELIENOPLE MUNICIPAL AIRPORT	0	0	3,200	16	9,000
New Facilities since 2002 SASP						
CRESCO	ROCKY HILL ULTRALIGHT FLIGHT PARK	0	0	0	0	800
DOVER	LAZY B. RANCH	0	0	0	10	7,900
HONEY GROVE	STOTTLE MEMORIAL	0	0	0	0	0
MONTROSE	HUSKY HAVEN AIRPORT	0	400	0	0	5,700
PITTSBURGH	ROCK AIRPORT OF PITTSBURGH	0	0	2,000	1	0
WATERFORD	THERMAL G GLIDER PORT	U	U	U	U	U

APPENDIX

Table B-5: Landside Facilities Parking

Associated City	Airport	Apron Size (sq. yd)	Apron Surface	Apron Use	Total Tie-downs Paved	Total Tie-downs Unpaved	Automobile Parking Size or # of Spaces
Commercial Service Airports							
ALLENTOWN	LEHIGH VALLEY INTERNATIONAL AIRPORT	12,445	Concrete	Both			
		144,645	Concrete\Asphalt	Air Carrier	0	0	4644 Spaces
		84,444	Concrete				
		16,401	Asphalt	Based	35		
		10,400	Concrete	Both			
ALTOONA	ALTOONA-BLAIR COUNTY AIRPORT	56,000	Asphalt	Both	35	0	120 Spaces
BRADFORD	BRADFORD REGIONAL AIRPORT	14,325	Asphalt/Concrete	Both	6	10	125 Spaces
DUBOIS	DUBOIS REGIONAL AIRPORT	18,250	Asphalt	Both	10	0	360 Spaces
ERIE	ERIE INTERNATIONAL AIRPORT TOM RIDGE FIELD	20,000	Asphalt	Both	3	4	804 Spaces
		17,000	Asphalt	Both			
FRANKLIN	VENANGO REGIONAL AIRPORT	11,000	Asphalt	Both	9	0	151 Spaces
HARRISBURG	HARRISBURG INTERNATIONAL AIRPORT	193,622	Asphalt/Concrete	Asphalt/Concrete	Air Carrier		0
		86,155	Asphalt/Concrete	Concrete	Air Carrier Overflow		
		5,700	Asphalt/Concrete	Asphalt/Concrete		10	
JOHNSTOWN	JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY AIRPORT	18,140	Asphalt	Both	15	0	277 Spaces
LANCASTER	LANCASTER AIRPORT	8,300	Asphalt	Air Carrier			347 Spaces
		9,100	Asphalt	Both	9	21	
		10,000	Asphalt	Transient			
		8,900	Asphalt	Both			

APPENDIX

Landside Facilities Parking (Continued)

Associated City	Airport	Apron Size (sq. yd)	Apron Surface	Apron Use	Total Tie-downs Paved	Total Tie-downs Unpaved	Automobile Parking Size or # of Spaces
LATROBE	**ARNOLD PALMER REGIONAL AIRPORT**	14,188	Asphalt	Based	39	0	0
		42,780	Asphalt	Itinerant	0	0	850 Spaces
PHILADELPHIA	**PHILADELPHIA INTERNATIONAL AIRPORT**	126 gates	Concrete	Air Carrier			23,023 Spaces
		31,778	Asphalt/Concrete	Transient			
		14,222	Concrete	Based			
		58,033	Concrete	Both			
PITTSBURGH	**PITTSBURGH INTERNATIONAL AIRPORT**	U	U	U	U	U	U
STATE COLLEGE	**UNIVERSITY PARK AIRPORT**	29,100	Concrete	Air Carrier	0	0	644 Spaces Air Carrier
		20,000	Asphalt				
WILKES-BARRE/SCRANTON	**WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT**	105,273	Asphalt/Concrete	Air Carrier	0	0	1,433 Spaces
		42,984	Asphalt	Both	25	0	
		14,310	Asphalt	Both	15		
WILLIAMSPORT	**WILLIAMSPORT REGIONAL AIRPORT**	12,600	Asphalt	Air Carrier		0	396 Spaces
		4,200	Asphalt	Deicing			
		14,400	Asphalt	Itinerant	5		
		2,100	Asphalt	Manufacturing	6		
		3,600	Asphalt	Both	11		
		1,700	Asphalt	Technology			
		24,000	Asphalt	Both	19		
		800	Concrete	Itinerant			
GA Airports							
ALLENTOWN	**QUEEN CITY MUNICIPAL AIRPORT**	20,265	Asphalt	Both	25	5	94 Spaces
BALLY	**BUTTER VALLEY GOLF PORT**	0	N/A		0	20	130 Spaces

APPENDIX

Landside Facilities Parking (Continued)

Associated City	Airport	Apron Size (sq. yd)	Apron Surface	Apron Use	Total Tie-downs Paved	Total Tie-downs Unpaved	Automobile Parking Size or # of Spaces
BEAVER FALLS	BEAVER COUNTY AIRPORT	27,755	Asphalt	Both	105	0	234 Spaces
		10,000	Asphalt	Both	28		
		11,667	Asphalt	Both	87		
		12,277	Asphalt	Both	32		
BEDFORD	BEDFORD COUNTY AIRPORT	15,833	Asphalt	Both	18	0	40 Spaces
BELLEFONTE	BELLEFONTE AIRPORT	6,600	Asphalt	Both	0	5	30 Spaces
BENSALEM	TOTAL RF HELIPORT	2,988	Asphalt	Itinerant	6		8 Spaces
BETHEL	GRIMES AIRPORT	0	N/A	N/A	0	1	150 Sq. Yds.
BLOOMSBURG	BLOOMSBURG MUNICIPAL AIRPORT	20,700	Asphalt	Both	31	0	23 Spaces
BROGUE	BAUBLITZ COMMERCIAL AIRPORT	0	N/A	N/A	0	5	250 Sq. Yds.
BUTLER	BUTLER COUNTY AIRPORT	55,893	Asphalt	Both			U
BUTLER	BUTLER FARM SHOW AIRPORT	1,444	Asphalt	Both	0	9	24 Spaces
CANADENSIS	FLYING DOLLAR AIRPORT	0	N/A	N/A	0	4	
CARLISLE	CARLISLE AIRPORT	10,790	Asphalt	Both	14	8	25 Spaces
		1,200	Asphalt	Based			
		1,400	Asphalt	Both			
CENTRE HALL	CENTRE AIRPARK	0	N/A	N/A	0	5	200 Sq. Yds.
CENTRE HALL	PENNS CAVE AIRPORT	800	Asphalt	Based		3	1045 Sq. Yds.
		1,950	Asphalt	Itinerant	2		
CHAMBERSBURG	FRANKLIN COUNTY REGIONAL AIRPORT	12,800	Asphalt	Both	14	1	21 Spaces
CLARION	CLARION COUNTY AIRPORT	3,055	Asphalt	Both	19	0	35 Spaces
		1,380	Asphalt	Both			3
CLEARFIELD	CLEARFIELD-LAWRENCE AIRPORT	9,430	Asphalt	Both	5	0	29 Spaces
COATESVILLE	CHESTER CO./G.O. CARLSON AIRPORT	43,667	Asphalt	Both	51	0	216 Spaces

APPENDIX

Landside Facilities Parking (Continued)

Associated City	Airport	Apron Size (sq. yd)	Apron Surface	Apron Use	Total Tie-downs Paved	Total Tie-downs Unpaved	Automobile Parking Size or # of Spaces
COLLEGEVILLE	PERKIOMEN VALLEY AIRPORT	7,200	Asphalt	Both	8	30	50 Spaces
			Asphalt	Based	25		
COLUMBIA	MCGINNESS FIELD	0	N/A	N/A	0	5	250 Sq. Yds.
		0	N/A	N/A	0	5	250 Sq. Yds.
CONNELLSVILLE	JOSEPH A HARDY CONNELLSVILLE AIRPORT	2,613	Asphalt	Both	12	0	23 Spaces
		9,630	Asphalt	Both	6	0	
CORRY	CORRY-LAWRENCE AIRPORT	6,400	Asphalt	Both	6	0	11 Spaces
		2,800	Asphalt	Both	5		
DANVILLE	DANVILLE AIRPORT	1,500	Asphalt	Both	0	5	722 Sq. Yds.
DOYLESTOWN	DOYLESTOWN AIRPORT	3,000	Asphalt	Both	9	22	70 Spaces
		6,700	Asphalt	Based	17		17
		6,667	Asphalt	Both	12		
		5,100	Asphalt	Based	9		
		2,500	Asphalt	Concrete			
EAST STROUDSBURG	STROUDSBURG-POCONO AIRPORT	889	Asphalt	Fueling	4	30	20 Spaces
			Asphalt		10		
EASTON	BRADEN AIRPARK	778	Asphalt	Fueling	3	32	30 Spaces
EBENSBURG	EBENSBURG AIRPORT	4,011	Asphalt	Both	4	7	26 Spaces
		1,858	Asphalt	Both			
EIGHTY FOUR	BANDEL AIRPORT	0	N/A	N/A	0	6	
ERWINNA	VAN SANT AIRPORT	1,600	Asphalt	Itinerant	2	48	26 Spaces
ESSINGTON	PHILADELPHIA SEAPLANE BASE	0	N/A	N/A	0	3	
FACTORYVILLE	SEAMANS AIRPORT	1,183	Asphalt	Fueling	0	27	3,600 Sq. Yds.

APPENDIX

Landside Facilities Parking (Continued)

Associated City	Airport	Apron Size (sq. yd)	Apron Surface	Apron Use	Total Tie-downs Paved	Total Tie-downs Unpaved	Automobile Parking Size or # of Spaces
FAIRFIELD	MID-ATLANTIC SOARING CENTER	980	Asphalt	U			5
FINLEYVILLE	FINLEYVILLE AIRPARK	1,000	Asphalt	Both	0	6	20 Spaces
FREDERICKSBURG	FARMERS PRIDE AIRPORT	0	N/A	N/A	0	4	6 Spaces
FREEPORT	MCVILLE AIRPORT	6,300	Asphalt	Both	0		
GERMANSVILLE	FLYING M. AERODROME	0	N/A	N/A	0	20	50 Spaces
GETTYSBURG	GETTYSBURG REGIONAL AIRPORT	2,400	Asphalt	Both	5	12	940 Sq. Yds
		145	Concrete	Itinerant	3	0	9 Spaces
GREENVILLE	GREENVILLE MUNICIPAL AIRPORT	4,000	Asphalt	Both	53	0	20 Spaces
GROVE CITY	GROVE CITY REGIONAL AIRPORT	9,525	Asphalt	Both	9	0	18 Spaces
HANOVER	HANOVER AIRPORT	4,000	N/A	N/A	0	1	200 Sq. Yds.
HAZLETON	HAZLETON MUNICIPAL AIRPORT	49,534	Asphalt	Both	35	0	70 Spaces
HONESDALE	CHERRY RIDGE AIRPORT	7,800	Asphalt	Both	8	20	945 Sq. Yds.
		4,200	Asphalt	Both	10		
HORSHAM	HORSHAM VALLEY AIRWAYS HELIPORT		U	U			U
INDIANA	INDIANA CO./JIMMY STEWART AIRPORT	1,500	Asphalt	Both	9	0	51 Spaces
		7,200	Asphalt	Both	10		
IRWIN	INTER COUNTY AIRPORT	0	N/A	N/A	0	10	
JEANNETTE	GREENSBURG-JEANNETTE REGIONAL AIRPORT	1,430	Asphalt	Both	6	3	590 Sq. Yds.
JERSEY SHORE	JERSEY SHORE AIRPORT	890	Concrete	Based	0	6	1,100 Sq. Yds.
		1,100	Asphalt	Both			
KRALLTOWN	BERMUDIAN VALLEY AIRPARK	5,000	Turf	Both	0	4	50 Spaces
LEBANON	KELLER BROS. AIRPORT	0	N/A	N/A	0	0	270 Sq. Yds.
LEHIGHTON	BELTZVILLE AIRPORT	0	N/A	N/A	0	3	2

APPENDIX

Landside Facilities Parking (Continued)

Associated City	Airport	Apron Size (sq. yd)	Apron Surface	Apron Use	Total Tie-downs Paved	Total Tie-downs Unpaved	Automobile Parking Size or # of Spaces
LEHIGHTON	JAKE ARNER MEMORIAL AIRPORT	3,300	Asphalt	Both	0	0	20 Spaces
		6,500	Asphalt	Based	15		
		6,400	Asphalt	Based			
LOCK HAVEN	WILLIAM T. PIPER MEMORIAL AIRPORT	14,000	Asphalt	Both	11	0	23 Spaces
MARS	LAKEHILL AIRPORT	0	N/A	N/A	0	0	
MEADVILLE	PORT MEADVILLE AIRPORT	3,500	Asphalt	Both	8	0	17 Spaces
		8,800	Asphalt	Itinerant			
MIFFLINTOWN	MIFFLINTOWN AIRPORT	700	Asphalt	Both	4	2	10
MONONGAHELA	ROSTRAVER AIRPORT	U	U	U	U	U	U
MONROEVILLE	PITTSBURGH-MONROEVILLE AIRPORT	189	Concrete	Both	0	5	653 Sq. Yds.
MORGANTOWN	MORGANTOWN AIRPORT	0	N/A	N/A	0	10	20 SPACES
MOUNT JOY/MARIETTA	DONEGAL SPRINGS AIRPARK	2,000	Asphalt	Both	0	40	35
MOUNT PLEASANT	MOUNT PLEASANT/SCOTTDALE AIRPORT	1,000	Asphalt	Fueling	0	12	10 Spaces
MOUNT POCONO	POCONO MOUNTAINS MUNICIPAL AIRPORT	11,000	Asphalt	Both	14	0	55 Spaces
		7,000	Asphalt	Both	9		
MYERSTOWN	DECK AIRPORT	542	Asphalt	Itinerant	5	1	16 Spaces
		568	Asphalt	Itinerant			
NEW CASTLE	NEW CASTLE MUNICIPAL AIRPORT	3,500	Asphalt	Both	27	0	36 Spaces
NEWRY	BLUE KNOB VALLEY AIRPORT	2,940	Gravel	U	0	5	3,110 Sq. Yds.
		2,535	Gravel/Turf	U			
PALMYRA	REIGLE FIELD	500	Asphalt	Fueling	0	16	967 Sq. Yds.

APPENDIX

Landside Facilities Parking (Continued)

Associated City	Airport	Apron Size (sq. yd)	Apron Surface	Apron Use	Total Tie-downs Paved	Total Tie-downs Unpaved	Automobile Parking Size or # of Spaces
PERKASIE	PENNRIDGE AIRPORT	6,900	Asphalt	Itinerant			98 Spaces
		7,300	Asphalt	Based	21		
PHILADELPHIA	NORTHEAST PHILADELPHIA AIRPORT	63,200	Asphalt\Concrete	Both	110		400 Spaces
		7,860	Asphalt	Both	26		
		10,570	Asphalt	Both	50		
PHILADELPHIA	PENNS LANDING-PIER 36 HELIPORT	1,383	Asphalt	Both	6	0	24 Spaces
PHILADELPHIA	WINGS FIELD	4,710	Asphalt	Both	11	17	198 Spaces
		22,900	Asphalt	Both	24		
			Asph/Conc		35		
PHILIPSBURG	MID-STATE AIRPORT	12,530	Asphalt	Both	0	5	5,250 Sq. Yds.
		3,600	Asphalt	Itinerant			
PITTSBURGH	ALLEGHENY COUNTY AIRPORT	4,000	Asphalt	Itinerant	67	0	611 Spaces
		38,000	Asphalt	Based	0	0	0
		3,600	Asphalt	Based	0	0	0
PITTSBURGH	ROCK AIRPORT OF PITTSBURGH	10,278	Asphalt	Both	16	3	10
PITTSFIELD	BROKENSTRAW AIRPORT	3,200	Asphalt	Fueling	0	1	30 Spaces
POTTSTOWN	HERITAGE FIELD AIRPORT	11,000	Asphalt	Both	18	46	73 Spaces
		4,000	Asphalt	Both	12		
POTTSTOWN	POTTSTOWN MUNICIPAL AIRPORT	4,850	Asphalt	Both	11	0	144 Spaces
		1,090	Asphalt				
POTTSVILLE	SCHUYLKILL CO./JOE ZERBEY AIRPORT	8,048	Asphalt	Both	12	0	39 Spaces
		1,300	Asphalt	Based	7		
PUNXSUTAWNEY	PUNXSUTAWNEY MUNICIPAL AIRPORT	1,100	Asphalt	Both	3	0	20 Spaces
QUAKERTOWN	QUAKERTOWN AIRPORT	3,850	Asphalt	Itinerant	3	0	27 Spaces

APPENDIX

Landside Facilities Parking (Continued)

Associated City	Airport	Apron Size (sq. yd)	Apron Surface	Apron Use	Total Tie-downs Paved	Total Tie-downs Unpaved	Automobile Parking Size or # of Spaces
READING	READING REGONAL/CARL A SPAATZ FIELD	10,700	Asphalt	Itinerant	0	0	690 Spaces
		14,600	Asphalt	Both	0	4	
		31,500	Asphalt	Both	58	0	
REEDSVILLE	MIFFLIN COUNTY AIRPORT	7,972	Asphalt	Both	17	6	1,323 Sq. Yds.
SELINSGROVE	PENN VALLEY AIRPORT	10,188	Asphalt	Both	12	0	60 Spaces
SHAMOKIN	NORTHUMBERLAND COUNTY AIRPORT	9,000	Asphalt	Both	16	0	5 Spaces
SHIPPENSBURG	SHIPPENSBURG AIRPORT	0	N/A	N/A	0	0	6 Spaces
SLATINGTON	SLATINGTON AIRPORT	N/A	Asphalt	Based	7	13	700 Sq. Yds.
		333	Concrete	Fueling			
SMOKETOWN	SMOKETOWN AIRPORT	333	Asphalt	Fueling	0	30	35 Spaces
SOMERSET	SOMERSET COUNTY AIRPORT	12,133	Asphalt	Both	17	0	39 Spaces
ST. MARYS	ST. MARYS MUNICIPAL AIRPORT	2,500	Asphalt	Both	5	0	11 Spaces
		5,400	Asphalt	Both			
STERLING	SPRING HILL AIRPORT	5,111	Asphalt	Both/Fueling	1	9	60 Spaces
STEWARTSTOWN	SHOESTRING AVIATION AIRFIELD	0	N/A	N/A	0	0	200 Sq. Yds.
SUNBURY	SUNBURY AIRPORT	0	N/A	N/A	0	0	N/A
SUNBURY	SUNBURY SEAPLANE BASE	0	N/A	N/A	0	0	N/A
TITUSVILLE	TITUSVILLE AIRPORT	4,000	Asphalt	Both	8	0	1,000 Sq. Yds.
TOUGHKENAMON	NEW GARDEN FLYING FIELD	5,400	Asphalt	Both	19	10	40 Spaces
TOWANDA	BRADFORD COUNTY AIRPORT	14,000	Asphalt	Based	20	0	
		5,900	Asphalt	Transient	0	0	19 Spaces
TOWER CITY	BENDIGO AIRPORT	0	N/A	N/A	0	3	7
TUNKHANNOCK	SKY HAVEN AIRPORT	U	Turf	Both	0	25	444 Sq. Yds.

APPENDIX

Landside Facilities Parking (Continued)

Associated City	Airport	Apron Size (sq. yd)	Apron Surface	Apron Use	Total Tie-downs Paved	Total Tie-downs Unpaved	Automobile Parking Size or # of Spaces
UNIONVILLE	RIDGE SOARING GLIDERPORT	0	N/A	N/A	0	0	8 Spaces
WASHINGTON	WASHINGTON COUNTY AIRPORT	5,200	Asphalt	Itinerant	13	0	105 Spaces
		5,500	Asphalt	Based	11	0	0
WATERFORD	THERMAL G GLIDER PORT	U	U	U	U	U	U
WAYNESBURG	GREENE COUNTY AIRPORT	12,000	Asphalt	Both	8	0	52 Spaces
WELLSBORO	WELLSBORO-JOHNSTON AIRPORT	14,290	Asphalt	Both	14	0	420 Sy
WELLSVILLE	KAMPEL AIRPORT	0	N/A	N/A	0	0	4
WEST CHESTER	BRANDYWINE AIRPORT	10,229	Asphalt	Both	15	4	108 Spaces
		8,105	Asphalt	Both	19		
		U	Asphalt	Based	8		
WILKES-BARRE	WILKES-BARRE/WYOMING VALLEY AIRPORT	4,167	Asphalt	Both	8	14	25 Spaces
WILLIAMSBURG	COVE VALLEY AIRPORT	0	N/A	N/A	0	0	
YORK	YORK AIRPORT	9,200	Asphalt	Both	20		60 Space
ZELIENOPLE	ZELIENOPLE MUNICIPAL AIRPORT	20,000	Asphalt	Both	10	0	35 Spaces

APPENDIX

Table B-6: Fuel Facilities

Associated City	Airport	AvGas # Tanks	AvGas Tank Type	AvGas Total Capacity	AvGas Distribution	Jet A # Tanks	Jet A Tank Type	Jet A Total Capacity	Jet A Distribution	MoGas Tanks	MoGas Tank Type	MoGas Total Capacity	MoGas Distribution
Commercial Service Airports													
ALLENTOWN	LEHIGH VALLEY INTERNATIONAL AIRPORT	1	Below	12,000	Truck	3	Above	150,000	Truck	0	N/A	0	N/A
ALTOONA	ALTOONA-BLAIR COUNTY AIRPORT	1	Above	10,000	Truck	1	Above	10,000	Truck	0	N/A	N/A	N/A
BRADFORD	BRADFORD REGIONAL AIRPORT	1	Above	10,000	Truck	1	Above	12,000	Truck	0	N/A	N/A	N/A
DUBOIS	DUBOIS REGIONAL AIRPORT	1	Above	10,000	Truck	1	Above	12,000	Truck	0	N/A	N/A	N/A
ERIE	ERIE INTERNATIONAL AIRPORT TOM RIDGE FIELD	1	Above	12,000	Truck	3	Above	42,000	Truck	2	Above	1000	Pump
FRANKLIN	VENANGO REGIONAL AIRPORT	1	Above	10,000	Truck	2	Above	20,000	Truck	0	N/A	N/A	N/A
HARRISBURG	HARRISBURG INTERNATIONAL AIRPORT	1	Above	12,500	Truck	6	Above	120,000	Truck	1	Truck	700	Truck For Vehicles
JOHNSTOWN	JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY AIRPORT	1	Below	10,000	Truck	2	Below	20,000	Truck	1	Above	500	Pump

APPENDIX

Fuel Facilities (Continued)

Associated City	Airport	AvGas # Tanks	AvGas Tank Type	AvGas Total Capacity	AvGas Distribution	Jet A # Tanks	Jet A Tank Type	Jet A Total Capacity	Jet A Distribution	MoGas Tanks	MoGas Tank Type	MoGas Total Capacity	MoGas Distribution
LANCASTER	LANCASTER AIRPORT	1	Above	12,000	Truck	2	Below	20,000	Pump And Truck	0	N/A	0	N/A
LATROBE	ARNOLD PALMER REGIONAL AIRPORT	1	Above	12,000	Truck	4	Above	50,000	Truck	0	N/A	N/A	N/A
PHILADELPHIA	PHILADELPHIA INTERNATIONAL AIRPORT	1	Above	11,000	Truck	7	Above\Truck	120kbbls 63kga Ga	Truck\Hydrant	0	N/A	0	N/A
PITTSBURGH	PITTSBURGH INTERNATIONAL AIRPORT	U	U	U	U	U	U	U	U	U	U	U	U
STATE COLLEGE	UNIVERSITY PARK AIRPORT	2	Above	13,000	Truck/Pump	3	Above	45,000	Truck	0	N/A	0	N/A
WILKES-BARRE/SCRANTON	WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	1	Above	12,000	Truck	2	Above	30,000	Truck	1	Above	500	U
WILLIAMSPORT	WILLIAMSPORT REGIONAL AIRPORT	2	Above	10,000	Truck	3	Above	20,000	Truck	0	N/A	0	N/A
GA Airports													
ALLENTOWN	QUEEN CITY MUNICIPAL AIRPORT	1	Below	12,000	Pump	2	Trucks	9,500	Truck	0	N/A	0	N/A
BALLY	BUTTER VALLEY GOLF PORT	0	N/A	0	N/A	0	N/A	0	0	N/A	N/A	0	N/A

APPENDIX

Fuel Facilities (Continued)

Associated City	Airport	AvGas # Tanks	AvGas Tank Type	AvGas Total Capacity	AvGas Distribution	Jet A # Tanks	Jet A Tank Type	Jet A Total Capacity	Jet A Distribution	MoGas Tanks	MoGas Tank Type	MoGas Total Capacity	MoGas Distribution
BEAVER FALLS	BEAVER COUNTY AIRPORT	1	Below	12,000	Pump\Truck	2	Below	24,000	Truck	0	N/A	N/A	N/A
BEDFORD	BEDFORD COUNTY AIRPORT	1	Below	10,000	Both	1	Below	10,000	Both	1	Above	500	Pump
BELLEFONTE	BELLEFONTE AIRPORT	1	Above	10,000	Pump	1	Truck	5,000	Pump	0	N/A	0	N/A
BENSALEM	TOTAL RF HELIPORT	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A
BETHEL	GRIMES AIRPORT	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0A	N/A
BLOOMSBURG	BLOOMSBURG MUNICIPAL AIRPORT	1	Above	5,000	Pump	1	Above	10,000	Pump	0	N/A	0	N/A
BROGUE	BAUBLITZ COMMERCIAL AIRPORT	1	Above	4,000	Pump	0	N/A	0	N/A	0	N/A	0	N/A
BUTLER	BUTLER COUNTY AIRPORT	1	Above	10,000	Truck	1	Above	10,000	Truck				N/A
BUTLER	BUTLER FARM SHOW AIRPORT	1	Below	6,000/ 4,000	Pump	0	N/A	N/A	N/A	0	N/A	N/A	N/A
CANADENSIS	FLYING DOLLAR AIRPORT	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A
CARLISLE	CARLISLE AIRPORT	1	Above	12,000	Pump	1	Above	12,000	Pump	0	N/A	0	N/A
CENTRE HALL	CENTRE AIRPARK	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A

APPENDIX

Fuel Facilities (Continued)

Associated City	Airport	AvGas # Tanks	AvGas Tank Type	AvGas Total Capacity	AvGas Distribution	Jet A # Tanks	Jet A Tank Type	Jet A Total Capacity	Jet A Distribution	MoGas Tanks	MoGas Tank Type	MoGas Total Capacity	MoGas Distribution
CENTRE HALL	PENNS CAVE AIRPORT	0	N/A	N/A	N/A	0	N/A	N/A	N/A	0	N/A	0	N/A
CHAMBERSBURG	FRANKLIN COUNTY REGIONAL AIRPORT	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A
CLARION	CLARION COUNTY AIRPORT	1	Below	10,000	Pump	1	Below	10,000	Pump	0	N/A	N/A	N/A
CLEARFIELD	CLEARFIELD-LAWRENCE AIRPORT	1	Above	10,000	Truck	1	Above	10,000	Truck	0	N/A	N/A	N/A
COATESVILLE	CHESTER COUNTY/G.O. CARLSON AIRPORT	1	Above	15,000	Truck	3	Above	45,000	Truck	0	N/A	0	N/A
COLLEGEVILLE	PERKIOMEN VALLEY AIRPORT	2	Below	8,000	Pump	0	N/A	N/A	N/A	0	N/A	0	N/A
COLUMBIA	MCGINNESS FIELD	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A
CONNELLSVILLE	JOSEPH A HARDY CONNELLSVILLE AIRPORT	1	Above	10,000	Pump And Truck	1	Above	10,000	Truck And Pump	0	N/A	N/A	N/A
CORRY	CORRY-LAWRENCE AIRPORT	1	Above	10,000	Pump	1	Above	10,000	Pump	0	N/A	N/A	N/A
DANVILLE	DANVILLE AIRPORT	2	Above	4,000	Pump	0	N/A	0	N/A	0	N/A	0	N/A

APPENDIX

Fuel Facilities (Continued)

Associated City	Airport	AvGas # Tanks	AvGas Tank Type	AvGas Total Capacity	AvGas Distribution	Jet A # Tanks	Jet A Tank Type	Jet A Total Capacity	Jet A Distribution	MoGas Tanks	MoGas Tank Type	MoGas Total Capacity	MoGas Distribution
DOYLESTOWN	DOYLESTOWN AIRPORT	1	Below	12,000	Truck	1	Truck	5,000	Truck	0	N/A	0	N/A
EAST STROUDSBURG	STROUDSBURG-POCONO AIRPORT	1	Above	10,000	Pump	1	Truck	U	Pump	0	N/A	0	N/A
EASTON	BRADEN AIRPARK	1	Above	12,000	Pump	1	Above	10,000	Pump	0	N/A	0	N/A
EBENSBURG	EBENSBURG AIRPORT	1	Above	8,000	Pump	0	N/A		N/A	0	N/A	N/A	N/A
EIGHTY FOUR	BANDEL AIRPORT	0	N/A		N/A	0	N/A		N/A	0	N/A	N/A	N/A
ERWINN/A	VAN SANT AIRPORT	1	Above	4,000	Pump	0	N/A	0	N/A	0	N/A	0	N/A
ESSINGTON	PHILADELPHIA SEAPLANE BASE	1	Above	U	Pump	0	N/A		N/A	0	N/A	0	N/A
FACTORYVILLE	SEAMANS AIRPORT	2	Below	12,000	Pump	0	N/A	0	N/A	0	N/A	0	N/A
FAIRFIELD	MID-ATLANTIC SOARING CENTER	1	U	3,000	N/A	0	N/A	0	N/A	0	N/A	0	N/A
FINLEYVILLE	FINLEYVILLE AIRPARK	1	Above	6,000	Pump	0	N/A		N/A	1	Above	250	Pump
FREDERICKSBURG	FARMERS PRIDE AIRPORT	2	Below	6,000	Pump	0	N/A	0	N/A	0	N/A	0	N/A
FREEPORT	MCVILLE AIRPORT	1	Above	6,000	Pump	0	N/A		N/A	0	N/A	N/A	N/A
GERMANSVILLE	FLYING M. AERODROME	0	N/A	N/A	N/A	0	N/A	0	N/A	0	N/A	0	N/A

APPENDIX

Fuel Facilities (Continued)

Associated City	Airport	AvGas # Tanks	AvGas Tank Type	AvGas Total Capacity	AvGas Distribution	Jet A # Tanks	Jet A Tank Type	Jet A Total Capacity	Jet A Distribution	MoGas Tanks	MoGas Tank Type	MoGas Total Capacity	MoGas Distribution
GETTYSBURG	GETTYSBURG REGIONAL AIRPORT	1	Above	6,000	Pump	0	N/A	0	N/A	0	N/A	0	N/A
GETTYSBURG	SOUTHERN ADAMS COUNTY HELIPORT	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A
GREENVILLE	GREENVILLE MUNICIPAL AIRPORT	1	Below	6,000	Pump	0	N/A		N/A	0	N/A	N/A	N/A
GROVE CITY	GROVE CITY REGIONAL AIRPORT	1	Below	10,000	Pump	1	Below	10,000	Pump	0	N/A	N/A	N/A
HANOVER	HANOVER AIRPORT	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A
HARRISBURG	CAPITAL CITY AIRPORT	1	Below	10,000	Truck	2	Below	30,000	Truck	0	N/A	0	N/A
HAZLETON	HAZLETON MUNICIPAL AIRPORT	1	Above	11,700	Truck	2	Above	11,700	Truck	0	N/A	0	N/A
HONESDALE	CHERRY RIDGE AIRPORT	2	Above	12,000	Pump	0	N/A	0	N/A	0	N/A	0	N/A
HORSHAM	HORSHAM VALLEY AIRWAYS HELIPORT	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A
INDIANA	INDIANA CO./JIMMY STEWART AIRPORT	1	Above	10,000	Truck	1	Above	10,000	Truck	0	N/A	N/A	N/A

APPENDIX

Fuel Facilities (Continued)

Associated City	Airport	AvGas # Tanks	AvGas Tank Type	AvGas Total Capacity	AvGas Distribution	Jet A # Tanks	Jet A Tank Type	Jet A Total Capacity	Jet A Distribution	MoGas Tanks	MoGas Tank Type	MoGas Total Capacity	MoGas Distribution
IRWIN	INTER COUNTY AIRPORT	0	N/A		N/A	0	N/A		N/A	0	N/A	N/A	N/A
JEANNETTE	GREENSBURG-JEANNETTE REGIONAL AIRPORT	0	N/A		N/A	0	N/A		N/A	0	N/A	N/A	N/A
JERSEY SHORE	JERSEY SHORE AIRPORT	1	Above	10,000	Pump	0	N/A	0	N/A	0	N/A	0	N/A
KRALLTOWN	BERMUDIAN VALLEY AIRPARK	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A
LEBANON	KELLER BROS. AIRPORT	1	Above	5,000	Pump	0	N/A	0	N/A	0	N/A	0	N/A
LEHIGHTON	BELTZVILLE AIRPORT	1	Above	2,000	Pump	0	N/A	N/A	N/A	0	N/A	N/A	N/A
LEHIGHTON	JAKE ARNER MEMORIAL AIRPORT	1	Above	10,000	Pump	1	Above	10,000	Pump	0	N/A	0	N/A
LOCK HAVEN	WILLIAM T. PIPER MEMORIAL AIRPORT	1	Above	8,000	Truck	1	Above	8,000	Truck	0	N/A	0	N/A
MARS	LAKEHILL AIRPORT	0	N/A		N/A	0	N/A		N/A	0	N/A	N/A	N/A
MEADVILLE	PORT MEADVILLE AIRPORT	1	Below	12,000	Pump	1	Above	12,000	Pump	0	N/A	N/A	N/A
MIFFLINTOWN	MIFFLINTOWN AIRPORT	2	Below	6,000	Pump	0	N/A	N/A	N/A	0	N/A	N/A	

APPENDIX

Fuel Facilities (Continued)

Associated City	Airport	AvGas # Tanks	AvGas Tank Type	AvGas Total Capacity	AvGas Distribution	Jet A # Tanks	Jet A Tank Type	Jet A Total Capacity	Jet A Distribution	MoGas Tanks	MoGas Tank Type	MoGas Total Capacity	MoGas Distribution
MONONGAHELA	ROSTRAVER AIRPORT	1	Above	10,000	Pump/Truck	1	Above	10,000	Truck	N/A	N/A	N/A	N/A
MONROEVILLE	PITTSBURGH-MONROEVILLE AIRPORT	0	N/A		N/A	0	N/A		N/A	0	N/A	N/A	N/A
MORGANTOWN	MORGANTOWN AIRPORT	1	Above	6,000	N/A	0	N/A		N/A	0	N/A	N/A	N/A
MOUNT JOY/MARIETTA	DONEGAL SPRINGS AIRPARK	1	Above	6,000	Pump	0	N/A		N/A	0	N/A	N/A	N/A
MOUNT PLEASANT	MOUNT PLEASANT/SCOTTDALE AIRPORT	1	Below	6,000	Pump	0	N/A		N/A	0	N/A	N/A	N/A
MOUNT PLEASANT	W.P.H.S. HELIPORT	U	U	U	U	U	U	U	U	U	U	U	U
MOUNT POCONO	POCONO MOUNTAINS MUNICIPAL AIRPORT	1	Below	12,000	Pump	1	Below	10,000	Truck	0	N/A	N/A	N/A
MYERSTOWN	DECK AIRPORT	1	Above	10,000	Pump	1	Above	6,000	Pump	0	N/A	N/A	U
NEW CASTLE	NEW CASTLE MUNICIPAL AIRPORT	2	Below	20,000	Pump	1	Below	10,000	Pump And Truck		U	U	N/A
NEWRY	BLUE KNOB VALLEY AIRPORT	1	Above	5,000	Pump	0	N/A		N/A	0	N/A	N/A	
PALMYRA	REIGLE FIELD	2	Below	20,000	Pump	0	N/A		N/A	0	N/A	0	
PERKASIE	PENNRIDGE AIRPORT	1	Above	10,000	Pump	1	Above	10,000	Pump	0	N/A	N/A	N/A

APPENDIX

Fuel Facilities (Continued)

Associated City	Airport	AvGas # Tanks	AvGas Tank Type	AvGas Total Capacity	AvGas Distribution	Jet A # Tanks	Jet A Tank Type	Jet A Total Capacity	Jet A Distribution	MoGas Tanks	MoGas Tank Type	MoGas Total Capacity	MoGas Distribution
PHILADELPHIA	NORTHEAST PHILADELPHIA AIRPORT	4	1-Above 3-Below	37,000	Truck	9	4-Above 5-Below	92,000	Truck	0	N/A	0	N/A
PHILADELPHIA	WINGS FIELD	U	U	U	U	U	U	U	U	U	U	U	U
PHILADELPHIA	PENNS LANDING-PIER 36 HELIPORT	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
PHILIPSBURG	ALBERT AIRPORT	0	N/A	0	N/A	1	Truck	5,000	Truck	0	N/A	N/A	N/A
PHILIPSBURG	MID-STATE AIRPORT	1	Above	12,000	Pump	1	Mobile	2,500	Truck	0	N/A	N/A	N/A
PITTSBURGH	ALLEGHENY COUNTY AIRPORT	1	Above	15,000	Truck	2	Above	330,000	Truck	0	N/A	0	N/A
PITTSFIELD	BROKENSTRAW AIRPORT	2	Above	8,000	PUMP	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
POTTSTOWN	HERITAGE FIELD AIRPORT	1	Above	12,000	Pump\Truck	2	Below	24,000	Truck	0	N/A	0	N/A
POTTSTOWN	POTTSTOWN MUNICIPAL AIRPORT	1	Above	12,000	Pump	1	Above	4,000	Pump	0	N/A	0	N/A
POTTSVILLE	SCHUYLKILL CO./JOE ZERBEY AIRPORT	1	Above	12,000	Pump	1	Above	12,000	Truck	0	N/A	0	N/A
PUNXSUTAWNEY	PUNXSUTAWNEY MUNICIPAL AIRPORT	2	Below	8,000	Pump	N/A	N/A	N/A	N/A	0	N/A	N/A	N/A
QUAKERTOWN	QUAKERTOWN AIRPORT	1	Below	12,000	Pump	0	N/A		N/A	0	N/A	0	N/A

APPENDIX

Fuel Facilities (Continued)

Associated City	Airport	AvGas # Tanks	AvGas Tank Type	AvGas Total Capacity	AvGas Distribution	Jet A # Tanks	Jet A Tank Type	Jet A Total Capacity	Jet A Distribution	MoGas Tanks	MoGas Tank Type	MoGas Total Capacity	MoGas Distribution
READING	READING REGIONAL/CARL A SPAATZ FIELD	3	Above	25,000	Truck	4	3-Above 1-Below	48,000	Truck	0	N/A	0	N/A
REEDSVILLE	MIFFLIN COUNTY AIRPORT	1	Below	10,000	Pump	1	Below	10,000	Pump	0	N/A	0	N/A
SELINSGROVE	PENN VALLEY AIRPORT	U	U	U	U	U	U	U	U	U	U	0	N/A
SHAMOKIN	NORTHUMBERLAND COUNTY AIRPORT	1	Below	10,000	Pump	1	Below	10,000	Pump	0	N/A	0	N/A
SHIPPENSBURG	SHIPPENSBURG AIRPORT	0	N/A		N/A	0	N/A		N/A	0	N/A	0	N/A
SLATINGTON	SLATINGTON AIRPORT	1	Below	9,500	Pump	1	Below	2,500	Pump	0	N/A	N/A	N/A
SMOKETOWN	SMOKETOWN AIRPORT	2	Below	320,000	Pump			0		0	N/A	0	N/A
SOMERSET	SOMERSET COUNTY AIRPORT	1	Below	12,000	Pump	1	Below	12,000	Pump	0	N/A	N/A	N/A
ST. MARYS	ST. MARYS MUNICIPAL AIRPORT	1	Below	10,000	Pump	1	Below	10,000	Pump	0	N/A	N/A	0
STERLING	SPRING HILL AIRPORT	2	Below	8,000	Pump	0	N/A		N/A	0	N/A		N/A
STEWARTSTOWN	SHOESTRING AVIATION AIRFIELD	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A
SUNBURY	SUNBURY AIRPORT	0	N/A		N/A	0	N/A	0	N/A	0	N/A	0	N/A

APPENDIX

Fuel Facilities (Continued)

Associated City	Airport	AvGas # Tanks	AvGas Tank Type	AvGas Total Capacity	AvGas Distribution	Jet A # Tanks	Jet A Tank Type	Jet A Total Capacity	Jet A Distribution	MoGas Tanks	MoGas Tank Type	MoGas Total Capacity	MoGas Distribution
SUNBURY	SUNBURY SEAPLANE BASE	0	N/A		N/A	0	N/A	0	N/A	0	N/A	0	N/A
TITUSVILLE	TITUSVILLE AIRPORT	1	Below	10,000	Pump	1	Below	10,000	Pump	0	N/A	N/A	
TOUGHKENAMON	NEW GARDEN FLYING FIELD	4	3-Below 1-Truck	18,500	3-Pump 1-Truck	0	N/A	0	N/A	0	N/A	0	N/A
TOWANDA	BRADFORD COUNTY AIRPORT	1	Below	10,000	Pump	1	Above	6,000	Pump	0	N/A	0	N/A
TOWER CITY	BENDIGO AIRPORT	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A
TUNKHANNOCK	SKY HAVEN AIRPORT	1	Above	12,000	N/A	0	N/A	0	N/A	0	N/A	0	N/A
UNIONVILLE	RIDGE SOARING GLIDERPORT	1	Above	3,000	Pump	0	N/A	0	N/A	0	N/A	0	N/A
WASHINGTON	WASHINGTON COUNTY AIRPORT	2	Above	20,000	Truck	4	Above	42,500	Truck	0	N/A	N/A	N/A
WAYNESBURG	GREENE COUNTY AIRPORT	2	Above	5,000	Pump	0	N/A		N/A	0	N/A	N/A	N/A
WELLSBORO	WELLSBORO-JOHNSTON AIRPORT	1	Above	5,000	Pump	1	Above	1	Truck	0	N/A	0	N/A
WELLSVILLE	KAMPEL AIRPORT	2	Above	13,000	Pump	0	N/A	0	N/A	0	N/A	0	N/A
WEST CHESTER	BRANDYWINE AIRPORT	2	Below	16,000	Truck	1	Below	10,000	Truck	0	N/A	0	N/A

APPENDIX

Fuel Facilities (Continued)

Associated City	Airport	AvGas # Tanks	AvGas Tank Type	AvGas Total Capacity	AvGas Distribution	Jet A # Tanks	Jet A Tank Type	Jet A Total Capacity	Jet A Distribution	MoGas Tanks	MoGas Tank Type	MoGas Total Capacity	MoGas Distribution
WILKES-BARRE	WILKES-BARRE/WYOMING VALLEY AIRPORT	1	Above	10,000	Pump	1	Below	10,000	Pump	0	N/A	0	N/A
WILLIAMSBURG	COVE VALLEY AIRPORT	0	N/A		N/A	0	N/A		N/A	0	N/A	N/A	N/A
YORK	YORK AIRPORT	1	Above	12,000	Truck	1	Above	12,000	Truck	0	N/A	0	N/A
ZELIENOPLE	ZELIENOPLE MUNICIPAL AIRPORT	1	Below	10,000	Pump	1	Below	10,000	Pump And Truck	0	N/A	N/A	N/A
New Facilities since 2002 SASP													
CRESCO	ROCKY HILL ULTRALIGHT FLIGHT PARK	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A
DOVER	LAZY B. RANCH	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A
HONEY GROVE	STOTTLE MEMORIAL	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A
MONTROSE	HUSKY HAVEN AIRPORT	0	N/A			0	N/A		N/A	0	N/A	N/A	N/A
PITTSBURGH	ROCK AIRPORT OF PITTSBURGH	1	Above	1,500	Pump	0	N/A		N/A	0	N/A	N/A	N/A
WATERFORD	THERMAL G GLIDER PORT	U	U	U	U	U	U	U	U	U	U	U	U

APPENDIX

Table B-7: Air Cargo Facilities

Associated City	Airport	Existing Building Space SF	Planned Building Space SF	Existing Apron Size SY	Planned Apron Size SY
Commercial Service Airports					
ALLENTOWN	LEHIGH VALLEY INTERNATIONAL AIRPORT	34,200	0	53,283	0
ALTOONA	ALTOONA-BLAIR COUNTY AIRPORT	0	0	0	0
BRADFORD	BRADFORD REGIONAL AIRPORT	0	0	0	0
DUBOIS	DUBOIS REGIONAL AIRPORT	0	0	0	6,000
ERIE	ERIE INTERNATIONAL AIRPORT TOM RIDGE FIELD	0	160,000	0	11,100
FRANKLIN	VENANGO REGIONAL AIRPORT	0	0	0	0
HARRISBURG	HARRISBURG INTERNATIONAL AIRPORT	75,750	0	140,565	0
JOHNSTOWN	JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY AIRPORT	0	0	0	0
LANCASTER	LANCASTER AIRPORT	0	0	0	0
LATROBE	ARNOLD PALMER REGIONAL AIRPORT	0	0	0	0
PHILADELPHIA	PHILADELPHIA INTERNATIONAL AIRPORT	1,354,600	0	374,000	0
PITTSBURGH	PITTSBURGH INTERNATIONAL AIRPORT	0	0	0	0
STATE COLLEGE	UNIVERSITY PARK AIRPORT	25,000	0	2,570	0
WILKES-BARRE/SCRANTON	WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	4,000	0	15,542	0
WILLIAMSPORT	WILLIAMSPORT REGIONAL AIRPORT	0	0	0	0

APPENDIX

Table B-8: Navigational Aids

Associated City	Airport	PAPI	VASI	REIL	Beacon	Wind Cone	Seg Circle	ILS	LOC	ALS	DME	VOR	GPS	NDB	CA	WRS	ATCT
Commercial Service Airports																	
ALLENTOWN	LEHIGH VALLEY INTERNATIONAL AIRPORT	√		√	√	√		√	√	√	√	√	√		√	√	√
ALTOONA	ALTOONA-BLAIR COUNTY AIRPORT			√	√	√		√	√	√		√	√		√	√	
BRADFORD	BRADFORD REGIONAL AIRPORT		√	√	√	√		√	√	√	√		√		√	√	
DUBOIS	DUBOIS REGIONAL AIRPORT	√		√	√	√		√	√	√	√	√	√		√	√	
ERIE	ERIE INTERNATIONAL AIRPORT TOM RIDGE FIELD	√		√	√	√	√	√	√			√	√	√	√	√	√
FRANKLIN	VENANGO REGIONAL AIRPORT	√		√	√	√		√	√	√		√	√		√	√	
HARRISBURG	HARRISBURG INTERNATIONAL AIRPORT	√		√	√	√		√	√	√		√	√		√	√	√
JOHNSTOWN	JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY AIRPORT	√	√		√	√		√	√	√	√	√			√	√	√
LITITZ	LANCASTER AIRPORT	√	√	√	√	√		√	√	√	√	√	√		√	√	√
LATROBE	ARNOLD PALMER REGIONAL AIRPORT	√		√	√	√		√	√	√			√	√	√	√	
PHILADELPHIA	PHILADELPHIA INTERNATIONAL AIRPORT	√		√	√	√		√	√	√	√	√	√		√	√	√
PITTSBURGH	PITTSBURGH INTERNATIONAL AIRPORT	√		√	√	√		√	√	√			√		√	√	√
STATE COLLEGE	UNIVERSITY PARK AIRPORT	√		√	√	√	√	√	√	√		√	√		√	√	√

APPENDIX

Navigational Aids (Continued)

Associated City	Airport	PAPI	VASI	REIL	Beacon	Wind Cone	Seg Circle	ILS	LOC	ALS	DME	VOR	GPS	NDB	CA	WRS	ATCT
WILKES-BARRE/SCRANTON	**WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT**			√	√	√		√	√	√	√	√			√	√	√
WILLIAMSPORT	**WILLIAMSPORT REGIONAL AIRPORT**	√			√	√	√	√	√	√			√		√	√	√
GA Airports																	
ALLENTOWN	**QUEEN CITY MUNICIPAL AIRPORT**	√		√	√	√	√					√			√	√	
BALLY	**BUTTER VALLEY GOLF PORT**					√	√										
BEAVER FALLS	**BEAVER COUNTY AIRPORT**	√		√	√	√			√			√	√		√	√	√
BEDFORD	**BEDFORD COUNTY AIRPORT**	√		√	√	√	√					√	√		√	√	
BELLEFONTE	**BELLEFONTE AIRPORT**	√			√	√						√	√		√		
BENSALEM	**TOTAL RF HELIPORT**					√											
BETHEL	**GRIMES AIRPORT**					√											
BLOOMSBURG	**BLOOMSBURG MUNICIPAL AIRPORT**				√	√						√	√	√	√		
BROGUE	**BAUBLITZ COMMERCIAL AIRPORT**				√	√											
BUTLER	**BUTLER COUNTY AIRPORT**	√		√	√	√	√	√	√	√			√		√	√	
BUTLER	**BUTLER FARM SHOW AIRPORT**				√	√											

APPENDIX

Navigational Aids (Continued)

Associated City	Airport	PAPI	VASI	REIL	Beacon	Wind Cone	Seg Circle	ILS	LOC	ALS	DME	VOR	GPS	NDB	CA	WRS	ATCT
CANADENSIS	FLYING DOLLAR AIRPORT					√											
CARLISLE	CARLISLE AIRPORT		√		√	√	√					√	√	√	√		
CENTRE HALL	CENTRE AIRPARK					√											
CENTRE HALL	PENNS CAVE AIRPORT				√	√											
CHAMBERSBURG	FRANKLIN COUNTY REGIONAL AIRPORT	√			√	√	√				√	√	√		√		
CLARION	CLARION COUNTY AIRPORT	√		√	√	√						√	√		√	√	
CLEARFIELD	CLEARFIELD-LAWRENCE AIRPORT	√		√	√	√	√					√	√		√	√	
COATESVILLE	CHESTER COUNTY/G.O. CARLSON AIRPORT	√	√	√	√	√	√	√	√				√		√	√	
COLLEGEVILLE	PERKIOMEN VALLEY AIRPORT				√	√							√		√		
COLUMBIA	MCGINNESS FIELD					√											
CONNELLSVILLE	JOSEPH A HARDY CONNELLSVILLE AIRPORT	√		√	√	√	√		√				√	√	√	√	
CORRY	CORRY-LAWRENCE AIRPORT			√	√	√	√					√	√	√	√	√	
DANVILLE	DANVILLE AIRPORT				√	√	√						√		√		
DOYLESTOWN	DOYLESTOWN AIRPORT	√	√	√	√	√	√					√	√	√	√	√	

APPENDIX

Navigational Aids (Continued)

Associated City	Airport	PAPI	VASI	REIL	Beacon	Wind Cone	Seg Circle	ILS	LOC	ALS	DME	VOR	GPS	NDB	CA	WRS	ATCT
EAST STROUDSBURG	STROUDSBURG-POCONO AIRPORT				√	√	√				√	√			√		
EASTON	BRADEN AIRPARK				√	√					√	√	√		√		
EBENSBURG	EBENSBURG AIRPORT				√	√	√					√	√		√		
EIGHTY FOUR	BANDEL AIRPORT					√											
ERWINNA	VAN SANT AIRPORT					√											
ESSINGTON	PHILADELPHIA SEAPLANE BASE					√											
FACTORYVILLE	SEAMANS AIRPORT				√	√							√		√		
FAIRFIELD	MID-ATLANTIC SOARING CENTER					√											
FINLEYVILLE	FINLEYVILLE AIRPARK				√	√											
FREDERICKSBURG	FARMERS PRIDE AIRPORT				√	√											
FREEPORT	MCVILLE AIRPORT																
GERMANSVILLE	FLYING M. AERODROME					√											
GETTYSBURG	GETTYSBURG REGIONAL AIRPORT				√	√	√						√		√		
GETTYSBURG	SOUTHERN ADAMS COUNTY HELIPORT					√											

APPENDIX

Navigational Aids (Continued)

Associated City	Airport	PAPI	VASI	REIL	Beacon	Wind Cone	Seg Circle	ILS	LOC	ALS	DME	VOR	GPS	NDB	CA	WRS	ATCT
GREENVILLE	GREENVILLE MUNICIPAL AIRPORT	√		√	√	√	√						√		√		
GROVE CITY	GROVE CITY REGIONAL AIRPORT	√		√	√	√					√	√	√		√		
HANOVER	HANOVER AIRPORT					√											
HARRISBURG	CAPITAL CITY AIRPORT	√	√	√	√	√	√	√	√	√			√		√	√	√
HAZLETON	HAZLETON MUNICIPAL AIRPORT	√	√	√	√	√	√		√	√		√	√		√	√	
HONESDALE	CHERRY RIDGE AIRPORT				√	√						√	√		√		
HORSHAM	HORSHAM VALLEY AIRWAYS HELIPORT						√										
INDIANA	INDIANA CO./JIMMY STEWART AIRPORT	√		√	√	√	√								√	√	
IRWIN	INTER COUNTY AIRPORT					√											
JEANNETTE	GREENSBURG-JEANNETTE REGIONAL AIRPORT				√	√	√										
JERSEY SHORE	JERSEY SHORE AIRPORT				√	√											
KRALLTOWN	BERMUDIAN VALLEY AIRPARK					√											
LEBANON	KELLER BROS. AIRPORT				√	√	√						√		√		
LEHIGHTON	BELTZVILLE AIRPORT					√											

APPENDIX

Navigational Aids (Continued)

Associated City	Airport	PAPI	VASI	REIL	Beacon	Wind Cone	Seg Circle	ILS	LOC	ALS	DME	VOR	GPS	NDB	CA	WRS	ATCT
LEHIGHTON	JAKE ARNER MEMORIAL AIRPORT	√		√	√	√	√						√		√	√	
LOCK HAVEN	WILLIAM T. PIPER MEMORIAL AIRPORT	√		√	√	√	√						√		√	√	
MARS	LAKEHILL AIRPORT					√											
MEADVILLE	PORT MEADVILLE AIRPORT	√	√		√	√				√	√	√	√		√	√	
MIFFLINTOWN	MIFFLINTOWN AIRPORT				√	√							√		√		
MONONGAHELA	ROSTRAVER AIRPORT		√	√	√	√							√		√	√	
MONROEVILLE	PITTSBURGH-MONROEVILLE AIRPORT				√	√	√										
MORGANTOWN	MORGANTOWN AIRPORT					√											
MOUNT JOY/MARIETTA	DONEGAL SPRINGS AIRPARK				√	√						√	√		√		
MOUNT PLEASANT	MOUNT PLEASANT/SCOTTDALE AIRPORT					√											
MOUNT PLEASANT	W.P.H.S. HELIPORT					√											
MOUNT POCONO	POCONO MOUNTAINS MUNICIPAL AIRPORT	√		√	√	√	√					√	√		√	√	
MYERSTOWN	DECK AIRPORT			√	√	√					√	√	√		√		
NEW CASTLE	NEW CASTLE MUNICIPAL AIRPORT	√		√	√	√	√						√	√	√	√	

APPENDIX

Navigational Aids (Continued)

Associated City	Airport	PAPI	VASI	REIL	Beacon	Wind Cone	Seg Circle	ILS	LOC	ALS	DME	VOR	GPS	NDB	CA	WRS	ATCT
NEWRY	BLUE KNOB VALLEY AIRPORT					√	√										
PALMYRA	REIGLE FIELD				√	√							√		√		
PERKASIE	PENNRIDGE AIRPORT	√			√	√							√	√	√	√	
PHILADELPHIA	NORTHEAST PHILADELPHIA AIRPORT	√		√	√	√		√	√	√		√	√		√	√	√
PHILADELPHIA	PENNS LANDING-PIER 36 HELIPORT					√											
PHILADELPHIA	WINGS FIELD	√		√	√	√							√		√	√	
PHILIPSBURG	ALBERT AIRPORT					√											
PHILIPSBURG	MID-STATE AIRPORT		√		√	√	√					√	√		√		
PITTSBURGH	ALLEGHENY COUNTY AIRPORT		√	√	√	√		√	√			√		√		√	√
PITTSFIELD	BROKENSTRAW AIRPORT				√	√	√										
POTTSTOWN	HERITAGE FIELD AIRPORT	√		√	√	√	√		√		√	√	√		√	√	
POTTSTOWN	POTTSTOWN MUNICIPAL AIRPORT	√		√	√	√	√					√	√		√	√	
POTTSVILLE	SCHUYLKILL CO./JOE ZERBEY AIRPORT	√		√	√	√						√	√		√	√	
PUNXSUTAWNEY	PUNXSUTAWNEY MUNICIPAL AIRPORT	√		√	√	√	√				√	√	√		√		

APPENDIX

Navigational Aids (Continued)

Associated City	Airport	PAPI	VASI	REIL	Beacon	Wind Cone	Seg Circle	ILS	LOC	ALS	DME	VOR	GPS	NDB	CA	WRS	ATCT
QUAKERTOWN	QUAKERTOWN AIRPORT	√		√	√	√							√		√	√	
READING	READING REGIONAL/CARL A SPAATZ FIELD		√	√	√	√	√	√	√	√			√		√	√	√
REEDSVILLE	MIFFLIN COUNTY AIRPORT		√	√	√	√	√		√				√		√	√	
SELINSGROVE	PENN VALLEY AIRPORT	√		√	√	√	√					√	√		√	√	
SHAMOKIN	NORTHUMBERLAND COUNTY AIRPORT	√		√	√	√	√					√	√		√	√	
SHIPPENSBURG	SHIPPENSBURG AIRPORT					√											
SLATINGTON	SLATINGTON AIRPORT				√	√	√										
SMOKETOWN	SMOKETOWN AIRPORT				√	√	√										
SOMERSET	SOMERSET COUNTY AIRPORT	√		√	√	√	√		√				√	√		√	
ST. MARYS	ST. MARYS MUNICIPAL AIRPORT	√		√	√	√	√		√	√	√	√	√		√	√	
STERLING	SPRING HILL AIRPORT				√	√						√	√		√		
STEWARTSTOWN	SHOESTRING AVIATION AIRFIELD					√											
SUNBURY	SUNBURY AIRPORT					√											
SUNBURY	SUNBURY SEAPLANE BASE					√											

APPENDIX

Navigational Aids (Continued)

Associated City	Airport	PAPI	VASI	REIL	Beacon	Wind Cone	Seg Circle	ILS	LOC	ALS	DME	VOR	GPS	NDB	CA	WRS	ATCT
TITUSVILLE	TITUSVILLE AIRPORT				√	√						√	√				
TOUGHKENAMON	NEW GARDEN FLYING FIELD				√	√						√			√		
TOWANDA	BRADFORD COUNTY AIRPORT	√		√	√	√	√						√		√	√	
TOWER CITY	BENDIGO AIRPORT		√		√	√							√		√		
TUNKHANNOCK	SKY HAVEN AIRPORT					√											
UNIONVILLE	RIDGE SOARING GLIDERPORT					√											
WASHINGTON	WASHINGTON COUNTY AIRPORT	√		√	√	√	√	√	√		√	√	√		√	√	
WAYNESBURG	GREENE COUNTY AIRPORT	√			√	√	√						√		√		
WELLSBORO	WELLSBORO-JOHNSTON AIRPORT	√		√	√	√						√	√		√		
WELLSVILLE	KAMPEL AIRPORT					√											
WEST CHESTER	BRANDYWINE AIRPORT	√			√	√						√	√		√	√	
WILKES-BARRE	WILKES-BARRE/WYOMING VALLEY AIRPORT	√		√	√	√	√						√		√		
WILLIAMSBURG	COVE VALLEY AIRPORT					√											
YORK	YORK AIRPORT	√		√	√	√							√	√	√	√	

APPENDIX

Navigational Aids (Continued)

Associated City	Airport	PAPI	VASI	REIL	Beacon	Wind Cone	Seg Circle	ILS	LOC	ALS	DME	VOR	GPS	NDB	CA	WRS	ATCT
ZELIENOPLE	ZELIENOPLE MUNICIPAL AIRPORT	√		√	√	√							√		√	√	
New Facilities since 2002 SASP																	
CRESCO	ROCKY HILL ULTRALIGHT FLIGHT PARK																
DOVER	LAZY B. RANCH					√	√										
HONEY GROVE	STOTTLE MEMORIAL				√	√							√				
MONTROSE	HUSKY HAVEN AIRPORT					√											
PITTSBURGH	ROCK AIRPORT OF PITTSBURGH				√	√											
WATERFORD	THERMAL G GLIDER PORT					√	√										

APPENDIX

Table B-9: Airport Activity Statistics

Associated City	Airport	Based Aircraft	2010 Operations	Busiest Month	Peak Hour Operations	Flight Training (%)	2012 Enplaned
Commercial Service Airports							
ALLENTOWN	LEHIGH VALLEY INTERNATIONAL AIRPORT	138	99,395	July	27	5	428,332
ALTOONA	ALTOONA-BLAIR COUNTY AIRPORT	57	23,750	October	15	3	4,101
BRADFORD	BRADFORD REGIONAL AIRPORT	30	18,932	August	0	10	2,962
DUBOIS	DUBOIS REGIONAL AIRPORT	18	7,166	August	50	20	5,728
ERIE	ERIE INTERNATIONAL AIRPORT TOM RIDGE FIELD	39	25,794	March	0	0	127,184
FRANKLIN	VENANGO REGIONAL AIRPORT	45	14,697	June	24	18	2,219
HARRISBURG	HARRISBURG INTERNATIONAL AIRPORT	28	81,901	March	19	10	655,294
JOHNSTOWN	JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY AIRPORT	28	55,715	July	30	2	7,956
LANCASTER	LANCASTER AIRPORT	141	84,896	July	23	40	7,575
LATROBE	ARNOLD PALMER REGIONAL AIRPORT	117	26,725	August	90	20	31,500
PHILADELPHIA	PHILADELPHIA INTERNATIONAL AIRPORT	26	448,129	July	92	0	14,883,180
PITTSBURGH	PITTSBURGH INTERNATIONAL AIRPORT	27	148,782	August	0	0	4,160,024
STATE COLLEGE	UNIVERSITY PARK AIRPORT	66	49,501	October	35	0	144,054
WILKES-BARRE/SCRANTON	WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	42	53,057	August	21	8	228,367
WILLIAMSPORT	WILLIAMSPORT REGIONAL AIRPORT	37	27,017	July	12	15	24,508
GA Airports							
ALLENTOWN	QUEEN CITY MUNICIPAL AIRPORT	75	54,220		26	15	
BALLY	BUTTER VALLEY GOLF PORT	16	3,500		2	15	
BEAVER FALLS	BEAVER COUNTY AIRPORT	111	59,890	October	80	80	
BEDFORD	BEDFORD COUNTY AIRPORT	23	16,000	June	5	15	

APPENDIX

Airport Activity Statistics (Continued)

Associated City	Airport	Based Aircraft	2010 Operations	Busiest Month	Peak Hour Operations	Flight Training (%)	2012 Enplaned
BELLEFONTE	BELLEFONTE AIRPORT	21	12,260	U	6	20	
BENSALEM	TOTAL RF HELIPORT	3	1,600	U	1	25	
BETHEL	GRIMES AIRPORT	32	1,550		1	0	
BLOOMSBURG	BLOOMSBURG MUNICIPAL AIRPORT	25	9,150	U	4	15	
BROGUE	BAUBLITZ COMMERCIAL AIRPORT	16	8,550	U	4	15	
BUTLER	BUTLER COUNTY AIRPORT	118	74,231	July	0	0	
BUTLER	BUTLER FARM SHOW AIRPORT	41	700	July			
CANADENSIS	FLYING DOLLAR AIRPORT	1	1,150		1	0	
CARLISLE	CARLISLE AIRPORT	58	24,500	U	12	15	
CENTRE HALL	CENTRE AIRPARK	0	250		1	0	
CENTRE HALL	PENNS CAVE AIRPORT	8	650		1	25	
CHAMBERSBURG	FRANKLIN COUNTY REGIONAL AIRPORT	15	12,135	U	6	15	
CLARION	CLARION COUNTY AIRPORT	23	2,742	October	20	33	
CLEARFIELD	CLEARFIELD-LAWRENCE AIRPORT	15	6,515	August	0	20	
COATESVILLE	CHESTER COUNTY/G.O. CARLSON AIRPORT	115	52,000		25	20	
COLLEGEVILLE	PERKIOMEN VALLEY AIRPORT	22	10,520	U	5	10	
COLUMBIA	MCGINNESS FIELD	0	275		1	15	
CONNELLSVILLE	JOSEPH A HARDY CONNELLSVILLE AIRPORT	45	24,500	September	30	10	
CORRY	CORRY-LAWRENCE AIRPORT	15	3,320	July	18	30	
DANVILLE	DANVILLE AIRPORT	38	13,000	U	6	75	
DOYLESTOWN	DOYLESTOWN AIRPORT	152	42,000		20	15	
EAST STROUDSBURG	STROUDSBURG-POCONO AIRPORT	34	18,820		9	15	
EASTON	BRADEN AIRPARK	60	32,477	U	16	10	
EBENSBURG	EBENSBURG AIRPORT	13	12,000	July	25	10	

APPENDIX

Airport Activity Statistics (Continued)

Associated City	Airport	Based Aircraft	2010 Operations	Busiest Month	Peak Hour Operations	Flight Training (%)	2012 Enplaned
EIGHTY FOUR	BANDEL AIRPORT	4	5,387	July/August	0	0	
ERWINNA	VAN SANT AIRPORT	40	8,915		4	5	
ESSINGTON	PHILADELPHIA SEAPLANE BASE	0	100	U	1	0	
EXTON	KEYSTONE HELIPORT						
FACTORYVILLE	SEAMANS AIRPORT	59	35,736	U	17	20	
FAIRFIELD	MID-ATLANTIC SOARING CENTER	11	4,120	U	2	15	
FINLEYVILLE	FINLEYVILLE AIRPARK	39	9,326	July	20	25	
FREDERICKSBURG	FARMERS PRIDE AIRPORT	47	7,325		4	15	
FREEPORT	MCVILLE AIRPORT	0	0	June-August	0	0	
GERMANSVILLE	FLYING M. AERODROME	16	7,931		4	25	
GETTYSBURG	GETTYSBURG REGIONAL AIRPORT	0	790	U	1	0	
GETTYSBURG	SOUTHERN ADAMS COUNTY HELIPORT	10	9,650	U	5	15	
GREENVILLE	GREENVILLE MUNICIPAL AIRPORT	23	17,700	June	7	90	
GROVE CITY	GROVE CITY REGIONAL AIRPORT	22	6,075	September	20	40	
HANOVER	HANOVER AIRPORT	3	2,000	U	1	0	
HARRISBURG	CAPITAL CITY AIRPORT	88	39,406	April	21	40	
HAZLETON	HAZLETON MUNICIPAL AIRPORT	38	23,642		11	15	
HONESDALE	CHERRY RIDGE AIRPORT	57	28,100	U	13	15	
HORSHAM	HORSHAM VALLEY AIRWAYS HELIPORT	1	600	U	1	0	
INDIANA	INDIANA CO./JIMMY STEWART AIRPORT	44	22,700	July	15	30	
IRWIN	INTER COUNTY AIRPORT	4	90	July/August	0	100	
JEANNETTE	GREENSBURG-JEANNETTE REGIONAL AIRPORT	4	2,689	June	15	30	
JERSEY SHORE	JERSEY SHORE AIRPORT	18	6,500		3	15	

APPENDIX

Airport Activity Statistics (Continued)

Associated City	Airport	Based Aircraft	2010 Operations	Busiest Month	Peak Hour Operations	Flight Training (%)	2012 Enplaned
KRALLTOWN	BERMUDIAN VALLEY AIRPARK	28	6,750	U	3	15	
LEBANON	KELLER BROS. AIRPORT	23	4,990		2	30	
LEHIGHTON	BELTZVILLE AIRPORT	18	4,120	July/August	2	20	
LEHIGHTON	JAKE ARNER MEMORIAL AIRPORT	36	15,400		7	50	
LOCK HAVEN	WILLIAM T. PIPER MEMORIAL AIRPORT	57	30,400	June	15	5	
MARS	LAKEHILL AIRPORT	7	750	July	0	25	
MEADVILLE	PORT MEADVILLE AIRPORT	24	13,220	July	20	5	
MIFFLINTOWN	MIFFLINTOWN AIRPORT	23	4,774		2	15	
MONONGAHELA	ROSTRAVER AIRPORT	94	43,542	July			
MONROEVILLE	PITTSBURGH-MONROEVILLE AIRPORT	16	3,500	July	10	5	
MORGANTOWN	MORGANTOWN AIRPORT	24	10,250	U	0	0	
MOUNT JOY/MARIETTA	DONEGAL SPRINGS AIRPARK	38	36,230	U	17	10	
MOUNT PLEASANT	MOUNT PLEASANT/SCOTTDALE AIRPORT	15	500	October	10	5	
MOUNT PLEASANT	W.P.H.S. HELIPORT	0	1,288				
MOUNT POCONO	POCONO MOUNTAINS MUNICIPAL AIRPORT	19	19,850		10	40	
MYERSTOWN	DECK AIRPORT	59	13,050		6	15	
NEW CASTLE	NEW CASTLE MUNICIPAL AIRPORT	58	34,651	May	0	0	
NEWRY	BLUE KNOB VALLEY AIRPORT	20	1,450	July	0	0	
PALMYRA	REIGLE FIELD	65	30,000		14	20	
PERKASIE	PENNRIDGE AIRPORT	47	29,435		14	15	
PHILADELPHIA	NORTHEAST PHILADELPHIA AIRPORT	151	75,081	June	20	15	
PHILADELPHIA	PENNS LANDING-PIER 36 HELIPORT	2	13,380	U	6	0	
PHILADELPHIA	WINGS FIELD	95	35,130		17	15	
PHILIPSBURG	ALBERT AIRPORT	151	75,081	June	20	15	

APPENDIX

Airport Activity Statistics (Continued)

Associated City	Airport	Based Aircraft	2010 Operations	Busiest Month	Peak Hour Operations	Flight Training (%)	2012 Enplaned
PHILIPSBURG	MID-STATE AIRPORT	8	1,250		1	15	
PITTSBURGH	ALLEGHENY COUNTY AIRPORT	120	62,324	October	50	25	128
PITTSFIELD	BROKENSTRAW AIRPORT	30	2,200	July	0	0	
POTTSTOWN	HERITAGE FIELD AIRPORT	89	37,217	U	18	20	
POTTSTOWN	POTTSTOWN MUNICIPAL AIRPORT	43	22,275		11	50	
POTTSVILLE	SCHUYLKILL CO./JOE ZERBEY AIRPORT	25	28,100		13	20	
PUNXSUTAWNEY	PUNXSUTAWNEY MUNICIPAL AIRPORT	7	10,000	July	0	25	
QUAKERTOWN	QUAKERTOWN AIRPORT	75	29,667		14	15	
READING	READING REGIONAL/CARL A SPAATZ FIELD	108	92,857	June	32	50	2,184
REEDSVILLE	MIFFLIN COUNTY AIRPORT	34	14,400		7	5	
SELINSGROVE	PENN VALLEY AIRPORT	26	28,000	U	13	15	
SHAMOKIN	NORTHUMBERLAND COUNTY AIRPORT	18	21,650	U	10	5	
SHIPPENSBURG	SHIPPENSBURG AIRPORT	2	500	U	1	0	
SLATINGTON	SLATINGTON AIRPORT	42	13,630		7	15	
SMOKETOWN	SMOKETOWN AIRPORT	80	26,912		13	20	
SOMERSET	SOMERSET COUNTY AIRPORT	41	21,430	June	50	50	
ST. MARYS	ST. MARYS MUNICIPAL AIRPORT	17	6,730	August	20	10	
STERLING	SPRING HILL AIRPORT	1	1,450		1	0	
STEWARTSTOWN	SHOESTRING AVIATION AIRFIELD	1	1,302		1	15	
SUNBURY	SUNBURY AIRPORT	7	1,900	U	1	0	
SUNBURY	SUNBURY SEAPLANE BASE	2	20	U	1	0	
TITUSVILLE	TITUSVILLE AIRPORT	15	11,010	July	0	5	
TOUGHKENAMON	NEW GARDEN FLYING FIELD	90	25,000		12	15	
TOWANDA	BRADFORD COUNTY AIRPORT	29	25,410	U	12	15	

APPENDIX

Airport Activity Statistics (Continued)

Associated City	Airport	Based Aircraft	2010 Operations	Busiest Month	Peak Hour Operations	Flight Training (%)	2012 Enplaned
TOWER CITY	BENDIGO AIRPORT	20	2,930	U	1	20	
TUNKHANNOCK	SKY HAVEN AIRPORT	55	21,690	U	10	15	
UNIONVILLE	RIDGE SOARING GLIDERPORT	4	18,000	U	9	50	
WASHINGTON	WASHINGTON COUNTY AIRPORT	85	41,050	August	110	25	
WAYNESBURG	GREENE COUNTY AIRPORT	24	13,909	July	30	50	2
WELLSBORO	WELLSBORO-JOHNSTON AIRPORT	12	3,010	U	0	0	
WELLSVILLE	KAMPEL AIRPORT	3	706	U	1	5	
WEST CHESTER	BRANDYWINE AIRPORT	115	60,065	U	28	20	
WILKES-BARRE	WILKES-BARRE/WYOMING VALLEY AIRPORT	51	25,125	U	12	15	
WILLIAMSBURG	COVE VALLEY AIRPORT	5	160	July	0	0	
YORK	YORK AIRPORT	82	50,800	U	24	15	
ZELIENOPLE	ZELIENOPLE MUNICIPAL AIRPORT	28	30,874	July	12	15	
New Facilities since 2002 SASP							
CRESCO	ROCKY HILL ULTRALIGHT FLIGHT PARK	1	150	U	1	0	
DOVER	LAZY B. RANCH	19	900	U	1	15	
HONEY GROVE	STOTTLE MEMORIAL	0	10	U	1	0	
MONTROSE	HUSKY HAVEN AIRPORT	6	2,250	U	1	15	
PITTSBURGH	ROCK AIRPORT OF PITTSBURGH	19	2,076	October	0	5	
WATERFORD	THERMAL G GLIDER PORT	4	28	U	U	U	U

APPENDIX

Table B-10: Land Use

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
ALBERT AIRPORT	Boggs Township	Clearfield	No
ALBERT AIRPORT	Bradford Township	Clearfield	No
ALBERT AIRPORT	Graham Township	Clearfield	Yes
ALBERT AIRPORT	Morris Township	Clearfield	Yes
ALLEGHENY COUNTY AIRPORT	Baldwin Borough	Allegheny	Yes
ALLEGHENY COUNTY AIRPORT	Baldwin Township	Allegheny	Yes
ALLEGHENY COUNTY AIRPORT	Bethel Park Borough	Allegheny	Yes
ALLEGHENY COUNTY AIRPORT	Brentwood Borough	Allegheny	Yes
ALLEGHENY COUNTY AIRPORT	Bridgeville Borough	Allegheny	No
ALLEGHENY COUNTY AIRPORT	Castle Shannon Borough	Allegheny	No
ALLEGHENY COUNTY AIRPORT	City of Clairton	Allegheny	Yes
ALLEGHENY COUNTY AIRPORT	City Of Duquesne	Allegheny	No
ALLEGHENY COUNTY AIRPORT	City of Mckeesport	Allegheny	Yes
ALLEGHENY COUNTY AIRPORT	City of Pittsburgh	Allegheny	No
ALLEGHENY COUNTY AIRPORT	Collier Township	Allegheny	No
ALLEGHENY COUNTY AIRPORT	Dravosburg Borough	Allegheny	Yes
ALLEGHENY COUNTY AIRPORT	East Mckeesport Borough	Allegheny	Yes
ALLEGHENY COUNTY AIRPORT	Glassport Borough	Allegheny	No
ALLEGHENY COUNTY AIRPORT	Jefferson Hills Borough	Allegheny	No
ALLEGHENY COUNTY AIRPORT	Liberty Borough	Allegheny	Yes
ALLEGHENY COUNTY AIRPORT	Monroeville Township	Allegheny	Yes

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
ALLEGHENY COUNTY AIRPORT	Mt Lebanon Township	Allegheny	No
ALLEGHENY COUNTY AIRPORT	Munhall Borough	Allegheny	No
ALLEGHENY COUNTY AIRPORT	North Huntingdon Township	Westmoreland	No
ALLEGHENY COUNTY AIRPORT	North Versailles Township	Allegheny	Yes
ALLEGHENY COUNTY AIRPORT	Penn Borough	Westmoreland	No
ALLEGHENY COUNTY AIRPORT	Pleasant Hills Borough	Allegheny	Yes
ALLEGHENY COUNTY AIRPORT	Port Vue Borough	Allegheny	No
ALLEGHENY COUNTY AIRPORT	Scott Township	Allegheny	Yes
ALLEGHENY COUNTY AIRPORT	South Fayette Township	Allegheny	No
ALLEGHENY COUNTY AIRPORT	South Park Township	Allegheny	No
ALLEGHENY COUNTY AIRPORT	Trafford Borough	Westmoreland	No
ALLEGHENY COUNTY AIRPORT	Upper St Clair Township	Allegheny	Yes
ALLEGHENY COUNTY AIRPORT	West Homestead Borough	Allegheny	Yes
ALLEGHENY COUNTY AIRPORT	West Mifflin Borough	Allegheny	Yes
ALLEGHENY COUNTY AIRPORT	White Oak Borough	Allegheny	Yes
ALLEGHENY COUNTY AIRPORT	Whitehall Borough	Allegheny	No
ALTOONA-BLAIR COUNTY AIRPORT	Frankstown Township	Blair	No
ALTOONA-BLAIR COUNTY AIRPORT	Huston Township	Blair	No
ALTOONA-BLAIR COUNTY AIRPORT	Martinsburg Borough	Blair	Yes
ALTOONA-BLAIR COUNTY AIRPORT	North Woodbury Township	Blair	No
ALTOONA-BLAIR COUNTY AIRPORT	Taylor Township	Blair	No
ALTOONA-BLAIR COUNTY AIRPORT	Woodbury Township	Bedford	No
ALTOONA-BLAIR COUNTY AIRPORT	Woodbury Township	Blair	No
ARNOLD PALMER REGIONAL AIRPORT	Derry Borough	Westmoreland	Yes

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
ARNOLD PALMER REGIONAL AIRPORT	Derry Township	Westmoreland	Yes
ARNOLD PALMER REGIONAL AIRPORT	Latrobe Borough	Westmoreland	Yes
ARNOLD PALMER REGIONAL AIRPORT	Mount Pleasant Township	Westmoreland	No
ARNOLD PALMER REGIONAL AIRPORT	Unity Township	Westmoreland	Yes
ARNOLD PALMER REGIONAL AIRPORT	Youngstown Borough	Westmoreland	No
BANDEL AIRPORT	North Bethlehem Township	Washington	No
BANDEL AIRPORT	Somerset Township	Washington	No
BAUBLITZ AIRPORT	Chanceford Township	York	No
BEAVER COUNTY AIRPORT	Big Beaver Borough	Beaver	Yes
BEAVER COUNTY AIRPORT	Chippewa Township	Beaver	No
BEAVER COUNTY AIRPORT	Darlington Township	Beaver	No
BEAVER COUNTY AIRPORT	Patterson Township	Beaver	No
BEAVER COUNTY AIRPORT	South Beaver Township	Beaver	No
BEAVER COUNTY AIRPORT	West Mayfield Borough	Beaver	No
BEAVER COUNTY AIRPORT	White Township	Beaver	Yes
BEDFORD COUNTY AIRPORT	Bedford Township	Bedford	Yes
BEDFORD COUNTY AIRPORT	East St Clair Township	Bedford	Yes
BELLEFONTE AIRPORT	Benner Township	Centre	Yes
BELLEFONTE AIRPORT	Spring Township	Centre	No
BELTZVILLE AIRPORT	Franklin Township	Carbon	Yes
BELTZVILLE AIRPORT	Lower Towamensing Township	Carbon	No
BELTZVILLE AIRPORT	Parryville Borough	Carbon	No
BELTZVILLE AIRPORT	Towamensing Township	Carbon	Yes
BENDIGO AIRPORT	Cold Spring Township	Lebanon	No

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
BENDIGO AIRPORT	Jackson Township	Dauphin	No
BENDIGO AIRPORT	Jefferson Township	Dauphin	No
BENDIGO AIRPORT	Porter Township	Schuylkill	Yes
BENDIGO AIRPORT	Rush Township	Dauphin	No
BENDIGO AIRPORT	Tower City Borough	Schuylkill	Yes
BENDIGO AIRPORT	Tremont Township	Schuylkill	Yes
BERMUDIAN VALLEY AIRPARK	Latimore Township	Adams	No
BERMUDIAN VALLEY AIRPARK	Reading Township	Adams	No
BERMUDIAN VALLEY AIRPARK	Washington Township	York	No
BLOOMSBURG MUNICIPAL AIRPORT	Catawissa Township	Columbia	No
BLOOMSBURG MUNICIPAL AIRPORT	Hemlock Township	Columbia	No
BLOOMSBURG MUNICIPAL AIRPORT	Main Township	Columbia	No
BLOOMSBURG MUNICIPAL AIRPORT	Scott Township	Columbia	Yes
BLOOMSBURG MUNICIPAL AIRPORT	Town of Bloomsburg	Columbia	Yes
BLUE KNOB VALLEY AIRPORT	Allegheny Township	Blair	No
BLUE KNOB VALLEY AIRPORT	Blair Township	Blair	No
BLUE KNOB VALLEY AIRPORT	Freedom Township	Blair	No
BLUE KNOB VALLEY AIRPORT	Juniata Township	Blair	No
BLUE KNOB VALLEY AIRPORT	Newry Borough	Blair	No
BRADEN AIRPARK	Forks Township	Northampton	Yes
BRADEN AIRPARK	Palmer Township	Northampton	Yes
BRADEN AIRPARK	Plainfield Township	Northampton	No
BRADEN AIRPARK	Stockertown Borough	Northampton	No
BRADEN AIRPARK	Tatamy Borough	Northampton	No

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
BRADEN AIRPARK	Upper Nazareth Township	Northampton	No
BRADFORD COUNTY AIRPORT	Asylum Township	Bradford	Yes
BRADFORD COUNTY AIRPORT	Monroe Township	Bradford	Yes
BRADFORD COUNTY AIRPORT	Towanda Borough	Bradford	Yes
BRADFORD COUNTY AIRPORT	Towanda Township	Bradford	Yes
BRADFORD COUNTY AIRPORT	Wysox Township	Bradford	Yes
BRADFORD REGIONAL AIRPORT	Hamlin Township	McKean	Yes
BRADFORD REGIONAL AIRPORT	Keating Township	McKean	Yes
BRADFORD REGIONAL AIRPORT	Lafayette Township	McKean	Yes
BRADFORD REGIONAL AIRPORT	Sergeant Township	McKean	Yes
BRANDYWINE AIRPORT	East Goshen Township	Chester	Yes
BRANDYWINE AIRPORT	West Chester Borough	Chester	Yes
BRANDYWINE AIRPORT	West Goshen Township	Chester	Yes
BRANDYWINE AIRPORT	West Whiteland Township	Chester	Yes
BROKENSTRAW AIRPORT	Brokenstraw Township	Warren	No
BROKENSTRAW AIRPORT	Pittsfield Township	Warren	Yes
BROKENSTRAW AIRPORT	Youngsville Borough	Warren	No
BUTLER COUNTY AIRPORT	Adams Township	Butler	Yes
BUTLER COUNTY AIRPORT	Butler Township	Butler	Yes
BUTLER COUNTY AIRPORT	Callery Borough	Butler	Yes
BUTLER COUNTY AIRPORT	Cranberry Township	Butler	Yes
BUTLER COUNTY AIRPORT	Evans City Borough	Butler	Yes
BUTLER COUNTY AIRPORT	Forward Township	Butler	Yes
BUTLER COUNTY AIRPORT	Jackson Township	Butler	Yes

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
BUTLER COUNTY AIRPORT	Middlesex Township	Butler	Yes
BUTLER COUNTY AIRPORT	Penn Township	Butler	Yes
BUTLER FARM SHOW AIRPORT	Butler Township	Butler	Yes
BUTLER FARM SHOW AIRPORT	Connoquenessing Township	Butler	Yes
BUTTER VALLEY GOLF PORT	Bally	Berks	Yes
BUTTER VALLEY GOLF PORT	Douglass Township	Montgomery	No
BUTTER VALLEY GOLF PORT	Hereford	Berks	No
BUTTER VALLEY GOLF PORT	Upper Hanover Township	Montgomery	Yes
BUTTER VALLEY GOLF PORT	Washington Township	Berks	No
CAPITAL CITY AIRPORT	Carroll Township	York	No
CAPITAL CITY AIRPORT	City of Harrisburg	Dauphin	No
CAPITAL CITY AIRPORT	Fairview Township	York	Yes
CAPITAL CITY AIRPORT	Highspire Borough	Dauphin	Yes
CAPITAL CITY AIRPORT	Lemoyne Borough	Cumberland	No
CAPITAL CITY AIRPORT	Lower Allen Township	Cumberland	Yes
CAPITAL CITY AIRPORT	Lower Swatara Township	Dauphin	Yes
CAPITAL CITY AIRPORT	Mechanicsburg Borough	Cumberland	No
CAPITAL CITY AIRPORT	Monaghan Township	York	No
CAPITAL CITY AIRPORT	Monroe Township	Cumberland	Yes
CAPITAL CITY AIRPORT	New Cumberland Borough	Cumberland	No
CAPITAL CITY AIRPORT	Paxtang Borough	Dauphin	Yes
CAPITAL CITY AIRPORT	Silver Spring Township	Cumberland	No
CAPITAL CITY AIRPORT	Steelton Borough	Dauphin	Yes
CAPITAL CITY AIRPORT	Swatara Township	Dauphin	Yes

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
CAPITAL CITY AIRPORT	Upper Allen Township	Cumberland	No
CARLISLE AIRPORT	Carlisle Borough	Cumberland	Yes
CARLISLE AIRPORT	Middlesex Township	Cumberland	No
CARLISLE AIRPORT	North Middleton Township	Cumberland	No
CARLISLE AIRPORT	South Middleton Township	Cumberland	Yes
CENTRE AIRPARK AIRPORT	Potter Township	Centre	No
CHERRY RIDGE AIRPORT	Cherry Ridge Township	Wayne	No
CHERRY RIDGE AIRPORT	Palmyra Township	Wayne	No
CHERRY RIDGE AIRPORT	Paupack Township	Wayne	No
CHERRY RIDGE AIRPORT	Texas Township	Wayne	No
CHESTER CO./G.O. CARLSON AIRPORT	Caln Township	Chester	No
CHESTER CO./G.O. CARLSON AIRPORT	City of Coatesville	Chester	No
CHESTER CO./G.O. CARLSON AIRPORT	East Bradford Township	Chester	Yes
CHESTER CO./G.O. CARLSON AIRPORT	East Fallowfield Township	Chester	No
CHESTER CO./G.O. CARLSON AIRPORT	Highland Township	Chester	No
CHESTER CO./G.O. CARLSON AIRPORT	Modena	Chester	Yes
CHESTER CO./G.O. CARLSON AIRPORT	Newlin Township	Chester	Yes
CHESTER CO./G.O. CARLSON AIRPORT	Parkesburg Borough	Chester	No
CHESTER CO./G.O. CARLSON AIRPORT	Pocopson Township	Chester	No
CHESTER CO./G.O. CARLSON AIRPORT	Sadsbury Township	Chester	Yes
CHESTER CO./G.O. CARLSON AIRPORT	South Coatesville Borough	Chester	Yes
CHESTER CO./G.O. CARLSON AIRPORT	Valley Township	Chester	Yes
CHESTER CO./G.O. CARLSON AIRPORT	West Bradford Township	Chester	No
CHESTER CO./G.O. CARLSON AIRPORT	West Brandywine	Chester	No

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
CHESTER CO./G.O. CARLSON AIRPORT	West Caln Township	Chester	No
CLARION COUNTY AIRPORT	Beaver Township	Clarion	Yes
CLARION COUNTY AIRPORT	Elk Township	Clarion	Yes
CLARION COUNTY AIRPORT	Paint Township	Clarion	Yes
CLEARFIELD-LAWRENCE AIRPORT	Bradford Township	Clearfield	No
CLEARFIELD-LAWRENCE AIRPORT	Clearfield Borough	Clearfield	Yes
CLEARFIELD-LAWRENCE AIRPORT	Goshen Township	Clearfield	Yes
CLEARFIELD-LAWRENCE AIRPORT	Lawrence Township	Clearfield	Yes
CORRY-LAWRENCE AIRPORT	City of Corry	Erie	Yes
CORRY-LAWRENCE AIRPORT	Columbus Township	Warren	Yes
CORRY-LAWRENCE AIRPORT	Concord Township	Erie	Yes
CORRY-LAWRENCE AIRPORT	Spring Creek Township	Warren	No
CORRY-LAWRENCE AIRPORT	Wayne Township	Erie	Yes
COVE VALLEY AIRPORT	Catharine Township	Blair	No
COVE VALLEY AIRPORT	Frankstown Township	Blair	No
COVE VALLEY AIRPORT	Williamsburg Borough	Blair	No
COVE VALLEY AIRPORT	Woodbury Township	Blair	No
DANVILLE AIRPORT	Danville Borough	Montour	No
DANVILLE AIRPORT	Mahoning Township	Montour	No
DANVILLE AIRPORT	Point Township	Northumberland	No
DANVILLE AIRPORT	Riverside Borough	Northumberland	Yes
DANVILLE AIRPORT	Rush Township	Northumberland	Yes
DECK AIRPORT	Heidelberg Township	Lebanon	Yes
DECK AIRPORT	Jackson Township	Lebanon	Yes

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
DECK AIRPORT	Myerstown Borough	Lebanon	No
DECK AIRPORT	North Lebanon Township	Lebanon	Yes
DECK AIRPORT	South Lebanon Township	Lebanon	No
DONEGAL SPRINGS AIRPARK	Conoy Township	Lancaster	No
DONEGAL SPRINGS AIRPARK	East Donegal Township	Lancaster	No
DONEGAL SPRINGS AIRPARK	West Donegal Township	Lancaster	Yes
DOYLESTOWN AIRPORT	Buckingham Township	Bucks	Yes
DOYLESTOWN AIRPORT	Doylestown Borough	Bucks	Yes
DOYLESTOWN AIRPORT	Doylestown Township	Bucks	No
DOYLESTOWN AIRPORT	New Britain Township	Bucks	Yes
DOYLESTOWN AIRPORT	Plumstead Township	Bucks	Yes
DUBOIS REGIONAL AIRPORT	Brockway Borough	Jefferson	Yes
DUBOIS REGIONAL AIRPORT	Horton Township	Elk	No
DUBOIS REGIONAL AIRPORT	Pine Creek Township	Jefferson	Yes
DUBOIS REGIONAL AIRPORT	Sandy Township	Clearfield	No
DUBOIS REGIONAL AIRPORT	Snyder Township	Jefferson	Yes
DUBOIS REGIONAL AIRPORT	Warsaw Township	Jefferson	Yes
DUBOIS REGIONAL AIRPORT	Washington Township	Jefferson	Yes
DUBOIS REGIONAL AIRPORT	Winslow Township	Jefferson	No
EBENSBURG AIRPORT	Blacklick Township	Cambria	No
EBENSBURG AIRPORT	Cambria Township	Cambria	Yes
EBENSBURG AIRPORT	Jackson Township	Cambria	No
ERIE INTERNATIONAL AIRPORT TOM RIDGE FIELD	City of Erie	Erie	Yes
ERIE INTERNATIONAL AIRPORT TOM RIDGE FIELD	Fairview Township	Erie	Yes

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
ERIE INTERNATIONAL AIRPORT TOM RIDGE FIELD	Girard Borough	Erie	Yes
ERIE INTERNATIONAL AIRPORT TOM RIDGE FIELD	Girard Township	Erie	Yes
ERIE INTERNATIONAL AIRPORT TOM RIDGE FIELD	Harborcreek Township	Erie	Yes
ERIE INTERNATIONAL AIRPORT TOM RIDGE FIELD	Lake City Borough	Erie	Yes
ERIE INTERNATIONAL AIRPORT TOM RIDGE FIELD	Lawrence Park Township	Erie	Yes
ERIE INTERNATIONAL AIRPORT TOM RIDGE FIELD	Millcreek Township	Erie	Yes
ERIE INTERNATIONAL AIRPORT TOM RIDGE FIELD	Wesleyville Borough	Erie	No
FARMERS PRIDE AIRPORT	Bethel Township	Lebanon	Yes
FARMERS PRIDE AIRPORT	Swatara Township	Lebanon	Yes
FINLEYVILLE AIRPARK	Finleyville Borough	Washington	No
FINLEYVILLE AIRPARK	Nottingham Township	Washington	Yes
FINLEYVILLE AIRPARK	Peters Township	Washington	Yes
FINLEYVILLE AIRPARK	Union Township	Washington	Yes
FLYING DOLLAR AIRPORT	Barrett Township	Monroe	No
FLYING M AERODROME	East Penn Township	Carbon	No
FLYING M AERODROME	Heidelberg Township	Lehigh	Yes
FLYING M AERODROME	Washington Township	Lehigh	Yes
FRANKLIN COUNTY REGIONAL AIRPORT	Chambersburg Borough	Franklin	No
FRANKLIN COUNTY REGIONAL AIRPORT	Greene Township	Franklin	Yes
FRANKLIN COUNTY REGIONAL AIRPORT	Hamilton Township	Franklin	No
FRANKLIN COUNTY REGIONAL AIRPORT	Letterkenny Township	Franklin	No
GETTYSBURG REGIONAL AIRPORT	Cumberland Township	Adams	Yes
GETTYSBURG REGIONAL AIRPORT	Franklin Township	Adams	No
GETTYSBURG REGIONAL AIRPORT	Gettysburg Borough	Adams	Yes

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
GETTYSBURG REGIONAL AIRPORT	Highland Township	Adams	No
GREENE COUNTY AIRPORT	Franklin Township	Greene	Yes
GREENE COUNTY AIRPORT	Jefferson Township	Greene	Yes
GREENE COUNTY AIRPORT	Morgan Township	Greene	Yes
GREENSBURG-JEANNETTE REGIONAL AIRPORT	Hempfield	Westmoreland	No
GREENSBURG-JEANNETTE REGIONAL AIRPORT	Murrysville Borough	Westmoreland	No
GREENSBURG-JEANNETTE REGIONAL AIRPORT	Penn Township	Westmoreland	Yes
GREENSBURG-JEANNETTE REGIONAL AIRPORT	Salem Township	Westmoreland	No
GREENVILLE MUNICIPAL AIRPORT	Greene Township	Mercer	No
GREENVILLE MUNICIPAL AIRPORT	Hempfield Township	Mercer	No
GREENVILLE MUNICIPAL AIRPORT	Sugar Grove Township	Mercer	No
GREENVILLE MUNICIPAL AIRPORT	West Salem Township	Mercer	No
GRIMES AIRPORT	Bethel Township	Berks	Yes
GRIMES AIRPORT	Tulpehocken Township	Berks	No
GROVE CITY REGIONAL AIRPORT	Liberty Township	Mercer	No
GROVE CITY REGIONAL AIRPORT	Pine Township	Mercer	No
GROVE CITY REGIONAL AIRPORT	Springfield Township	Mercer	Yes
HANOVER AIRPORT	Conewago Township	Adams	Yes
HANOVER AIRPORT	Hanover Borough	York	No
HANOVER AIRPORT	Mcsherrystown Borough	Adams	No
HANOVER AIRPORT	Mount Pleasant Township	Adams	No
HANOVER AIRPORT	Penn Township	York	No
HANOVER AIRPORT	Union Township	Adams	No
HARRISBURG INTERNATIONAL AIRPORT	Camp Hill Borough	Cumberland	No

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
HARRISBURG INTERNATIONAL AIRPORT	City of Harrisburg	Dauphin	Yes
HARRISBURG INTERNATIONAL AIRPORT	Conewago Township	Dauphin	Yes
HARRISBURG INTERNATIONAL AIRPORT	Conoy Township	Lancaster	No
HARRISBURG INTERNATIONAL AIRPORT	East Donegal	Lancaster	No
HARRISBURG INTERNATIONAL AIRPORT	East Pennsboro Township	Cumberland	Yes
HARRISBURG INTERNATIONAL AIRPORT	Elizabethtown Borough	Lancaster	Yes
HARRISBURG INTERNATIONAL AIRPORT	Fairview Township	York	Yes
HARRISBURG INTERNATIONAL AIRPORT	Goldsboro Borough	York	No
HARRISBURG INTERNATIONAL AIRPORT	Hampden Township	Cumberland	No
HARRISBURG INTERNATIONAL AIRPORT	Highspire Borough	Dauphin	Yes
HARRISBURG INTERNATIONAL AIRPORT	Lemoyne Borough	Cumberland	No
HARRISBURG INTERNATIONAL AIRPORT	Londonderry Township	Dauphin	Yes
HARRISBURG INTERNATIONAL AIRPORT	Lower Allen Township	Cumberland	Yes
HARRISBURG INTERNATIONAL AIRPORT	Lower Swatara Township	Dauphin	Yes
HARRISBURG INTERNATIONAL AIRPORT	Middletown Borough	Dauphin	Yes
HARRISBURG INTERNATIONAL AIRPORT	Mount Joy Township	Lancaster	Yes
HARRISBURG INTERNATIONAL AIRPORT	New Cumberland Borough	Cumberland	No
HARRISBURG INTERNATIONAL AIRPORT	Newberry Township	York	Yes
HARRISBURG INTERNATIONAL AIRPORT	Royalton Borough	Dauphin	No
HARRISBURG INTERNATIONAL AIRPORT	Steelton Borough	Dauphin	Yes
HARRISBURG INTERNATIONAL AIRPORT	Swatara Township	Dauphin	Yes
HARRISBURG INTERNATIONAL AIRPORT	West Donegal Township	Lancaster	Yes
HARRISBURG INTERNATIONAL AIRPORT	Wormleysburg Borough	Cumberland	Yes
HAZLETON MUNICIPAL AIRPORT	Butler Township	Luzerne	No

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
HAZLETON MUNICIPAL AIRPORT	City of Hazleton	Luzerne	No
HAZLETON MUNICIPAL AIRPORT	Conyngham Borough	Luzerne	No
HAZLETON MUNICIPAL AIRPORT	Hazle Township	Luzerne	Yes
HAZLETON MUNICIPAL AIRPORT	Sugarloaf Township	Luzerne	No
HAZLETON MUNICIPAL AIRPORT	West Hazleton Borough	Luzerne	No
HERITAGE FIELD AIRPORT	Limerick Township	Montgomery	Yes
HERITAGE FIELD AIRPORT	Lower Pottsgrove Township	Montgomery	Yes
HERITAGE FIELD AIRPORT	New Hanover Township	Montgomery	Yes
HUSKY HAVEN AIRPORT	Bridgewater Township	Susquehanna	Yes
HUSKY HAVEN AIRPORT	Dimock	Susquehanna	No
HUSKY HAVEN AIRPORT	Jessup	Susquehanna	No
INDIANA CO./JIMMY STEWART AIRPORT	Cherryhill Township	Indiana	Yes
INDIANA CO./JIMMY STEWART AIRPORT	Indiana Borough	Indiana	Yes
INDIANA CO./JIMMY STEWART AIRPORT	Rayne Township	Indiana	Yes
INDIANA CO./JIMMY STEWART AIRPORT	White Township	Indiana	Yes
INTER COUNTY AIRPORT	Elizabeth Township	Allegheny	Yes
INTER COUNTY AIRPORT	North Huntingdon Township	Westmoreland	Yes
INTER COUNTY AIRPORT	South Versailles Township	Allegheny	No
INTER COUNTY AIRPORT	White Oak Borough	Allegheny	Yes
JAKE ARNER MEMORIAL AIRPORT	East Penn Township	Carbon	No
JAKE ARNER MEMORIAL AIRPORT	Lehighton Borough	Carbon	No
JAKE ARNER MEMORIAL AIRPORT	Mahoning Township	Carbon	No
JERSEY SHORE AIRPORT	Jersey Shore Borough	Lycoming	No
JERSEY SHORE AIRPORT	Nippenose Township	Lycoming	No

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
JERSEY SHORE AIRPORT	Piatt Township	Lycoming	No
JERSEY SHORE AIRPORT	Porter Township	Lycoming	Yes
JOHN MURTHA JOHNSTOWN-CAMBRIA CO. AIRPORT	Adams Township	Cambria	Yes
JOHN MURTHA JOHNSTOWN-CAMBRIA CO. AIRPORT	City Of Johnstown	Cambria	No
JOHN MURTHA JOHNSTOWN-CAMBRIA CO. AIRPORT	Conemaugh Township	Cambria	Yes
JOHN MURTHA JOHNSTOWN-CAMBRIA CO. AIRPORT	East Conemaugh Borough	Cambria	No
JOHN MURTHA JOHNSTOWN-CAMBRIA CO. AIRPORT	East Taylor Township	Cambria	No
JOHN MURTHA JOHNSTOWN-CAMBRIA CO. AIRPORT	Franklin Borough	Cambria	No
JOHN MURTHA JOHNSTOWN-CAMBRIA CO. AIRPORT	Geistown Borough	Cambria	Yes
JOHN MURTHA JOHNSTOWN-CAMBRIA CO. AIRPORT	Ogle Township	Somerset	No
JOHN MURTHA JOHNSTOWN-CAMBRIA CO. AIRPORT	Paint Township	Somerset	No
JOHN MURTHA JOHNSTOWN-CAMBRIA CO. AIRPORT	Richland Township	Cambria	Yes
JOHN MURTHA JOHNSTOWN-CAMBRIA CO. AIRPORT	Stonycreek Township	Cambria	Yes
JOHN MURTHA JOHNSTOWN-CAMBRIA CO. AIRPORT	Windber Borough	Somerset	No
JOSEPH A HARDY CONNELLSVILLE AIRPORT	Dunbar Borough	Fayette	Yes
JOSEPH A HARDY CONNELLSVILLE AIRPORT	Dunbar Township	Fayette	Yes
JOSEPH A HARDY CONNELLSVILLE AIRPORT	North Union Township	Fayette	Yes
KAMPEL AIRPORT	Warrington Township	York	Yes
KAMPEL AIRPORT	Washington Township	York	No
KELLER BROS. AIRPORT	Heidelberg Township	Lebanon	Yes
KELLER BROS. AIRPORT	South Lebanon Township	Lebanon	No
LAKEHILL AIRPORT	Adams Township	Butler	Yes
LAKEHILL AIRPORT	Callery	Butler	Yes
LAKEHILL AIRPORT	Cranberry Township	Butler	No

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
LAKEHILL AIRPORT	Mars Borough	Butler	No
LAKEHILL AIRPORT	Seven Fields	Butler	Yes
LANCASTER AIRPORT	East Hempfield Township	Lancaster	Yes
LANCASTER AIRPORT	East Lampeter Township	Lancaster	Yes
LANCASTER AIRPORT	East Petersburg Borough	Lancaster	Yes
LANCASTER AIRPORT	Lititz Borough	Lancaster	Yes
LANCASTER AIRPORT	Manheim Township	Lancaster	Yes
LANCASTER AIRPORT	Mountville Township	Lancaster	No
LANCASTER AIRPORT	Penn Township	Lancaster	Yes
LANCASTER AIRPORT	Rapho Township	Lancaster	Yes
LANCASTER AIRPORT	Upper Leacock Township	Lancaster	Yes
LANCASTER AIRPORT	Warwick Township	Lancaster	Yes
LANCASTER AIRPORT	West Earl Township	Lancaster	Yes
LANCASTER AIRPORT	West Hempfield Township	Lancaster	Yes
LEHIGH VALLEY INTERNATIONAL AIRPORT	Allen Township	Northampton	No
LEHIGH VALLEY INTERNATIONAL AIRPORT	Catasauqua Borough	Lehigh	Yes
LEHIGH VALLEY INTERNATIONAL AIRPORT	City Of Allentown	Lehigh	Yes
LEHIGH VALLEY INTERNATIONAL AIRPORT	City Of Bethlehem	Northampton	Yes
LEHIGH VALLEY INTERNATIONAL AIRPORT	Coplay Borough	Lehigh	No
LEHIGH VALLEY INTERNATIONAL AIRPORT	East Allen Township	Northampton	No
LEHIGH VALLEY INTERNATIONAL AIRPORT	Hanover Township	Northampton	Yes
LEHIGH VALLEY INTERNATIONAL AIRPORT	Hanover Township	Lehigh	No
LEHIGH VALLEY INTERNATIONAL AIRPORT	Lehigh Township	Northampton	No
LEHIGH VALLEY INTERNATIONAL AIRPORT	Lower Macungie Township	Lehigh	No

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
LEHIGH VALLEY INTERNATIONAL AIRPORT	North Catasauqua Borough	Northampton	No
LEHIGH VALLEY INTERNATIONAL AIRPORT	North Whitehall Township	Lehigh	Yes
LEHIGH VALLEY INTERNATIONAL AIRPORT	Northampton Borough	Northampton	No
LEHIGH VALLEY INTERNATIONAL AIRPORT	Salisbury Township	Lehigh	No
LEHIGH VALLEY INTERNATIONAL AIRPORT	South Whitehall Township	Lehigh	No
LEHIGH VALLEY INTERNATIONAL AIRPORT	Upper Macungie Township	Lehigh	No
LEHIGH VALLEY INTERNATIONAL AIRPORT	Walnutport Borough	Northampton	No
LEHIGH VALLEY INTERNATIONAL AIRPORT	Washington Township	Lehigh	Yes
LEHIGH VALLEY INTERNATIONAL AIRPORT	Whitehall Township	Lehigh	Yes
MCGINNESS FIELD	Columbia Borough	Lancaster	Yes
MCGINNESS FIELD	Hellam Township	York	No
MCGINNESS FIELD	Lower Windsor Township	York	No
MCGINNESS FIELD	Manor Township	Lancaster	No
MCGINNESS FIELD	West Hempfield Township	Lancaster	No
MCGINNESS FIELD	Wrightsville Borough	York	No
MCVILLE AIRPORT	Bethel Township	Armstrong	No
MCVILLE AIRPORT	Cadogan Township	Armstrong	No
MCVILLE AIRPORT	Manor Township	Armstrong	No
MCVILLE AIRPORT	North Buffalo Township	Armstrong	No
MCVILLE AIRPORT	South Buffalo Township	Armstrong	Yes
MID-ATLANTIC SOARING CENTER	Carroll Valley Borough	Adams	No
MID-ATLANTIC SOARING CENTER	Fairfield Borough	Adams	Yes
MID-ATLANTIC SOARING CENTER	Freedom Township	Adams	No
MID-ATLANTIC SOARING CENTER	Hammiltonban Township	Adams	No

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
MID-ATLANTIC SOARING CENTER	Liberty Township	Adams	Yes
MID-STATE AIRPORT	Cooper Township	Clearfield	No
MID-STATE AIRPORT	Graham Township	Clearfield	No
MID-STATE AIRPORT	Huston Township	Centre	No
MID-STATE AIRPORT	Morris Township	Clearfield	No
MID-STATE AIRPORT	Rush Township	Centre	No
MID-STATE AIRPORT	Worth Township	Centre	Yes
MIFFLIN COUNTY AIRPORT	Armagh Township	Mifflin	Yes
MIFFLIN COUNTY AIRPORT	Brown Township	Mifflin	Yes
MIFFLIN COUNTY AIRPORT	Derry Township	Mifflin	No
MIFFLIN COUNTY AIRPORT	Granville	Mifflin	No
MIFFLINTOWN AIRPORT	Fermanagh Township	Juniata	Yes
MIFFLINTOWN AIRPORT	Milford Township	Juniata	No
MORGANTOWN AIRPORT	Caernarvon Township	Lancaster	No
MORGANTOWN AIRPORT	Caernarvon Township	Berks	No
MORGANTOWN AIRPORT	Elverson Borough	Chester	No
MORGANTOWN AIRPORT	Honey Brook Township	Chester	No
MORGANTOWN AIRPORT	New Morgan Township	Berks	No
MORGANTOWN AIRPORT	West Nantmeal Township	Chester	No
MOUNT PLEASANT/SCOTTDALE AIRPORT	Bullskin Township	Fayette	No
MOUNT PLEASANT/SCOTTDALE AIRPORT	East Huntingdon Township	Westmoreland	No
MOUNT PLEASANT/SCOTTDALE AIRPORT	Mount Pleasant Township	Westmoreland	No
MOUNT PLEASANT/SCOTTDALE AIRPORT	Scottdale Borough	Westmoreland	No
MOUNT PLEASANT/SCOTTDALE AIRPORT	Upper Tyrone Township	Fayette	No

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
NEW CASTLE MUNICIPAL AIRPORT	Mahoning Township	Lawrence	No
NEW CASTLE MUNICIPAL AIRPORT	Neshannock Township	Lawrence	No
NEW CASTLE MUNICIPAL AIRPORT	Union Township	Lawrence	Yes
NEW GARDEN FLYING FIELD	Avondale Borough	Chester	No
NEW GARDEN FLYING FIELD	East Marlborough Township	Chester	No
NEW GARDEN FLYING FIELD	London Grove Township	Chester	No
NEW GARDEN FLYING FIELD	New Garden Township	Chester	Yes
NEW GARDEN FLYING FIELD	West Marlborough Township	Chester	Yes
NORTHEAST PHILADELPHIA AIRPORT	Bensalem Township	Bucks	No
NORTHEAST PHILADELPHIA AIRPORT	Bristol Township	Bucks	No
NORTHEAST PHILADELPHIA AIRPORT	City Of Philadelphia	Philadelphia	Yes
NORTHEAST PHILADELPHIA AIRPORT	Falls Township	Bucks	No
NORTHEAST PHILADELPHIA AIRPORT	Hulmeville Borough	Bucks	No
NORTHEAST PHILADELPHIA AIRPORT	Langhorne Borough	Bucks	No
NORTHEAST PHILADELPHIA AIRPORT	Langhorne Manor Borough	Bucks	No
NORTHEAST PHILADELPHIA AIRPORT	Lower Moreland Township	Montgomery	No
NORTHEAST PHILADELPHIA AIRPORT	Lower Southampton Township	Bucks	No
NORTHEAST PHILADELPHIA AIRPORT	Middletown Township	Bucks	Yes
NORTHEAST PHILADELPHIA AIRPORT	Penndel Borough	Bucks	No
NORTHUMBERLAND COUNTY AIRPORT	Coal Township	Northumberland	Yes
NORTHUMBERLAND COUNTY AIRPORT	Ralpho Township	Northumberland	Yes
NORTHUMBERLAND COUNTY AIRPORT	Shamokin Township	Northumberland	No
PENN VALLEY AIRPORT	Jackson Township	Snyder	No
PENN VALLEY AIRPORT	Lower Augusta Township	Northumberland	No

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
PENN VALLEY AIRPORT	Monroe Township	Snyder	Yes
PENN VALLEY AIRPORT	Penn Township	Snyder	Yes
PENN VALLEY AIRPORT	Selinsgrove Borough	Snyder	Yes
PENN VALLEY AIRPORT	Upper Augusta Township	Northumberland	No
PENNRIDGE AIRPORT	Bedminster Township	Bucks	No
PENNRIDGE AIRPORT	East Rockhill Township	Bucks	Yes
PENNRIDGE AIRPORT	Hilltown Township	Bucks	No
PENNRIDGE AIRPORT	Perkasie Borough	Bucks	Yes
PENNRIDGE AIRPORT	Richland Township	Bucks	No
PENNRIDGE AIRPORT	Sellersville Borough	Bucks	Yes
PENNRIDGE AIRPORT	Silverdale Borough	Bucks	No
PENNRIDGE AIRPORT	West Rockhill Township	Bucks	No
PENN'S CAVE AIRPORT	Gregg Township	Centre	Yes
PENN'S CAVE AIRPORT	Walker Township	Centre	No
PERKIOMEN VALLEY AIRPORT	Collegeville Borough	Montgomery	No
PERKIOMEN VALLEY AIRPORT	Lower Providence Township	Montgomery	No
PERKIOMEN VALLEY AIRPORT	Perkiomen Township	Montgomery	No
PERKIOMEN VALLEY AIRPORT	Skippack Township	Montgomery	Yes
PERKIOMEN VALLEY AIRPORT	Trappe Township	Montgomery	No
PHILADELPHIA INTERNATIONAL AIRPORT	Aldan Borough	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	Aston Township	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	Brookhaven Borough	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	Chester Township	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	City of Chester	Delaware	No

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
PHILADELPHIA INTERNATIONAL AIRPORT	City of Philadelphia	Philadelphia	Yes
PHILADELPHIA INTERNATIONAL AIRPORT	Clifton Heights Borough	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	Collingdale Borough	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	Colwyn Borough	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	Darby Borough	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	Darby Township	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	East Lansdowne Borough	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	Eddystone Borough	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	Folcroft Borough	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	Glenolden Borough	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	Haverford Township	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	Lansdowne Borough	Delaware	Yes
PHILADELPHIA INTERNATIONAL AIRPORT	Lower Chichester Township	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	Lower Merion Township	Montgomery	No
PHILADELPHIA INTERNATIONAL AIRPORT	Marcus Hook Borough	Delaware	Yes
PHILADELPHIA INTERNATIONAL AIRPORT	Narberth Borough	Montgomery	No
PHILADELPHIA INTERNATIONAL AIRPORT	Nether Providence Township	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	Norwood Borough	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	Parkside Borough	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	Prospect Park Borough	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	Ridley Park Borough	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	Ridley Township	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	Sharon Hill Borough	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	Tinicum Township	Delaware	No

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
PHILADELPHIA INTERNATIONAL AIRPORT	Trainer Borough	Delaware	Yes
PHILADELPHIA INTERNATIONAL AIRPORT	Upland Borough	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	Upper Chichester Township	Delaware	Yes
PHILADELPHIA INTERNATIONAL AIRPORT	Upper Darby Township	Delaware	No
PHILADELPHIA INTERNATIONAL AIRPORT	Yeadon Borough	Delaware	No
PITTSBURGH INTERNATIONAL AIRPORT	Aleppo Township	Allegheny	No
PITTSBURGH INTERNATIONAL AIRPORT	Avalon Borough	Allegheny	No
PITTSBURGH INTERNATIONAL AIRPORT	Bellevue Borough	Allegheny	Yes
PITTSBURGH INTERNATIONAL AIRPORT	Ben Avon Borough	Allegheny	Yes
PITTSBURGH INTERNATIONAL AIRPORT	Ben Avon Heights Borough	Allegheny	No
PITTSBURGH INTERNATIONAL AIRPORT	Bridgeville Borough	Allegheny	No
PITTSBURGH INTERNATIONAL AIRPORT	Carnegie Borough	Allegheny	Yes
PITTSBURGH INTERNATIONAL AIRPORT	City Of Pittsburgh	Allegheny	No
PITTSBURGH INTERNATIONAL AIRPORT	Collier Borough	Allegheny	Yes
PITTSBURGH INTERNATIONAL AIRPORT	Coraopolis Borough	Allegheny	No
PITTSBURGH INTERNATIONAL AIRPORT	Crafton Borough	Allegheny	No
PITTSBURGH INTERNATIONAL AIRPORT	Emsworth Borough	Allegheny	No
PITTSBURGH INTERNATIONAL AIRPORT	Findlay Township	Allegheny	Yes
PITTSBURGH INTERNATIONAL AIRPORT	Frankfort Springs Township	Beaver	No
PITTSBURGH INTERNATIONAL AIRPORT	Glenfield Borough	Allegheny	Yes
PITTSBURGH INTERNATIONAL AIRPORT	Greentree Borough	Allegheny	No
PITTSBURGH INTERNATIONAL AIRPORT	Hanover Township	Washington	Yes
PITTSBURGH INTERNATIONAL AIRPORT	Hanover Township	Beaver	Yes
PITTSBURGH INTERNATIONAL AIRPORT	Haysville Borough	Allegheny	Yes

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
PITTSBURGH INTERNATIONAL AIRPORT	Heidelburg Borough	Allegheny	No
PITTSBURGH INTERNATIONAL AIRPORT	Hopewell Township	Beaver	No
PITTSBURGH INTERNATIONAL AIRPORT	Independence Township	Beaver	No
PITTSBURGH INTERNATIONAL AIRPORT	Ingram Borough	Allegheny	No
PITTSBURGH INTERNATIONAL AIRPORT	Kennedy Township	Allegheny	No
PITTSBURGH INTERNATIONAL AIRPORT	Kilbuck Township	Allegheny	Yes
PITTSBURGH INTERNATIONAL AIRPORT	Mckees Rocks Borough	Allegheny	No
PITTSBURGH INTERNATIONAL AIRPORT	Moon Township	Allegheny	Yes
PITTSBURGH INTERNATIONAL AIRPORT	Mt Lebanon Township	Allegheny	No
PITTSBURGH INTERNATIONAL AIRPORT	Neville Township	Allegheny	Yes
PITTSBURGH INTERNATIONAL AIRPORT	North Fayette Township	Allegheny	No
PITTSBURGH INTERNATIONAL AIRPORT	Ohio Township	Allegheny	Yes
PITTSBURGH INTERNATIONAL AIRPORT	Pennsbury Village Borough	Allegheny	No
PITTSBURGH INTERNATIONAL AIRPORT	Robinson Township	Allegheny	Yes
PITTSBURGH INTERNATIONAL AIRPORT	Robinson Township	Washington	No
PITTSBURGH INTERNATIONAL AIRPORT	Ross Township	Allegheny	No
PITTSBURGH INTERNATIONAL AIRPORT	Rosslyn Farms Borough	Allegheny	Yes
PITTSBURGH INTERNATIONAL AIRPORT	Scott Township	Allegheny	Yes
PITTSBURGH INTERNATIONAL AIRPORT	South Fayette Township	Allegheny	No
PITTSBURGH INTERNATIONAL AIRPORT	Stowe Township	Allegheny	Yes
PITTSBURGH INTERNATIONAL AIRPORT	Thornburg Borough	Allegheny	Yes
PITTSBURGH INTERNATIONAL AIRPORT	West View Borough	Allegheny	No
PITTSBURGH-MONROEVILLE AIRPORT	Monroeville Borough	Allegheny	Yes
PITTSBURGH-MONROEVILLE AIRPORT	Penn Hills Township	Allegheny	Yes

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
PITTSBURGH-MONROEVILLE AIRPORT	Plum Borough	Allegheny	No
PITTSBURGH-MONROEVILLE AIRPORT	Wilkins Township	Allegheny	No
POCONO MOUNTAINS MUNICIPAL AIRPORT	Coolbaugh Township	Monroe	Yes
POCONO MOUNTAINS MUNICIPAL AIRPORT	Mt Pocono Borough	Monroe	Yes
POCONO MOUNTAINS MUNICIPAL AIRPORT	Paradise Township	Monroe	No
POCONO MOUNTAINS MUNICIPAL AIRPORT	Pocono Township	Monroe	No
POCONO MOUNTAINS MUNICIPAL AIRPORT	Tobyhanna Township	Monroe	Yes
PORT MEADVILLE AIRPORT	City Of Meadville	Crawford	Yes
PORT MEADVILLE AIRPORT	Hayfield Township	Crawford	Yes
PORT MEADVILLE AIRPORT	Sadsbury Township	Crawford	Yes
PORT MEADVILLE AIRPORT	Summit Township	Crawford	Yes
PORT MEADVILLE AIRPORT	Union Township	Crawford	Yes
PORT MEADVILLE AIRPORT	Vernon Township	Crawford	Yes
PORT MEADVILLE AIRPORT	West Mead Township	Crawford	Yes
POTTSTOWN MUNICIPAL AIRPORT	Douglass Township	Berks	Yes
POTTSTOWN MUNICIPAL AIRPORT	North Coventry Township	Chester	No
POTTSTOWN MUNICIPAL AIRPORT	Pottstown Borough	Montgomery	Yes
POTTSTOWN MUNICIPAL AIRPORT	Union Township	Berks	No
POTTSTOWN MUNICIPAL AIRPORT	Upper Pottsgrove Township	Montgomery	Yes
POTTSTOWN MUNICIPAL AIRPORT	West Pottsgrove Township	Montgomery	Yes
PUNXSUTAWNEY MUNICIPAL AIRPORT	Bell Township	Jefferson	No
PUNXSUTAWNEY MUNICIPAL AIRPORT	Gaskill Township	Jefferson	No
PUNXSUTAWNEY MUNICIPAL AIRPORT	Henderson Township	Jefferson	No
PUNXSUTAWNEY MUNICIPAL AIRPORT	Punxsutawney Borough	Jefferson	No

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
PUNXSUTAWNEY MUNICIPAL AIRPORT	Young Township	Jefferson	No
QUAKERTOWN AIRPORT	Milford Township	Bucks	Yes
QUAKERTOWN AIRPORT	Quakertown Borough	Bucks	No
QUAKERTOWN AIRPORT	Richland Township	Bucks	No
QUAKERTOWN AIRPORT	Trumbauersville Borough	Bucks	No
QUEEN CITY MUNICIPAL AIRPORT	City Of Allentown	Lehigh	Yes
QUEEN CITY MUNICIPAL AIRPORT	Emmaus Borough	Lehigh	Yes
QUEEN CITY MUNICIPAL AIRPORT	Lower Macungie Township	Lehigh	No
QUEEN CITY MUNICIPAL AIRPORT	Salisbury Township	Lehigh	No
QUEEN CITY MUNICIPAL AIRPORT	South Whitehall Township	Lehigh	No
READING REGIONAL/CARL A SPAATZ FIELD	Bern Township	Berks	Yes
READING REGIONAL/CARL A SPAATZ FIELD	Bernville Township	Berks	No
READING REGIONAL/CARL A SPAATZ FIELD	Brecknock Township	Berks	Yes
READING REGIONAL/CARL A SPAATZ FIELD	Centre Township	Berks	No
READING REGIONAL/CARL A SPAATZ FIELD	City of Reading	Berks	Yes
READING REGIONAL/CARL A SPAATZ FIELD	Cumru Township	Berks	Yes
READING REGIONAL/CARL A SPAATZ FIELD	Jefferson Township	Berks	No
READING REGIONAL/CARL A SPAATZ FIELD	Kenhorst Borough	Berks	Yes
READING REGIONAL/CARL A SPAATZ FIELD	Laureldale Borough	Berks	No
READING REGIONAL/CARL A SPAATZ FIELD	Lower Heidelberg Township	Berks	Yes
READING REGIONAL/CARL A SPAATZ FIELD	Mohnton Borough	Berks	Yes
READING REGIONAL/CARL A SPAATZ FIELD	Muhlenberg Township	Berks	Yes
READING REGIONAL/CARL A SPAATZ FIELD	North Heidelberg Township	Berks	No
READING REGIONAL/CARL A SPAATZ FIELD	Ontelaunee Township	Berks	No

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
READING REGIONAL/CARL A SPAATZ FIELD	Penn Township	Berks	No
READING REGIONAL/CARL A SPAATZ FIELD	Robeson Township	Berks	No
READING REGIONAL/CARL A SPAATZ FIELD	Shillington Borough	Berks	Yes
READING REGIONAL/CARL A SPAATZ FIELD	Spring Township	Berks	Yes
READING REGIONAL/CARL A SPAATZ FIELD	Upper Bern	Berks	No
READING REGIONAL/CARL A SPAATZ FIELD	Upper Tulpehocken	Berks	No
READING REGIONAL/CARL A SPAATZ FIELD	West Reading Borough	Berks	No
READING REGIONAL/CARL A SPAATZ FIELD	Wyomissing Borough	Berks	Yes
REIGLE FIELD	Derry Township	Dauphin	Yes
REIGLE FIELD	North Londonderry Township	Lebanon	Yes
REIGLE FIELD	Palmyra Borough	Lebanon	Yes
REIGLE FIELD	South Annville Township	Lebanon	No
REIGLE FIELD	South Londonderry Township	Lebanon	Yes
RIDGE SOARING GLIDERPORT	Benner Township	Centre	Yes
RIDGE SOARING GLIDERPORT	Huston Township	Centre	No
RIDGE SOARING GLIDERPORT	Patton Township	Centre	Yes
RIDGE SOARING GLIDERPORT	Union Township	Centre	No
RIDGE SOARING GLIDERPORT	Unionville Borough	Centre	No
ROCK AIRPORT OF PITTSBURGH	East Deer Township	Allegheny	No
ROCK AIRPORT OF PITTSBURGH	Frazer Township	Allegheny	No
ROCK AIRPORT OF PITTSBURGH	Indiana Township	Allegheny	No
ROCK AIRPORT OF PITTSBURGH	West Deer Township	Allegheny	Yes
ROSTRAVER AIRPORT	Carroll Township	Washington	No
ROSTRAVER AIRPORT	Donora Borough	Washington	Yes

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
ROSTRAVER AIRPORT	Elizabeth Township	Allegheny	Yes
ROSTRAVER AIRPORT	Forward Township	Allegheny	Yes
ROSTRAVER AIRPORT	Rostraver Township	Westmoreland	Yes
ROSTRAVER AIRPORT	Sewickley Township	Allegheny	Yes
ROSTRAVER AIRPORT	Sutersville Borough	Allegheny	Yes
ROSTRAVER AIRPORT	West Newton	Westmoreland	Yes
SCHUYLKILL CO./JOE ZERBEY AIRPORT	Barry Township	Schuylkill	Yes
SCHUYLKILL CO./JOE ZERBEY AIRPORT	Butler Township	Schuylkill	No
SCHUYLKILL CO./JOE ZERBEY AIRPORT	Cass Township	Schuylkill	Yes
SCHUYLKILL CO./JOE ZERBEY AIRPORT	Eldred Township	Schuylkill	Yes
SCHUYLKILL CO./JOE ZERBEY AIRPORT	Foster Township	Schuylkill	Yes
SCHUYLKILL CO./JOE ZERBEY AIRPORT	Frailey Township	Schuylkill	Yes
SCHUYLKILL CO./JOE ZERBEY AIRPORT	Gordon Borough	Schuylkill	No
SCHUYLKILL CO./JOE ZERBEY AIRPORT	Hegins Township	Schuylkill	No
SCHUYLKILL CO./JOE ZERBEY AIRPORT	Reilly Township	Schuylkill	Yes
SEAMANS AIRPORT	Benton Township	Lackawanna	Yes
SEAMANS AIRPORT	Clinton Township	Wyoming	No
SEAMANS AIRPORT	Factoryville Borough	Wyoming	No
SEAMANS AIRPORT	Laplume Township	Lackawanna	No
SEAMANS AIRPORT	Nicholson Township	Wyoming	No
SEAMANS AIRPORT	North Abington Township	Lackawanna	No
SHIPPENSBURG AIRPORT	Shippensburg Borough	Cumberland	No
SHIPPENSBURG AIRPORT	Southampton Township	Cumberland	Yes
SHOESTRING AVIATION AIRFIELD	Hopewell Township	York	No

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
SHOESTRING AVIATION AIRFIELD	North Hopewell Township	York	No
SHOESTRING AVIATION AIRFIELD	Shrewsbury Township	York	No
SHOESTRING AVIATION AIRFIELD	Springfield Township	York	No
SKYHAVEN AIRPORT	Eaton Township	Wyoming	Yes
SKYHAVEN AIRPORT	Tunkhannock Borough	Wyoming	Yes
SKYHAVEN AIRPORT	Tunkhannock Township	Wyoming	No
SLATINGTON AIRPORT	East Penn Township	Carbon	No
SLATINGTON AIRPORT	Lehigh Township	Northampton	No
SLATINGTON AIRPORT	Lower Towamensing Township	Carbon	No
SLATINGTON AIRPORT	Slatington Borough	Lehigh	No
SLATINGTON AIRPORT	Walnutport Borough	Northampton	No
SLATINGTON AIRPORT	Washington Township	Lehigh	Yes
SMOKETOWN AIRPORT	East Lampeter Township	Lancaster	Yes
SMOKETOWN AIRPORT	Leacock Township	Lancaster	Yes
SMOKETOWN AIRPORT	Upper Leacock Township	Lancaster	Yes
SOMERSET COUNTY AIRPORT	Quemahoning Township	Somerset	Yes
SOMERSET COUNTY AIRPORT	Somerset Township	Somerset	Yes
SOMERSET COUNTY AIRPORT	Stonycreek Township	Somerset	Yes
SPRING HILL AIRPORT	Madison Township	Lackawanna	Yes
SPRING HILL AIRPORT	Salem Township	Wayne	No
SPRING HILL AIRPORT	Sterling Township	Wayne	Yes
ST. MARYS MUNICIPAL AIRPORT	City of St Marys	Elk	Yes
ST. MARYS MUNICIPAL AIRPORT	Jay Township	Elk	No
STROUDSBURG-POCONO AIRPORT	East Stroudsburg Borough	Monroe	Yes

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
STROUDSBURG-POCONO AIRPORT	Middle Smithfield Township	Monroe	Yes
STROUDSBURG-POCONO AIRPORT	Smithfield Township	Monroe	Yes
STROUDSBURG-POCONO AIRPORT	Stroud Township	Monroe	No
SUNBURY AIRPORT	City of Sunbury	Northumberland	No
SUNBURY AIRPORT	Monroe Township	Snyder	No
SUNBURY AIRPORT	Northumberland Borough	Northumberland	No
SUNBURY AIRPORT	Point Township	Northumberland	No
SUNBURY AIRPORT	Union Township	Union	No
SUNBURY AIRPORT	Upper Augusta Township	Northumberland	No
THERMAL G GLIDER PORT	Summit Township	Erie	No
THERMAL G GLIDER PORT	McKean Township	Erie	No
TITUSVILLE AIRPORT	Cherrytree Township	Venango	No
TITUSVILLE AIRPORT	Oil Creek Township	Crawford	No
TITUSVILLE AIRPORT	Plum Township	Venango	No
TITUSVILLE AIRPORT	Troy Township	Crawford	No
UNIVERSITY PARK AIRPORT	Bellefonte Borough	Centre	Yes
UNIVERSITY PARK AIRPORT	Benner Township	Centre	Yes
UNIVERSITY PARK AIRPORT	Boggs Township	Centre	No
UNIVERSITY PARK AIRPORT	College Township	Centre	No
UNIVERSITY PARK AIRPORT	Ferguson Township	Centre	Yes
UNIVERSITY PARK AIRPORT	Marion Township	Centre	No
UNIVERSITY PARK AIRPORT	Patton Township	Centre	Yes
UNIVERSITY PARK AIRPORT	Spring Township	Centre	Yes
UNIVERSITY PARK AIRPORT	State College Borough	Centre	No

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
UNIVERSITY PARK AIRPORT	Walker Township	Centre	No
VAN SANT AIRPORT	Tinicum Township	Bucks	No
VENANGO REGIONAL AIRPORT	City of Franklin	Venango	Yes
VENANGO REGIONAL AIRPORT	Cranberry Township	Venango	No
VENANGO REGIONAL AIRPORT	French Creek Township	Venango	No
VENANGO REGIONAL AIRPORT	Jackson Township	Venango	No
VENANGO REGIONAL AIRPORT	Oakland Township	Venango	No
VENANGO REGIONAL AIRPORT	Polk Borough	Venango	No
VENANGO REGIONAL AIRPORT	Sandy Creek Township	Venango	Yes
VENANGO REGIONAL AIRPORT	Sugarcreek Borough	Venango	Yes
VENANGO REGIONAL AIRPORT	Victory Township	Venango	No
WASHINGTON COUNTY AIRPORT	Amwell Township	Washington	Yes
WASHINGTON COUNTY AIRPORT	Buffalo Township	Washington	Yes
WASHINGTON COUNTY AIRPORT	Canton Township	Washington	No
WASHINGTON COUNTY AIRPORT	City of Washington	Washington	No
WASHINGTON COUNTY AIRPORT	Greenhills Borough	Washington	No
WASHINGTON COUNTY AIRPORT	North Bethlehem	Washington	Yes
WASHINGTON COUNTY AIRPORT	North Franklin Township	Washington	No
WASHINGTON COUNTY AIRPORT	Somerset	Washington	Yes
WASHINGTON COUNTY AIRPORT	South Franklin Township	Washington	Yes
WASHINGTON COUNTY AIRPORT	South Strabane	Washington	Yes
WELLSBORO-JOHNSTON AIRPORT	Delmar Township	Tioga	No
WELLSBORO-JOHNSTON AIRPORT	Shippen Township	Tioga	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	Avoca Borough	Luzerne	No

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	Bear Creek Township	Luzerne	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	City Of Pittston	Luzerne	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	City of Scranton	Lackawanna	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	City of Wilkes Barre	Luzerne	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	Dickson City Borough	Lackawanna	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	Dunmore Borough	Lackawanna	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	Dupont Borough	Luzerne	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	Duryea Borough	Luzerne	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	Hughestown Borough	Luzerne	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	Jenkins Township	Luzerne	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	Laflin Borough	Luzerne	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	Laurel Run Borough	Luzerne	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	Moosic Borough	Lackawanna	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	Old Forge Borough	Lackawanna	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	Olyphant Borough	Lackawanna	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	Pittston Township	Luzerne	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	Plains Township	Luzerne	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	Ransom Township	Lackawanna	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	Scott Township	Lackawanna	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	South Abington Township	Lackawanna	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	Springbrook Township	Lackawanna	Yes
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	Taylor Borough	Lackawanna	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	Throop Borough	Lackawanna	No
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	Wilkes Barre Township	Luzerne	No

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	Yatesville Borough	Luzerne	No
WILKES-BARRE/WYOMING VALLEY AIRPORT	City of Wilkes Barre	Luzerne	No
WILKES-BARRE/WYOMING VALLEY AIRPORT	Exeter Township	Luzerne	No
WILKES-BARRE/WYOMING VALLEY AIRPORT	Forty Fort Borough	Luzerne	No
WILKES-BARRE/WYOMING VALLEY AIRPORT	Jenkins Township	Luzerne	No
WILKES-BARRE/WYOMING VALLEY AIRPORT	Kingston Township	Luzerne	No
WILKES-BARRE/WYOMING VALLEY AIRPORT	Plains Township	Luzerne	No
WILKES-BARRE/WYOMING VALLEY AIRPORT	Swoyersville Borough	Luzerne	No
WILKES-BARRE/WYOMING VALLEY AIRPORT	West Wyoming Borough	Luzerne	No
WILKES-BARRE/WYOMING VALLEY AIRPORT	Wyoming Borough	Luzerne	No
WILLIAM T. PIPER MEMORIAL AIRPORT	Bald Eagle Township	Clinton	Yes
WILLIAM T. PIPER MEMORIAL AIRPORT	Castanea Township	Clinton	Yes
WILLIAM T. PIPER MEMORIAL AIRPORT	City of Lock Haven	Clinton	Yes
WILLIAM T. PIPER MEMORIAL AIRPORT	Dunnstable Township	Clinton	No
WILLIAM T. PIPER MEMORIAL AIRPORT	Wayne Township	Clinton	Yes
WILLIAM T. PIPER MEMORIAL AIRPORT	Woodward Township	Clinton	Yes
WILLIAMSPORT REGIONAL AIRPORT	Armstrong Township	Lycoming	No
WILLIAMSPORT REGIONAL AIRPORT	City of Williamsport	Lycoming	No
WILLIAMSPORT REGIONAL AIRPORT	Clinton Township	Lycoming	No
WILLIAMSPORT REGIONAL AIRPORT	Fairfield Township	Lycoming	No
WILLIAMSPORT REGIONAL AIRPORT	Hughesville Borough	Lycoming	No
WILLIAMSPORT REGIONAL AIRPORT	Loyalsock Township	Lycoming	No
WILLIAMSPORT REGIONAL AIRPORT	Mill Creek Township	Lycoming	No
WILLIAMSPORT REGIONAL AIRPORT	Montoursville Borough	Lycoming	Yes

APPENDIX

Land Use (Continued)

Airport	Impacted Municipality	Impacted County	Airport Hazard Zoning Enacted
WILLIAMSPORT REGIONAL AIRPORT	Muncy Township	Lycoming	Yes
WILLIAMSPORT REGIONAL AIRPORT	South Williamsport Borough	Lycoming	No
WILLIAMSPORT REGIONAL AIRPORT	Upper Fairfield Township	Lycoming	Yes
WILLIAMSPORT REGIONAL AIRPORT	Wolf Township	Lycoming	No
WINGS FIELD	East Norriton Township	Montgomery	Yes
WINGS FIELD	Plymouth Township	Montgomery	Yes
WINGS FIELD	Upper Dublin Township	Montgomery	No
WINGS FIELD	Whitemarsh Township	Montgomery	No
WINGS FIELD	Whitpain Township	Montgomery	No
YORK AIRPORT	Dover Township	York	Yes
YORK AIRPORT	Jackson Township	York	Yes
YORK AIRPORT	North Codorus Township	York	No
YORK AIRPORT	Paradise Township	York	No
YORK AIRPORT	Spring Grove Borough	York	No
YORK AIRPORT	West Manchester Township	York	No
ZELIENOPLE MUNICIPAL AIRPORT	Franklin Township	Beaver	Yes
ZELIENOPLE MUNICIPAL AIRPORT	Harmony Borough	Butler	No
ZELIENOPLE MUNICIPAL AIRPORT	Jackson Township	Butler	No
ZELIENOPLE MUNICIPAL AIRPORT	Lancaster Township	Butler	Yes
ZELIENOPLE MUNICIPAL AIRPORT	Marion Township	Beaver	Yes
ZELIENOPLE MUNICIPAL AIRPORT	New Sewickley Township	Beaver	Yes
ZELIENOPLE MUNICIPAL AIRPORT	Zelienople Borough	Butler	Yes

APPENDIX

Key: √ = Service Available

Table B-11: Airport Aviation Services

Associated City	Airport	Air Carrier	Commuter	Air Charter	Air Taxi	Hangar Rental	Tiedowns	Aircraft Rental	Aircraft Sales	Flight Inst	Jet Fuel	AvGas	Aircraft Repair	Avionics Sales	US Customs	Public Telephone	Restaurant	Vending	Car Rental	FAA Test Center	Industrial Park	Loaner Car	FTZ	Deicing	KOZ	Skydiving	APU
Commercial Service Airports																											
ALLENTOWN	LEHIGH VALLEY INTERNATIONAL AIRPORT	√	√	√	√	√	√	√		√	√	√	√	√	√	√	√	√	√	√	√		√	√			√
ALTOONA	ALTOONA-BLAIR COUNTY AIRPORT	√	√	√	√	√	√	√		√	√	√	√			√	√	√	√			√		√			√
BRADFORD	BRADFORD REGIONAL AIRPORT	√	√	√	√	√	√			√	√	√	√			√	√	√	√		√			√	√		
DUBOIS	DUBOIS REGIONAL AIRPORT	√	√	√	√	√	√				√	√				√	√										
ERIE	ERIE INTERNATIONAL AIRPORT TOM RIDGE FIELD	√	√	√	√	√	√	√		√	√	√	√		√	√	√	√	√	√	√			√	√	√	√
FRANKLIN	VENANGO REGIONAL AIRPORT	√	√		√	√	√	√	√	√	√	√	√			√	√	√				√		√			√
HARRISBURG	HARRISBURG INTERNATIONAL AIRPORT	√	√	√	√	√	√	√		√	√	√	√		√	√	√	√	√					√			√
JOHNSTOWN	JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY AIRPORT	√	√			√	√	√	√	√	√	√	√	√		√	√	√	√					√			
LANCASTER	LANCASTER AIRPORT		√	√	√	√	√	√	√	√	√	√	√	√		√	√	√	√	√	√			√			√
LATROBE	ARNOLD PALMER REGIONAL AIRPORT	√	√	√	√	√	√			√	√	√		√		√	√	√	√					√			√
PHILADELPHIA	PHILADELPHIA INTERNATIONAL AIRPORT	√	√	√	√	√	√			√	√	√	√	√	√	√	√	√	√			√		√			√
PITTSBURGH	PITTSBURGH INTERNATIONAL AIRPORT	√	√	√	√	√	√			√	√	√	√		√	√	√	√	√			√	√	√	√		√
STATE COLLEGE	UNIVERSITY PARK AIRPORT	√	√	√	√	√	√	√		√	√	√	√			√	√	√	√			√					√
WILKES-BARRE/SCRANTON	WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	√	√	√	√	√	√	√		√	√	√	√					√	√					√			√
WILLIAMSPORT	WILLIAMSPORT REGIONAL AIRPORT		√	√	√	√	√	√	√	√	√	√	√			√	√	√	√	√		√		√			√
GA Airports																											
ALLENTOWN	QUEEN CITY MUNICIPAL AIRPORT			√	√	√	√	√	√	√	√	√	√			√		√	√								√
BALLY	BUTTER VALLEY GOLF PORT					√	√						√			√		√									
BEAVER FALLS	BEAVER COUNTY AIRPORT			√		√	√	√		√	√	√	√	√		√		√	√			√					√
BEDFORD	BEDFORD COUNTY AIRPORT			√		√	√	√	√	√	√	√	√			√		√	√	√	√	√	√			√	√
BELLEFONTE	BELLEFONTE AIRPORT				√	√	√	√	√	√	√	√	√			√		√	√	√							
BENSALEM	TOTAL RF HELIPORT					√	√			√			√														
BETHEL	GRIMES AIRPORT						√																				
BLOOMSBURG	BLOOMSBURG MUNICIPAL AIRPORT					√	√			√		√	√														
BROGUE	BAUBLITZ COMMERCIAL AIRPORT						√					√	√			√			√								
BUTLER	BUTLER COUNTY AIRPORT			√		√	√	√		√	√	√	√			√	√	√	√			√					√
BUTLER	BUTLER FARM SHOW AIRPORT					√	√					√				√		√									

APPENDIX

Airport Aviation Services (Continued)

Associated City	Airport	Air Carrier	Commuter	Air Charter	Air Taxi	Hangar Rental	Tiedowns	Aircraft Rental	Aircraft Sales	Flight Inst	Jet Fuel	AvGas	Aircraft Repair	Avionics Sales	US Customs	Public Telephone	Restaurant	Vending	Car Rental	FAA Test Center	Industrial Park	Loaner Car	FTZ	Deicing	KOZ	Skydiving	APU
CANADENSIS	FLYING DOLLAR AIRPORT						√									√											
CARLISLE	CARLISLE AIRPORT				√	√	√	√		√	√	√	√			√		√	√								
CENTRE HALL	CENTRE AIRPARK					√	√									√		√									
CENTRE HALL	PENNS CAVE AIRPORT						√									√											
CHAMBERSBURG	FRANKLIN COUNTY REGIONAL AIRPORT					√	√																			√	
CLARION	CLARION COUNTY AIRPORT			√	√	√	√	√		√	√	√				√		√	√	√							√
CLEARFIELD	CLEARFIELD-LAWRENCE AIRPORT					√	√			√	√	√				√		√	√								
COATESVILLE	CHESTER COUNTY/G.O. CARLSON AIRPORT				√	√	√	√	√	√	√	√	√			√	√	√	√	√		√					√
COLLEGEVILLE	PERKIOMEN VALLEY AIRPORT					√	√	√		√		√	√					√									
COLUMBIA	MCGINNESS FIELD						√																				
CONNELLSVILLE	JOSEPH A HARDY CONNELLSVILLE AIRPORT			√	√	√	√		√	√	√	√	√			√		√	√			√					
CORRY	CORRY-LAWRENCE AIRPORT					√	√				√	√				√		√	√			√					
DANVILLE	DANVILLE AIRPORT			√	√	√	√	√		√		√	√			√		√	√								
DOYLESTOWN	DOYLESTOWN AIRPORT			√	√	√	√	√	√	√	√	√	√			√		√	√								
EAST STROUDSBURG	STROUDSBURG-POCONO AIRPORT					√	√	√	√	√		√	√			√		√								√	
EASTON	BRADEN AIRPARK			√	√	√	√	√	√	√	√	√	√	√		√		√				√				√	
EBENSBURG	EBENSBURG AIRPORT					√	√	√				√		√		√											
EIGHTY FOUR	BANDEL AIRPORT					√		√		√						√											
ERWINNA	VAN SANT AIRPORT					√	√	√	√	√		√				√											
ESSINGTON	PHILADELPHIA SEAPLANE BASE						√																				
FACTORYVILLE	SEAMANS AIRPORT			√	√	√	√	√		√		√	√	√		√		√	√			√					
FAIRFIELD	MID-ATLANTIC SOARING CENTER						√		√																		
FINLEYVILLE	FINLEYVILLE AIRPARK					√	√			√		√	√					√									
FREDERICKSBURG	FARMERS PRIDE AIRPORT						√			√			√														
FREEPORT	MCVILLE AIRPORT																										
GERMANSVILLE	FLYING M. AERODROME				√	√	√									√		√									
GETTYSBURG	GETTYSBURG REGIONAL AIRPORT					√	√									√											
GETTYSBURG	SOUTHERN ADAMS COUNTY HELIPORT								√				√														
GREENVILLE	GREENVILLE MUNICIPAL AIRPORT					√	√			√	√	√	√			√		√	√			√					
GROVE CITY	GROVE CITY REGIONAL AIRPORT					√	√	√		√	√	√		√		√		√	√			√				√	
HANOVER	HANOVER AIRPORT					√	√																				
HARRISBURG	CAPITAL CITY AIRPORT				√	√	√	√	√	√	√	√	√	√	√	√		√	√	√		√		√			√

APPENDIX

Airport Aviation Services (Continued)

Associated City	Airport	Air Carrier	Commuter	Air Charter	Air Taxi	Hangar Rental	Tiedowns	Aircraft Rental	Aircraft Sales	Flight Inst	Jet Fuel	AvGas	Aircraft Repair	Avionics Sales	US Customs	Public Telephone	Restaurant	Vending	Car Rental	FAA Test Center	Industrial Park	Loaner Car	FTZ	Deicing	KOZ	Skydiving	APU
HAZLETON	HAZLETON MUNICIPAL AIRPORT				√	√	√			√	√	√	√			√		√				√				√	
HONESDALE	CHERRY RIDGE AIRPORT					√	√	√	√	√		√	√			√		√	√								
HORSHAM	HORSHAM VALLEY AIRWAYS HELIPORT												√														
INDIANA	INDIANA CO./JIMMY STEWART AIRPORT			√	√	√	√	√		√	√	√	√	√		√		√	√		√	√			√		√
IRWIN	INTER COUNTY AIRPORT					√	√									√		√									
JEANNETTE	GREENSBURG-JEANNETTE REGIONAL AIRPORT					√										√											
JERSEY SHORE	JERSEY SHORE AIRPORT					√	√									√											
KRALLTOWN	BERMUDIAN VALLEY AIRPARK					√	√						√			√											
LEBANON	KELLER BROS. AIRPORT					√				√		√				√		√				√					
LEHIGHTON	BELTZVILLE AIRPORT					√	√			√			√			√		√									
LEHIGHTON	JAKE ARNER MEMORIAL AIRPORT			√	√	√	√	√		√	√	√	√			√		√									
LOCK HAVEN	WILLIAM T. PIPER MEMORIAL AIRPORT				√	√	√	√	√	√	√	√	√			√		√	√		√						
MARS	LAKEHILL AIRPORT					√										√											
MEADVILLE	PORT MEADVILLE AIRPORT					√	√		√		√	√	√			√		√	√								
MIFFLINTOWN	MIFFLINTOWN AIRPORT					√	√	√		√		√				√											
MONONGAHELA	ROSTRAVER AIRPORT			√	√	√	√			√	√	√	√	√		√	√	√									
MONROEVILLE	PITTSBURGH-MONROEVILLE AIRPORT					√	√									√											
MORGANTOWN	MORGANTOWN AIRPORT					√	√					√						√									
MOUNT JOY/MARIETTA	DONEGAL SPRINGS AIRPARK					√	√			√		√	√	√				√								√	
MOUNT PLEASANT	MOUNT PLEASANT/SCOTTDALE AIRPORT					√	√		√	√		√				√						√					
MOUNT PLEASANT	W.P.H.S. HELIPORT						√				√	√				√						√					
MOUNT POCONO	POCONO MOUNTAINS MUNICIPAL AIRPORT				√	√	√	√	√	√	√	√				√		√	√			√					√
MYERSTOWN	DECK AIRPORT				√	√	√	√		√	√	√	√			√						√					√
NEW CASTLE	NEW CASTLE MUNICIPAL AIRPORT			√		√	√	√		√	√	√	√			√		√	√	√		√					√
NEWRY	BLUE KNOB VALLEY AIRPORT					√	√					√				√		√									
PALMYRA	REIGLE FIELD					√	√	√		√		√	√														
PERKASIE	PENNRIDGE AIRPORT					√	√	√		√	√	√	√					√								√	
PHILADELPHIA	NORTHEAST PHILADELPHIA AIRPORT			√	√	√	√	√	√	√	√	√	√		√	√		√	√	√		√		√	√		√
PHILADELPHIA	PENNS LANDING-PIER 36 HELIPORT				√	√	√			√	√					√		√									√
PHILADELPHIA	WINGS FIELD			√	√	√	√	√	√	√	√	√				√		√	√			√					√
PHILIPSBURG	ALBERT AIRPORT					√	√									√											

APPENDIX

Airport Aviation Services (Continued)

Associated City	Airport	Air Carrier	Commuter	Air Charter	Air Taxi	Hangar Rental	Tiedowns	Aircraft Rental	Aircraft Sales	Flight Inst	Jet Fuel	AvGas	Aircraft Repair	Avionics Sales	US Customs	Public Telephone	Restaurant	Vending	Car Rental	FAA Test Center	Industrial Park	Loaner Car	FTZ	Deicing	KOZ	Skydiving	APU
PHILIPSBURG	MID-STATE AIRPORT					√	√									√											
PITTSBURGH	ALLEGHENY COUNTY AIRPORT			√	√	√	√		√	√	√	√	√	√		√		√	√			√		√			√
PITTSFIELD	BROKENSTRAW AIRPORT			√	√	√	√	√		√		√	√			√		√	√			√					
POTTSTOWN	HERITAGE FIELD AIRPORT			√	√	√	√	√		√	√	√	√			√		√	√			√					√
POTTSTOWN	POTTSTOWN MUNICIPAL AIRPORT				√	√	√	√				√	√			√											
POTTSVILLE	SCHUYLKILL CO./JOE ZERBEY AIRPORT				√	√	√	√	√	√	√	√	√			√		√				√					√
PUNXSUTAWNEY	PUNXSUTAWNEY MUNICIPAL AIRPORT					√	√	√		√		√				√		√									
QUAKERTOWN	QUAKERTOWN AIRPORT				√	√	√	√		√		√	√			√		√	√	√							
READING	READING REGIONAL/CARL A SPAATZ FIELD			√	√	√	√	√	√	√	√	√	√	√		√	√	√	√		√	√	√	√			√
REEDSVILLE	MIFFLIN COUNTY AIRPORT				√	√	√			√	√	√				√		√	√			√				√	
SELINSGROVE	PENN VALLEY AIRPORT			√	√	√	√	√	√	√	√	√	√			√		√	√	√		√		√			√
SHAMOKIN	NORTHUMBERLAND COUNTY AIRPORT				√	√	√				√	√	√			√		√									
SHIPPENSBURG	SHIPPENSBURG AIRPORT																										
SLATINGTON	SLATINGTON AIRPORT					√	√		√	√	√	√	√		√		√		√								
SMOKETOWN	SMOKETOWN AIRPORT				√	√	√	√	√	√		√	√			√			√				√				
SOMERSET	SOMERSET COUNTY AIRPORT					√	√				√	√	√			√		√					√				
ST. MARYS	ST. MARYS MUNICIPAL AIRPORT					√	√		√	√	√	√	√	√		√	√	√	√		√	√				√	
STERLING	SPRING HILL AIRPORT						√					√															
STEWARTSTOWN	SHOESTRING AVIATION AIRFIELD						√			√			√			√											
SUNBURY	SUNBURY AIRPORT					√										√											
SUNBURY	SUNBURY SEAPLANE BASE																										
TITUSVILLE	TITUSVILLE AIRPORT					√	√			√	√	√	√			√		√	√							√	
TOUGHKENAMON	NEW GARDEN FLYING FIELD				√	√	√	√	√	√		√	√			√		√	√								
TOWANDA	BRADFORD COUNTY AIRPORT			√	√	√	√	√		√	√	√	√			√			√				√				
TOWER CITY	BENDIGO AIRPORT						√																				
TUNKHANNOCK	SKY HAVEN AIRPORT					√	√	√	√	√		√	√			√		√					√			√	
UNIONVILLE	RIDGE SOARING GLIDERPORT					√		√		√		√															
WASHINGTON	WASHINGTON COUNTY AIRPORT			√	√	√	√	√	√	√	√	√	√	√		√		√	√			√					√
WAYNESBURG	GREENE COUNTY AIRPORT					√	√	√		√		√	√			√	√	√	√								
WELLSBORO	WELLSBORO-JOHNSTON AIRPORT				√	√	√				√	√				√											
WELLSVILLE	KAMPEL AIRPORT							√			√	√				√						√					
WEST CHESTER	BRANDYWINE AIRPORT			√	√	√	√	√	√	√	√	√	√	√				√	√	√		√					√

APPENDIX

Airport Aviation Services (Continued)

Associated City	Airport	Air Carrier	Commuter	Air Charter	Air Taxi	Hangar Rental	Tiedowns	Aircraft Rental	Aircraft Sales	Flight Inst	Jet Fuel	AvGas	Aircraft Repair	Avionics Sales	US Customs	Public Telephone	Restaurant	Vending	Car Rental	FAA Test Center	Industrial Park	Loaner Car	FTZ	Deicing	KOZ	Skydiving	APU
WILKES-BARRE	WILKES-BARRE/WYOMING VALLEY AIRPORT				√	√	√	√		√	√	√	√			√		√		√		√					
WILLIAMSBURG	COVE VALLEY AIRPORT					√	√			√			√			√											
YORK	YORK AIRPORT				√	√	√	√		√	√	√	√			√	√	√	√	√		√					√
ZELIENOPLE	ZELIENOPLE MUNICIPAL AIRPORT			√	√	√	√	√		√	√	√	√			√	√		√			√					√
New Facilities since 2002 SASP																											
CRESCO	ROCKY HILL ULTRALIGHT FLIGHT PARK																										
DOVER	LAZY B. RANCH AIRPORT						√									√											
HONEY GROVE	STOTTLE MEMORIALHELIPORT															√											
MONTROSE	HUSKY HAVEN AIRPORT				√	√				√																	
PITTSBURGH	ROCK AIRPORT OF PITTSBURGH						√	√		√		√	√					√	√			√				√	
WATERFORD	THERMAL G GLIDER PORT																										

224

APPENDIX Key: √ = Service Available

Table B-12: Airport/Aviation Activities

Associated City	Airport	Recreational Flying	Ag Spraying	Corp Business Activity	Aerial inspections	JIT Shipping	Gateway for Resort Visitors	Community Events	Police Law Enforcement	Prisoner Transport	Community Facilities	Career Training Education	CAP	Environmental Patrol	Through the Fence Operations	Medical Shipments Patients	Emergency Medical Evacuations	Aerial Photo Survey	Forest Fire Fighting	Real Estate Tours	Banner Towing	Air Shows	Traffic News	Fly ins
Commercial Service Airports																								
ALLENTOWN	LEHIGH VALLEY INTERNATIONAL AIRPORT	√		√		√	√		√	√		√				√	√	√	√	√			√	
ALTOONA	ALTOONA-BLAIR COUNTY AIRPORT	√	√	√	√	√	√	√	√	√	√	√	√			√	√	√	√			√		√
BRADFORD	BRADFORD REGIONAL AIRPORT	√	√	√	√	√	√	√	√	√	√	√				√	√	√						√
DUBOIS	DUBOIS REGIONAL AIRPORT	√		√	√	√	√	√	√	√	√			√		√	√	√	√					
ERIE	ERIE INTERNATIONAL AIRPORT TOM RIDGE FIELD	√		√		√	√	√	√	√	√			√		√		√				√		√
FRANKLIN	VENANGO REGIONAL AIRPORT	√		√	√		√	√	√		√			√		√	√	√		√				√
HARRISBURG	HARRISBURG INTERNATIONAL AIRPORT	√		√		√	√		√	√						√	√							
JOHNSTOWN	JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY AIRPORT	√	√	√	√		√	√		√	√	√	√	√		√	√	√	√					
LANCASTER	LANCASTER AIRPORT	√		√	√	√	√	√	√			√	√			√	√	√		√		√		√
LATROBE	ARNOLD PALMER REGIONAL AIRPORT			√	√		√	√	√		√	√		√		√	√	√		√		√	√	√
PHILADELPHIA	PHILADELPHIA INTERNATIONAL AIRPORT			√	√	√	√								√	√	√	√						
PITTSBURGH	PITTSBURGH INTERNATIONAL AIRPORT			√	√	√	√			√	√		√			√	√	√				√		
STATE COLLEGE	UNIVERSITY PARK AIRPORT	√	√	√		√	√	√	√	√			√			√	√	√						
WILKES-BARRE/SCRANTON	WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	√		√	√	√	√					√				√	√							
WILLIAMSPORT	WILLIAMSPORT REGIONAL AIRPORT		√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√		√	√	
GA Airports																								
ALLENTOWN	QUEEN CITY MUNICIPAL AIRPORT	√	√	√	√	√	√	√	√	√	√	√		√		√	√	√	√	√				
BALLY	BUTTER VALLEY GOLF PORT	√																						
BEAVER FALLS	BEAVER COUNTY AIRPORT	√	√	√	√				√		√	√	√			√	√	√						√

APPENDIX

Airport/Aviation Activities (Continued)

Associated City	Airport	Recreational Flying	Ag Spraying	Corp Business Activity	Aerial inspections	JIT Shipping	Gateway for Resort Visitors	Community Events	Police Law Enforcement	Prisoner Transport	Community Facilities	Career Training Education	CAP	Environmental Patrol	Through the Fence Operations	Medical Shipments Patients	Emergency Medical Evacuations	Aerial Photo Survey	Forest Fire Fighting	Real Estate Tours	Banner Towing	Air Shows	Traffic News	Fly ins
BEDFORD	BEDFORD COUNTY AIRPORT	√	√	√	√	√	√	√	√	√	√	√	√	√		√	√	√	√	√				√
BELLEFONTE	BELLEFONTE AIRPORT	√	√	√	√		√									√				√			√	√
BENSALEM	TOTAL RF HELIPORT			√														√						
BETHEL	GRIMES AIRPORT	√																						√
BLOOMSBURG	BLOOMSBURG MUNICIPAL AIRPORT		√	√	√		√									√			√					√
BROGUE	BAUBLITZ COMMERCIAL AIRPORT	√	√	√																				√
BUTLER	BUTLER COUNTY AIRPORT	√		√			√	√	√				√		√	√	√							
BUTLER	BUTLER FARM SHOW AIRPORT	√														√								
CANADENSIS	FLYING DOLLAR AIRPORT	√		√			√																	
CARLISLE	CARLISLE AIRPORT	√	√	√	√	√	√	√	√	√	√			√				√	√		√			
CENTRE HALL	CENTRE AIRPARK	√						√			√													
CENTRE HALL	PENNS CAVE AIRPORT						√																	
CHAMBERSBURG	FRANKLIN COUNTY REGIONAL AIRPORT	√	√	√	√		√	√	√	√	√								√					
CLARION	CLARION COUNTY AIRPORT	√	√	√	√	√	√	√	√	√	√	√	√	√		√	√	√	√	√		√	√	√
CLEARFIELD	CLEARFIELD-LAWRENCE AIRPORT	√	√	√	√		√	√	√	√		√		√		√	√	√	√					√
COATESVILLE	CHESTER COUNTY/G.O. CARLSON AIRPORT	√		√	√			√	√	√			√			√	√	√	√					
COLLEGEVILLE	PERKIOMEN VALLEY AIRPORT	√		√				√							√		√	√				√	√	
COLUMBIA	MCGINNESS FIELD	√																						

APPENDIX

Airport/Aviation Activities (Continued)

Associated City	Airport	Recreational Flying	Ag Spraying	Corp Business Activity	Aerial inspections	JIT Shipping	Gateway for Resort Visitors	Community Events	Police Law Enforcement	Prisoner Transport	Community Facilities	Career Training Education	CAP	Environmental Patrol	Through the Fence Operations	Medical Shipments Patients	Emergency Medical Evacuations	Aerial Photo Survey	Forest Fire Fighting	Real Estate Tours	Banner Towing	Air Shows	Traffic News	Fly ins
CONNELLSVILLE	JOSEPH A HARDY CONNELLSVILLE AIRPORT	√	√	√	√		√	√	√	√	√			√		√	√	√		√				
CORRY	CORRY-LAWRENCE AIRPORT	√		√	√	√	√	√	√			√	√			√	√	√						√
DANVILLE	DANVILLE AIRPORT	√	√	√	√		√	√	√		√					√	√	√		√				√
DOYLESTOWN	DOYLESTOWN AIRPORT	√		√			√	√	√	√			√					√						
EAST STROUDSBURG	STROUDSBURG-POCONO AIRPORT	√		√				√		√				√			√		√	√				
EASTON	BRADEN AIRPARK	√	√	√	√	√	√	√	√	√	√	√		√		√	√	√		√				√
EBENSBURG	EBENSBURG AIRPORT	√		√	√		√	√	√		√	√				√	√	√						√
EIGHTY FOUR	BANDEL AIRPORT	√																						
ERWINNA	VAN SANT AIRPORT	√																						
ESSINGTON	PHILADELPHIA SEAPLANE BASE	√																						
FACTORYVILLE	SEAMANS AIRPORT	√		√	√	√	√	√				√			√			√		√				√
FAIRFIELD	MID-ATLANTIC SOARING CENTER	√													√		√							√
FINLEYVILLE	FINLEYVILLE AIRPARK	√														√								√
FREDERICKSBURG	FARMERS PRIDE AIRPORT	√		√													√							
FREEPORT	MCVILLE AIRPORT	√																						√
GERMANSVILLE	FLYING M. AERODROME	√																						
GETTYSBURG	GETTYSBURG REGIONAL AIRPORT	√	√	√			√																	
GETTYSBURG	SOUTHERN ADAMS COUNTY HELIPORT			√																				
GREENVILLE	GREENVILLE MUNICIPAL AIRPORT	√						√	√		√							√						√

APPENDIX

Airport/Aviation Activities (Continued)

Associated City	Airport	Recreational Flying	Ag Spraying	Corp Business Activity	Aerial inspections	JIT Shipping	Gateway for Resort Visitors	Community Events	Police Law Enforcement	Prisoner Transport	Community Facilities	Career Training Education	CAP	Environmental Patrol	Through the Fence Operations	Medical Shipments Patients	Emergency Medical Evacuations	Aerial Photo Survey	Forest Fire Fighting	Real Estate Tours	Banner Towing	Air Shows	Traffic News	Fly ins
GROVE CITY	GROVE CITY REGIONAL AIRPORT	√		√	√	√	√	√	√	√	√					√	√	√						√
HANOVER	HANOVER AIRPORT	√																						
HARRISBURG	CAPITAL CITY AIRPORT	√	√	√	√	√	√	√	√	√		√	√	√		√	√							
HAZLETON	HAZLETON MUNICIPAL AIRPORT	√		√	√	√	√	√	√		√		√			√	√		√					√
HONESDALE	CHERRY RIDGE AIRPORT	√		√	√		√	√	√						√	√	√	√		√				√
HORSHAM	HORSHAM VALLEY AIRWAYS HELIPORT			√																				
INDIANA	INDIANA CO./JIMMY STEWART AIRPORT	√	√	√	√	√	√	√	√	√		√	√	√		√	√	√	√	√				√
IRWIN	INTER COUNTY AIRPORT	√																						
JEANNETTE	GREENSBURG-JEANNETTE REGIONAL AIRPORT	√		√									√				√						√	
JERSEY SHORE	JERSEY SHORE AIRPORT	√																						
KRALLTOWN	BERMUDIAN VALLEY AIRPARK	√			√						√										√`			
LEBANON	KELLER BROS. AIRPORT	√		√																				
LEHIGHTON	BELTZVILLE AIRPORT	√																						
LEHIGHTON	JAKE ARNER MEMORIAL AIRPORT	√	√	√	√		√		√							√	√		√					
LOCK HAVEN	WILLIAM T. PIPER MEMORIAL AIRPORT	√	√	√	√	√	√	√	√	√	√			√	√	√	√	√	√	√		√		√
MARS	LAKEHILL AIRPORT	√																						
MEADVILLE	PORT MEADVILLE AIRPORT	√	√	√	√	√	√	√	√		√		√			√	√	√		√		√		√
MIFFLINTOWN	MIFFLINTOWN AIRPORT	√	√	√			√	√	√		√				√									

APPENDIX

Airport/Aviation Activities (Continued)

Associated City	Airport	Recreational Flying	Ag Spraying	Corp Business Activity	Aerial Inspections	JIT Shipping	Gateway for Resort Visitors	Community Events	Police Law Enforcement	Prisoner Transport	Community Facilities	Career Training Education	CAP	Environmental Patrol	Through the Fence Operations	Medical Shipments Patients	Emergency Medical Evacuations	Aerial Photo Survey	Forest Fire Fighting	Real Estate Tours	Banner Towing	Air Shows	Traffic News	Fly ins
MONONGAHELA	ROSTRAVER AIRPORT	√		√	√		√	√	√		√		√			√	√	√		√	√		√	√
MONROEVILLE	PITTSBURGH-MONROEVILLE AIRPORT	√						√					√											
MORGANTOWN	MORGANTOWN AIRPORT	√		√																				
MOUNT JOY/MARIETTA	DONEGAL SPRINGS AIRPARK	√		√			√	√																√
MOUNT PLEASANT	MOUNT PLEASANT/SCOTTDALE AIRPORT	√																√						√
MOUNT PLEASANT	W.P.H.S. HELIPORT																							
MOUNT POCONO	POCONO MOUNTAINS MUNICIPAL AIRPORT	√		√	√		√	√	√		√	√	√	√		√	√	√	√		√			√
MYERSTOWN	DECK AIRPORT	√	√	√	√		√	√	√			√					√							√
NEW CASTLE	NEW CASTLE MUNICIPAL AIRPORT	√		√	√		√	√	√	√	√	√	√			√	√	√		√			√	√
NEWRY	BLUE KNOB VALLEY AIRPORT	√																						
PALMYRA	REIGLE FIELD	√	√	√			√	√	√									√						
PERKASIE	PENNRIDGE AIRPORT	√		√	√			√	√	√	√					√	√	√						√
PHILADELPHIA	NORTHEAST PHILADELPHIA AIRPORT	√		√	√	√	√	√	√	√		√	√	√		√	√	√		√			√	
PHILADELPHIA	WINGS FIELD	√		√				√	√		√					√	√						√	√
PHILADELPHIA	PENNS LANDING-PIER 36 HELIPORT			√	√	√			√							√	√						√	
PHILIPSBURG	ALBERT AIRPORT	√																						
PHILIPSBURG	MID-STATE AIRPORT	√		√			√	√					√							√				
PITTSBURGH	ALLEGHENY COUNTY AIRPORT	√		√	√	√	√	√	√	√	√	√	√	√		√	√	√		√	√	√	√	√

APPENDIX

Airport/Aviation Activities (Continued)

Associated City	Airport	Recreational Flying	Ag Spraying	Corp Business Activity	Aerial inspections	JIT Shipping	Gateway for Resort Visitors	Community Events	Police Law Enforcement	Prisoner Transport	Community Facilities	Career Training Education	CAP	Environmental Patrol	Through the Fence Operations	Medical Shipments Patients	Emergency Medical Evacuations	Aerial Photo Survey	Forest Fire Fighting	Real Estate Tours	Banner Towing	Air Shows	Traffic News	Fly ins
PITTSFIELD	BROKENSTRAW AIRPORT	√			√									√										√
POTTSTOWN	HERITAGE FIELD AIRPORT	√		√		√	√	√	√	√	√				√	√	√	√						√
POTTSTOWN	POTTSTOWN MUNICIPAL AIRPORT	√		√				√			√							√						
POTTSVILLE	SCHUYLKILL CO./JOE ZERBEY AIRPORT	√	√	√	√	√	√	√	√	√	√	√		√		√	√	√	√	√		√		√
PUNXSUTAWNEY	PUNXSUTAWNEY MUNICIPAL AIRPORT	√	√	√	√	√	√	√	√		√	√			√	√	√	√						√
QUAKERTOWN	QUAKERTOWN AIRPORT	√		√				√			√		√					√		√				√
READING	READING REGIONAL/CARL A SPAATZ FIELD	√	√	√	√	√	√	√	√	√	√	√	√			√	√	√	√	√	√	√	√	√
REEDSVILLE	MIFFLIN COUNTY AIRPORT	√	√	√				√			√					√	√	√						√
SELINSGROVE	PENN VALLEY AIRPORT	√	√	√	√	√	√	√	√	√	√	√	√	√		√	√	√		√		√	√	√
SHAMOKIN	NORTHUMBERLAND COUNTY AIRPORT	√	√	√	√	√	√									√			√					√
SHIPPENSBURG	SHIPPENSBURG AIRPORT	√																						
SLATINGTON	SLATINGTON AIRPORT	√		√			√		√									√						
SMOKETOWN	SMOKETOWN AIRPORT	√		√	√	√	√	√	√		√	√			√			√			√	√		√
SOMERSET	SOMERSET COUNTY AIRPORT	√	√	√	√	√		√	√	√	√		√	√	√	√	√	√	√				√	√
ST. MARYS	ST. MARYS MUNICIPAL AIRPORT	√	√	√	√	√	√	√	√	√	√	√		√		√	√	√	√	√	√			√
STERLING	SPRING HILL AIRPORT	√		√			√	√	√		√													
STEWARTSTOWN	SHOESTRING AVIATION AIRFIELD	√																						
SUNBURY	SUNBURY AIRPORT	√																						
SUNBURY	SUNBURY SEAPLANE BASE	√																						

APPENDIX

Airport/Aviation Activities (Continued)

Associated City	Airport	Recreational Flying	Ag Spraying	Corp Business Activity	Aerial inspections	JIT Shipping	Gateway for Resort Visitors	Community Events	Police Law Enforcement	Prisoner Transport	Community Facilities	Career Training Education	CAP	Environmental Patrol	Through the Fence Operations	Medical Shipments Patients	Emergency Medical Evacuations	Aerial Photo Survey	Forest Fire Fighting	Real Estate Tours	Banner Towing	Air Shows	Traffic News	Fly ins
TITUSVILLE	TITUSVILLE AIRPORT			√			√	√	√							√	√	√						√
TOUGHKENAMON	NEW GARDEN FLYING FIELD	√		√	√		√	√	√		√	√				√		√				√	√	√
TOWANDA	BRADFORD COUNTY AIRPORT	√	√	√	√	√	√	√	√	√	√			√		√	√	√			√	√		√
TOWER CITY	BENDIGO AIRPORT	√	√	√			√											√						√
TUNKHANNOCK	SKY HAVEN AIRPORT	√	√	√			√	√	√		√	√				√	√	√			√			√
UNIONVILLE	RIDGE SOARING GLIDERPORT	√																						
WASHINGTON	WASHINGTON COUNTY AIRPORT	√	√	√	√			√	√				√		√	√	√	√						√
WAYNESBURG	GREENE COUNTY AIRPORT	√		√					√	√	√											√		√
WELLSBORO	WELLSBORO-JOHNSTON AIRPORT	√		√																		√		√
WELLSVILLE	KAMPEL AIRPORT	√													√									
WEST CHESTER	BRANDYWINE AIRPORT	√		√	√		√	√	√								√	√		√		√	√	√
WILKES-BARRE	WILKES-BARRE/WYOMING VALLEY AIRPORT	√	√	√	√	√	√	√	√	√	√	√				√	√	√	√	√	√			√
WILLIAMSBURG	COVE VALLEY AIRPORT	√																						
YORK	YORK AIRPORT	√	√	√	√	√	√	√	√	√	√	√	√			√	√	√		√	√			√
ZELIENOPLE	ZELIENOPLE MUNICIPAL AIRPORT	√		√				√			√					√	√	√		√				√

APPENDIX

Airport/Aviation Activities (Continued)

Associated City	Airport	Recreational Flying	Ag Spraying	Corp Business Activity	Aerial inspections	JIT Shipping	Gateway for Resort Visitors	Community Events	Police Law Enforcement	Prisoner Transport	Community Facilities	Career Training Education	CAP	Environmental Patrol	Through the Fence Operations	Medical Shipments Patients	Emergency Medical Evacuations	Aerial Photo Survey	Forest Fire Fighting	Real Estate Tours	Banner Towing	Air Shows	Traffic News	Fly ins
New Facilities since 2002 SASP																								
CRESCO	ROCKY HILL ULTRALIGHT FLIGHT PARK	√																						
DOVER	LAZY B. RANCH AIRPORT	√													√		√							
HONEY GROVE	STOTTLE MEMORIALHELIPORT																							
MONTROSE	HUSKY HAVEN AIRPORT	√																						
PITTSBURGH	ROCK AIRPORT OF PITTSBURGH	√		√	√				√				√			√	√	√		√	√		√	
WATERFORD	THERMAL G GLIDER PORT	√																						

Appendix C.   Aviation Issues

a. FAA's NextGen Program Impacts on Aircraft Owners both Airlines and General Aviation

FAA's NextGen Program Overview

The Next Generation Air Transportation System (NextGen) is the name given to the National Airspace System being developed for the United States. The NextGen program proposes to change the aging ground-based air traffic control system to a satellite-based system. NextGen consists of five major elements:

- Automatic Dependent Surveillance-Broadcast (ADS-B)
- System Wide Information Management (SWIM)
- Next Generation Data Communications
- Next Generation Network Enabled Weather (NNEW)
- NAS Voice Switch (NVS)

NextGen is expected to yield significant benefits, including less fuel consumption, lower emissions, and shorter delays, as shown below:
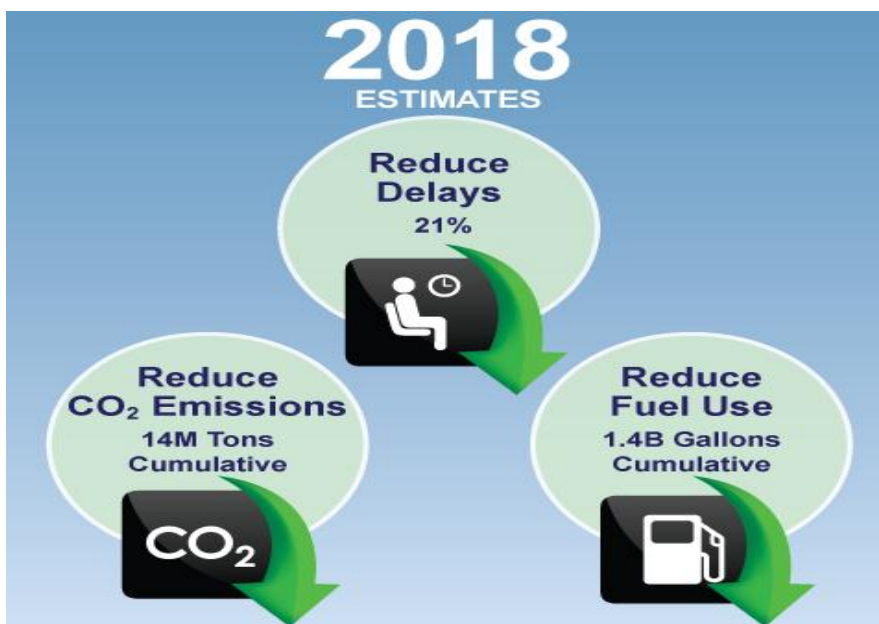
Challenges/Conclusions

Funding uncertainties, technical challenges, and delays have slowed the implementation of the complex systems comprising NextGen. In recent years, FAA's Airport Improvement Program long-term funding has not been stable, and, until 2011, many aspects of NextGen were delayed due to funding uncertainty. FAA is now reporting improvements in these areas and by 2020 the main portions of NextGen are to be fully operational.

One of the biggest challenges for FAA and NextGen is aircraft equipage. Airlines do not want to spend millions of dollars on NextGen avionics for their airline fleets without knowing FAA will actually deliver as promised. FAA has increased the pressure by making 2018 the deadline for aircraft to be properly equipped to use NextGen procedures at the large hub airports.

Regarding general aviation aircraft, the cost of new NextGen avionics is prohibitive for owners of older aircraft like Cessna and Beechcraft. Few manufacturers are producing the current FAA-approved NextGen avionics. Unequipped aircraft will likely be prohibited from flying into certain airspace categories.

b. **Airline Consolidation**

Recent Airline Consolidations

The airline industry has changed dramatically over the last few years, due in part to airline mergers and consolidations. Since 2008, the U.S. has lost two of its six legacy carriers due to consolidation. Northwest Airlines was dissolved in 2010 following its merger with Delta Air Lines. The United Airlines and Continental Airlines acquisition was completed in 2010 and Continental was dissolved in 2012. In February 2013, the merger between American Airlines and US Airways was announced, leading to the dissolution of another legacy carrier. In addition to these legacy carrier consolidations, low-cost carrier Southwest Airlines announced the acquisition of AirTran Airways. The integration of these two carriers is expected to be completed by the end of 2014.

In the last decade airlines have had to fundamentally change the way they do business due to a struggling economy, declining air traffic, and rising fuel costs. One strategy air carriers have used to help return to profitability is mergers with complementary airlines. These airline consolidations, combined with deep capacity cuts and layoffs, present a cost saving mechanism for carriers. However, having fewer airlines means less competition and the likelihood of rising airfares.

Unfortunately, airports across the country have experienced significant cuts in service as a result of consolidations. Since the 2008 consolidation with Northwest, the Delta hub in Cincinnati has been dismantled and the Memphis hub has begun to be dismantled. St. Louis was once a major hub for TWA, but activity there dissipated when the airline was purchased by American in 2001. Although US Airways began dismantling the hub at Pittsburgh prior to its 2005 merger with America West, the consolidation of these two carriers led to further cuts. The loss of hub airports has had dramatic impacts on regional economies, including a large job loss and the loss of direct access to the global transportation network for the entire region.

US Airways-American Airlines Merger

The US Airways-American (US/AA) merger has the potential to impact airports in Pennsylvania. The new combined carrier will discard the US Airways name and be known as American Airlines. Its headquarters would be in Fort Worth, Texas, American's current corporate hub. US Airways executives would move from their base in Tempe, Arizona to Fort Worth. American serves 130 cities not served by US Airways, including 48 in the U.S. US Airways serves 62 cities not served by American, 48 of which are in the U.S.

APPENDIX

The $11 billion US/AA merger results in the nation's top four airlines—including Delta, United, and Southwest —controlling roughly 80 percent of the domestic airline market. Critics say this dominance could lead to higher fares, lower quality service for consumers, and further evaluation of less profitable routes. Job losses are also a major concern.

The airline, on the other hand, state that American Airlines would enhance competition and actually open up new networks and routes on a stronger, more profitable carrier. The CEOs of American and US Airways have reassured a U.S. Senate panel that their merger would not lead to fewer flights or lost jobs. US Airways CEO Doug Parker says the combined airline will keep all eight hubs, but the results of past mergers suggest that is unlikely in the long run. Experts believe American's hubs in Chicago, Dallas/Fort Worth, New York, Los Angeles and Miami are likely to emerge as winners, if only because those markets can support a large amount of traffic on their own (origin and destination passengers or O&D). That leaves US Airways' facilities in Philadelphia (PHL), Phoenix, and Charlotte (CLT) most at risk. While PHL has significant O&D passengers, it lacks surplus airfield capacity. On the other hand, CLT has significant airfield capacity, but it lacks significant O&D passengers.

Airline analysts note that all airlines, including American and US Airways, have cut excess capacity since 2008. US airlines flew with 80% load factors in 2012, which points to the fact that there is little additional capacity out there to be cut. Analysts point to limited overlap in existing route structures for US/AA and the merger should contribute to improving consumer choices, instead of eliminating routes. Some overlaps will inevitably be cut, but it does not appear large scale cuts in capacity will be part of the US/AA merger. Although some issues with labor are bound to occur, unions on both sides endorsed the merger and they look forward to working for a stronger, financially viable employer.

Potential Future Impacts on Pennsylvania Airports

The recent announcement of the US/AA merger has many airports in Pennsylvania on alert. The Commonwealth has suffered tremendous changes in service in the last decade. In 2000, US Airways operated major hubs at both Pittsburgh and Philadelphia, in addition to serving the other 14 commercial service airports in Pennsylvania as spokes to its hub and spoke system. However, due to tough economic conditions, the September 11th attacks, system inefficiencies, and high operating costs at the airport, US Airways entered bankruptcy and began reducing operations at Pittsburgh International Airport in 2002. As US Airways emerged from bankruptcy and merged with America West in 2005, airports in Pennsylvania were deeply impacted by associated service cuts. US Airways discontinued service in the Commonwealth between its

regional "spoke" airports and Pittsburgh International. Pittsburgh International, which once served more than 20 million passengers annually, saw only 8 million passengers in 2012. The loss of jobs and economic impact to Pennsylvania related to the service cutbacks by US Airways has been deep over the last decade. According to *The Economic Impact of Aviation in Pennsylvania,* total employment supported by Pittsburgh International Airport dropped from 79,000 jobs in 2000 to 67,200 jobs in 2010.

The table below presents the existing service provided by US Airways and American in Pennsylvania. US Airways provides nonstop service at eight airports in the Commonwealth, while American currently serves only three airports. There are limited overlapping routes by US Airways and American. US Airways does provide competing service to the four nonstop destinations served by American at Philadelphia. In addition, both carriers serve the New York City market from Pittsburgh, albeit to different airports.

Existing US and AA Nonstop Routes at PA Airports (June 2013)

Airport Name	US	US Nonstop Destinations	AA	AA Nonstop Destinations
Philadelphia International	X	122 nonstop destinations	X	Chicago-O'Hare, Dallas/Ft. Worth, Miami, London-Heathrow
Pittsburgh International	X	Philadelphia, Charlotte, Boston, LaGuardia, Hartford, Phoenix, Raleigh-Durham, St. Louis, Washington-National	X	New York-JFK, Chicago-O'Hare, Dallas/Ft. Worth, Miami
Erie International	X	Philadelphia		
University Park	X	Philadelphia		
Wilkes-Barre/Scranton Intl.	X	Philadelphia, Charlotte		
Williamsport Regional	X	Philadelphia		
Harrisburg International	X	Philadelphia, Charlotte, Boston	X	Chicago-O'Hare
Lehigh Valley International	X	Philadelphia, Charlotte		

Key: AA=American Airlines, US=US Airways.

There are concerns regarding the impact the US/AA merger may have on airports in the Commonwealth. Reduced lease space and job cuts will likely be certain at the three airports currently served by both airlines (Philadelphia, Pittsburgh, and Harrisburg). Service overlaps by AA and US on some routes, like Pittsburgh and Philadelphia to New York or Philadelphia to Dallas/Ft. Worth, may also see capacity reduced.

In Pittsburgh, US Airways employs 1,800 people locally, including workers at the maintenance base at Pittsburgh International Airport in Findlay Township and flight and

crew dispatchers at US Airways' flight operations control center in Moon Township. The $25 million state-of-the-art control center, which opened in 2008, coordinates US Airways' more than 3,000 flights a day system-wide, along with the crews who staff them. The combined US/AA would have two maintenance and control centers. Obvious concerns would be that the merger would lead to closure of area facilities, which would have a devastating impact to the Pittsburgh region.

In terms of opportunities for airports in the Commonwealth, the US/AA merger could open access to American's hubs at Dallas/Ft. Worth and Chicago-O'Hare. Several Pennsylvania commercial service airports are hopeful they may benefit from the greater options and flexibility the merger could provide. In January 2013, US Airways signed a two-year lease extension at the Philadelphia International Airport that also pledged $734 million in improvements, including lengthening a runway to handle long-haul aircraft. This commitment by US Airways appears to solidify its commitment to continue to grow at Philadelphia International. However, it should be noted that the merger introduces uncertainties to the long term commitment of a consolidated carrier at any of the airports it currently serves, including Philadelphia International. Certainly cautious optimism is warranted that the merger will allow some of American's international flights that currently leave from New York to now depart from Philadelphia.

Historically, mergers have been an opportunity for low-cost carriers like Southwest to enter markets impacted by service cutbacks and help to provide pricing parity. However, Southwest already provides service to eastern Pennsylvania in Philadelphia and to western Pennsylvania in Pittsburgh. Southwest is also accessible to many northwestern Pennsylvania air travelers out of Cleveland. Without route or cost savings, this low-cost carrier is not likely to enter new markets. There may be some opportunities for different carriers such as JetBlue or Spirit Airlines to provide new service in Pennsylvania, but the opportunities will be tied to clear profitability. The airline operating environment has changed in the last decade, with fewer carriers taking the risk of entering new markets.

Other State Responses Related to Airline Consolidations

Local communities and states throughout the U.S. have been concerned about the impact of airline consolidations on the economy and to their constituents. State actions include:

- State of Ohio and United Continental Holdings

    o When Cleveland leaders and state officials learned about the United merger with Continental Airlines, the Ohio Attorney General signed an

agreement with United to keep its hub in Cleveland until 2015, fearing United might pull out.

- o In addition, after merging with Continental Airlines in 2010, United Continental Holdings Inc. signed an agreement to keep 90 percent of its existing flights at Cleveland Hopkins International Airport.

- o As the smallest hub in the United system, Cleveland will need to be a profitable investment for the airline for the hub operations to continue past the agreement date.

- State of Minnesota, Metropolitan Airports Commission (MAC) and Delta Airlines

- o In 2009, the State of Minnesota and MAC developed an agreement to protect jobs and keep air service in the state. The agreement included a renegotiated bond repayment for Delta based on bonds that were issued by MAC in 1992 to Northwest Airlines, which required the airline to maintain headquarters in Minneapolis.

- o Delta agreed to keep at least 400 daily flights at Minneapolis-St. Paul International (MSP), shorten its bond repayment period from 2022 to 2016, and keep 10,000 jobs in the area.

- o Delta repaid the entire bond in 2011, but is still required to keep 360 daily flights as part of lease agreement with MSP. Delta appears committed to the MSP hub, as it moved all of Pinnacle (a Delta subsidiary) operations from Memphis to Minneapolis in 2013.

c. **Marcellus/Utica Shale Impacts on Aviation Activity and Airport Land Use**

Overview

Marcellus shale is a formation of marine sedimentary rock named for a distinctive outcrop near the village of Marcellus, New York. This shale formation contains largely untapped natural gas reserves and its proximity to the U.S. East Coast makes it a very attractive target for energy development. Shale gas has been produced for years from shale with natural fractures; the shale gas boom in recent years has been due to modern technology in hydraulic fracturing, also known as fracking, to create extensive artificial fractures around well bores. Horizontal drilling is often used with shale gas wells, with lateral lengths up to 10,000 feet within the shale, to create maximum borehole surface area in contact with the shale. The Marcelllus shale formation is found in all or parts of 59 of Pennsylvania's 67 counties. Counties without the formation are found in the southeastern corner of the state.

The Utica shale formation takes its name from the city of Utica, New York, and is composed of calcareous organic rich shale. This formation has recently become the target of gas and oil exploration in eastern Ohio and Pennsylvania where it is around 8,000 feet deep.

Marcellus and Utica shale present several opportunities for airports in the region. Many airports in Pennsylvania are located over shale formations and have the ability to lease land to gas companies, thus producing a new source of non-aviation revenue for the airport. On average the exploration and drilling companies look for 5 to 25 acres of land available for drilling on or near an airport.
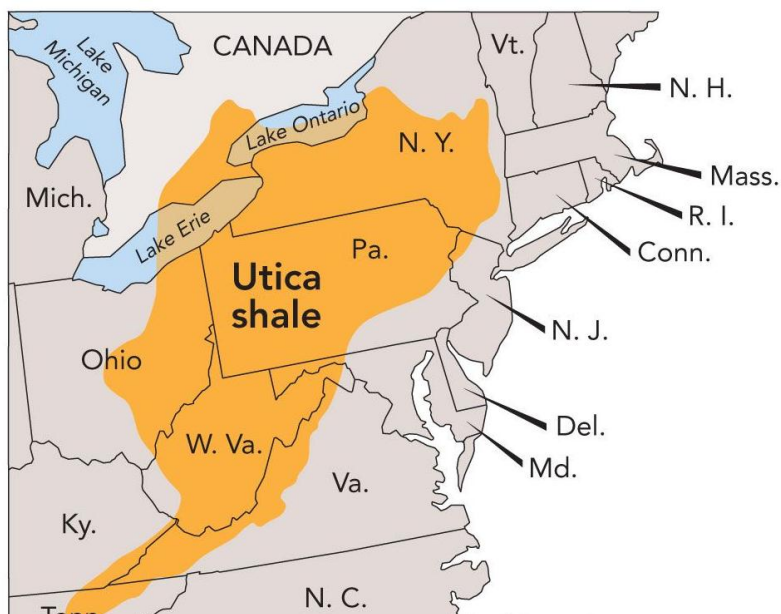
Pittsburgh International Airport (PIT) has recently signed a lease for drilling on airport property that could produce more than $40 million in additional revenue over 20 years. Bradford Regional Airport has been the site of shallow well drilling and currently has 32 oil and gas wells in production.

DuBois Regional Airport has been attractive to many different drilling companies. Cactus Wellhead built a facility near the airport and now employs nearly 40 workers. Indiana

County Airport had two permits issued for XTO Energy Inc. to drill shale on the airport site.

In addition, many of these companies have their own aircraft which they use to fly personnel to Pennsylvania airports on a weekly basis. These aircraft owners purchase fuel and store their aircraft, giving airports in Pennsylvania even more options for increasing revenue.

Conclusions

With the largest natural gas reserve in the United States underneath Pennsylvania, many Pennsylvania airports are exploring the financial opportunities associated with natural gas production. As mentioned above, seven airports already allow drilling on their properties and there are 38 additional Pennsylvania airports that are located above layers of shale.

While activity at airports increases while wells and associated facilities are constructed, the long-term effect of hydrofracturing on airport activity is minimal. After wells are constructed, related activity diminishes as wells are only maintained on a periodic basis by few maintenance personnel. Thus, constructing airport facilities to accommodate this short-lived demand may not be warranted if funding is limited.

d. **Airport Ground Accessibility**

Overview

As early as the 1970s, access to airports has been topic of concern not only for airports but also the U.S. Department of Transportation (USDOT) and its agencies the Federal Aviation Administration (FAA) and the Federal Highway Administration (FHWA). Highway connections from an airport to surrounding communities are important not only from a connectivity standpoint but also an economic impact standpoint. The importance of ground accessibility to airports is upheld in Title 49 of the US Code (49 USC 47101-5a), which supports efforts to promote airport-surface accessibility.

The FAA's National Plan of Integrated Airport Systems (NPIAS) has nine guiding principles for the national airport system. One of these principles is that "the airport system should be extensive, providing as many people as possible with convenient access to air transportation, typically by having most of the population within 20 miles of a NPIAS airport."

What Other States Are Doing

While many state and regional planning agencies do not look specifically at economic centers as part of their system evaluation, most do include 30-minute drive time analysis in the development of their system role categories process/evaluation, as shown in the figure below:

Drive Time Analysis in Other States

Study	Background	Details
2006 Arkansas SASP	The 2006 AR SASP analyzed 91 public-use airports, nine of which are commercial service. Airports are classified into the following groups: Level 5, Level 4, Level 3, Level 2, and Level 1. Note: Level 5 is the most demanding type of airport and includes both commercial service and general aviation airports.	Level 5 and Level 4 airports used 45-minute drive times for analysis. Drive times associated with commercial service airports include 30, 60, and 90 minutes: • 30-minute drive times were used for single-carrier Essential Air Service (EAS) commercial service airports. • 60-minute drive times were used for single-carrier non-EAS commercial service airports. 90-minute drive times were used for commercial service airports with multiple carriers.
2004 and 2010 Iowa SASP	The Iowa Aviation System Plan (IASP) was initially developed in 2004 and then updated in 2010. There are 109 public-use airports in the state, including eight commercial service airports. The 2004 IASP set the stage for evaluating ground access for population and economic centers. Similar to other states, 30-minute drive times were developed for basic analysis related to all general aviation airports.	The study determined that commercial service and enhanced service airports play a more significant role in the system due to higher levels of facilities and services, as well as being located near major business centers. The studies determined that it is equally important to look at employment growth to ensure future employment is within 30 minutes of either a commercial service or enhanced service airport.

Drive Time Analysis in Other States (Continued)

Study	Background	Details
2008 Kansas SASP	The Kansas Airport System Plan (KASP) includes 142 public-use airports, including eight commercial service airports. One of its cornerstone goals is to "provide a network of airports that is accessible by the air and the ground."	As such, the study evaluated the accessibility to its airports to population centers with multiple drive times that include: • 90-minute drive times for commercial service airports with two or more airlines • 60-minute drive times for commercial service airports with one or more airlines • 45-minute drive times for regional airports • 30-minute drive times for all public-use airports

Previous Pennsylvania Statewide Airport System Plans (PA SASP)

The 2002 and 2007 PA SASPs are consistent with FAA guidelines and used 30-minute drive times for system analyses related to coverage. The 2002 PA SASP benchmarks related to accessibility also recognized that airports with scheduled commercial service have longer drive times due to their users being more willing to drive farther to access commercial service. Thus, scheduled service airports in the 2007 PA SASP used 60-minute drive times to analyze the coverage of major population centers. Finally, coverage by commercial service and advanced airports related to major business centers was evaluated. GIS analysis identified those municipalities that had employment forces greater than 6,500 and developed 30-minute drive times to identify the percent of coverage by both commercial service and advanced airports.

Expected Future Impact on Pennsylvania Airports and Possible Actions by BOA to Address Issue

Drive time analyses are often refined based on how far users of the system are willing to drive in order to access an airport, whether commercial service or general aviation. As mentioned previously, commercial service airports were often assigned a 60-minute

drive time. Today, users may be willing to drive 90 to 120 minutes to a commercial airport that offers desirable flight options such as lower prices, a more convenient flight schedule, and more nonstop destinations. System plans now reflect this trend. Users of general aviation airports are often willing to drive up to 45 minutes to access airports with more sophisticated facilities and services.

BOA could consider the following actions to evaluate the accessibility of its airports from Pennsylvania's population and economic centers:

- Analysis related to commercial service airports could be modified to evaluate drive times to distinguish between airports that have a single carrier and airports that support multiple air carriers. It should be noted that several states use 120-minute drive times for commercial service airports that are served by Southwest Airlines, because many passengers are willing to make the drive to save on airline fares. The greater drive time could be applied for Pittsburgh International and Philadelphia International airports.

- For general aviation advanced airports, 45-minute drive times could be considered to reflect the users who are willing to drive a little farther to more sophisticated facilities and services.

- BOA could also consider including additional analysis that incorporates other economic data. For example, the total number of businesses, those businesses with the propensity to use aviation within a 30-minute drive time, or employment growth rates could be analyzed to ensure that these economic generator centers are within close proximity of either a commercial service or advanced airport.

e. **Passenger Leakage to Out-of-State Airports**

Overview

Most airports in Pennsylvania are general aviation airports. The state has 15 commercial service airports, including one large hub in Philadelphia (PHL) and one medium hub in Pittsburgh (PIT). However, there are several large hubs located in bordering states that also attract Pennsylvania travelers, including the New York-area airports (JFK, LGA, EWR, and SWF) and the Washington-area airports (BWI, DCA, and IAD).

For the airline passenger, several factors may influence a decision to fly from an airport not located in Pennsylvania:

- lower airfares;
- direct service to desired destinations;
- more convenient schedules;
- easier access via car, rail, or public transportation;
- airport services such as convenient and cheap parking; and/or
- location vis-à-vis the traveler's home.

For general aviation flyers, out-of-state airports may have less expensive fees for using the airport and also may have lower fuel tax rates.

Aviation Taxes in Pennsylvania, Delaware, and New York

States	Non-Commercial General Aviation		
	Sales and Use Taxes	Jet Fuel Taxes	Aviation Gasoline Tax
Pennsylvania	6%	$0.018 per Gal	$0.041 per Gal
New York	4%	$0.065 per Gal	$0.065 per Gal
Delaware	0%	$0	$0.23
		Commercial	**General Aviation**
		Jet Fuel Taxes	Aviation Gasoline Tax
Pennsylvania		$0.018 per Gal	$0.041 per Gal
New York		$0.065 per Gal	$0.066 per Gal
Delaware		$0	$0.23
			Commercial Aviation
			Jet Fuel Taxes
Pennsylvania			$0.018 per Gal
New York			0%
Delaware			0%

In addition, Pennsylvania currently imposes personal property tax on aircraft, which motivates some aircraft owners to base their aircraft in other states.

Conclusion

Leakage does occur in Pennsylvania, but to capture those passengers and flyers going to nearby states, further study would be required to determine how many passengers are going elsewhere and why. Then a strategy could be put in place to help Pennsylvania airports capture more of the Commonwealth travelers.

f. **Best Practices for Improving Cost Estimating Accuracy, Project Scope Schedule Detail, and Project Delivery**

Overview

Infrastructure projects of all types, including airport projects, are developed following specific steps. An accurate cost estimate is one of the earliest project activities and is fundamental to project success.

The process for developing an accurate cost estimate is summarized below:

Cost Estimation Pathway
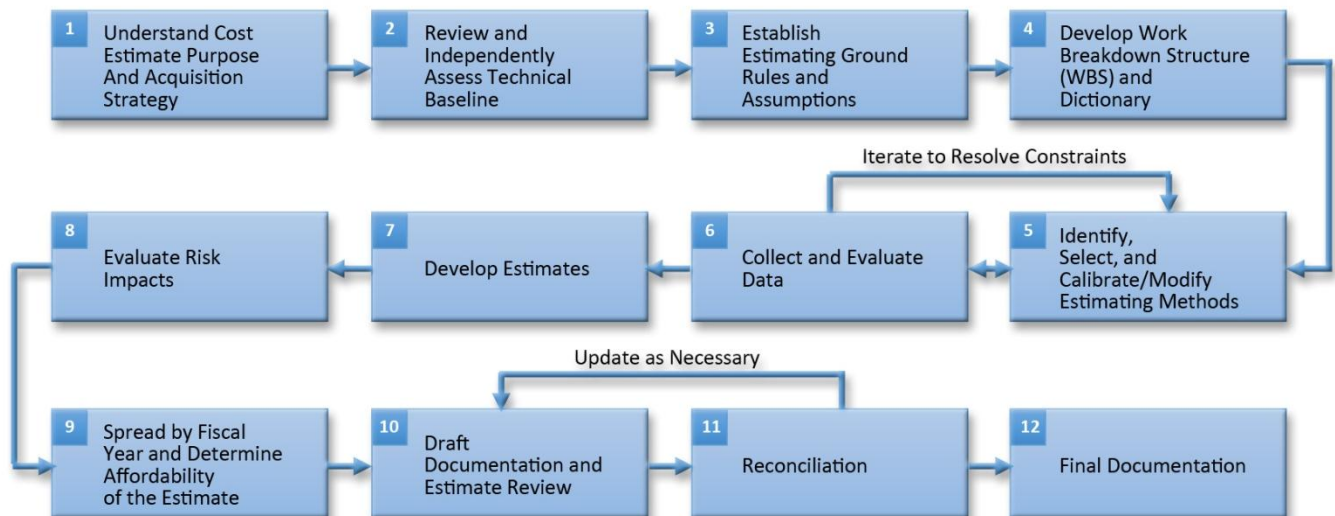
There are three best practices methods for cost estimation:

- Resource Costing: List the resources needed for the project and total the costs. Resources typically include equipment, material, services, and labor.
- Unit Costs: Small or simple projects can be estimated using a cost-per-unit that is applicable to the project.
- Empirical Methods/Historical Costs: If a similar project has been completed recently, all the required costing information is available from the project files. Historical data often gives the most accurate prediction of future costs, unless significant cost factors such as the cost of steel or concrete have changed dramatically.

Effective project management is essential for a successful project. Best practices include:

- Planning the work by utilizing a project definition document.

- Creating a planning horizon timeline.
- Defining project management procedures up front.
- Managing the work plan and monitoring the schedule and budget.
- Looking for warning signs that the project is not on schedule, budget, or within scope.
- Insuring that the sponsor approves scope-change requests prior to implementing significant changes.
- Identifying risks up front.
- Continuing to assess potential risk throughout the project.
- Resolving issues as quickly as possible.

Delays/Conclusion

There are many factors that can delay airports in being eligible to accept a federal or state grant. These include:

- Sponsor certifications are eligible for the grant.
- All or portion of the project cost is ineligible for consideration by the FAA.
- Failure of the airport to comply with FAA's General Conditions for Grant Acceptance, such as environmental findings.
- Local permits not secured in a timely fashion.
- Assurances not compliant with grant agreements.

These potential issues should be taken into consideration in the planning phase of an airport infrastructure project. Being aware of the type of grant request, its general conditions, and its requirements is fundamental. The project manager should establish a plan and make sure that this plan follows the best practices of project management mentioned previously to avoid any delay in the grant acceptance and delivery for any specific project.

Delays in delivery of a project can be attributed to the lack of good planning or to unplanned events throughout the project that the management team was unprepared for. Delays in project delivery can be avoided by a good pre-planning phase of the project that includes proper coordination with all associated jurisdictions and agencies. Project managers should be aware of potential risks throughout the life of the project.

Best practices in project delivery include several steps during the project; however, having a good planning phase, detailed cost estimates, detailed scope of work, and a detailed schedule taking into consideration risks and potential delays are all essential to on-time deliverables and client satisfaction.

g. **Essential Air Service Reductions**

The Effect of Reduced Essential Air Service at PA Airports

The Essential Air Service (EAS) program is a result of the Airline Deregulation Act of 1978. It was established to guarantee that small communities would continue to receive commercial air service even though the airline routes to them were no longer profitable after deregulation. Prior to the 2001 terrorist attacks, the EAS program's budget was $50 million nationwide and Pennsylvania had only one participant—Venango Regional Airport (Franklin/Oil City). After 2001, the program soared to $113 million as communities looked for subsidies to retain service which was threatened by rising costs.

Pennsylvania began to feel this impact when US Airways Express carrier Chautauqua filed a 90-day notice of its intent to suspend service on the Lancaster, Altoona, and Johnstown routes in 2001. In 2002, Colgan Air (another US Airways Express carrier) began EAS subsidized service at Altoona and Johnstown. It was originally ruled that Lancaster did not qualify for the EAS program due to its proximity to Philadelphia.

However, this was re-evaluated, and Air Midwest (US Airways Express) began service at Lancaster in 2004 with EAS subsidies. Carriers in the Bradford and DuBois markets followed suit, with both airports entering the EAS program in 2003 and 2004, respectively.

With the influx of airports into the national EAS program and the mounting cost pressures of the industry making it difficult for carriers to continue to provide service with small aircraft, the total program subsidies have skyrocketed over the past five years.

The six airports in Pennsylvania currently in the EAS program have also seen a dramatic increase in costs in recent years. Pennsylvania subsidies jumped from $5.0 million in 2004 to $12.3 million in 2012—an increase of nearly 150%.

Historical EAS Funding
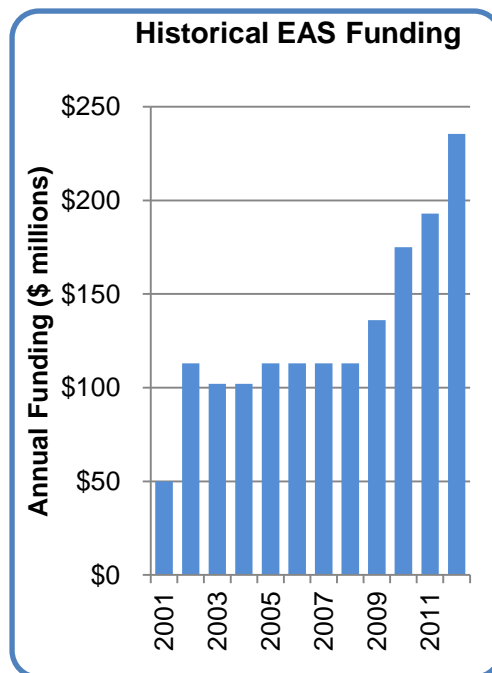
APPENDIX

This occurred for several reasons, including:

- **US Airways hub elimination of Pittsburgh International Airport (PIT).** The carrier went from 500 daily departures at PIT in 2004 to 50 by 2010, when it chose to focus hubbing operations at Philadelphia and Charlotte. This, in turn, led to the loss of EAS routes by US Airways Express carriers Air Midwest and Colgan to Pittsburgh. With the disappearance of Pittsburgh as a hub airport, it has become more costly to serve the EAS subsidized communities because other hub options such as Cleveland and Washington-Dulles are much farther away.

- **Limited options for new routes and carriers.** It has become more expensive to serve small communities with small aircraft due to fuel prices and other rising costs. Very few carriers are left to serve EAS communities, and the ones that remain are requiring extremely high subsidies. Only 12 carriers are currently providing EAS subsidized service in the lower 48 states. There is little competition for EAS routes, and the US DOT is often granting the routes to the only carrier that shows interest, no matter what the cost. For example, in 2012, no carriers submitted proposals for EAS service to Lancaster on the first request from US DOT. After the second request, Sun Air was the only carrier to submit a proposal for service at Lancaster and was selected at an annual subsidy level of $2.5 million, compared to $1.4 million per year for the previous order in 2010.

- **New competitive pressure from low fare service.** Spirit Airlines began nonstop service at Arnold Palmer Regional Airport (Latrobe) in 2011 and currently provides service to Ft. Lauderdale, Myrtle Beach, Orlando, and Dallas/Ft. Worth. The low fares offered by Spirit at Arnold Palmer Regional, coupled with convenience and free parking at the airport, are luring passengers not only from the Pittsburgh metro area, but also the EAS communities of Johnstown and Altoona. Airport management notes passengers from up to two and a half hours away are driving to Arnold Palmer Regional to access the low fare service. As new low fare routes are added at Arnold Palmer Regional, they could further erode the passenger base of nearby airports.

APPENDIX

The following figure presents the Essential Air Service subsidized routes in Pennsylvania as of March 2013.

Route Map of Pennsylvania EAS Subsidized Airports, March 2013
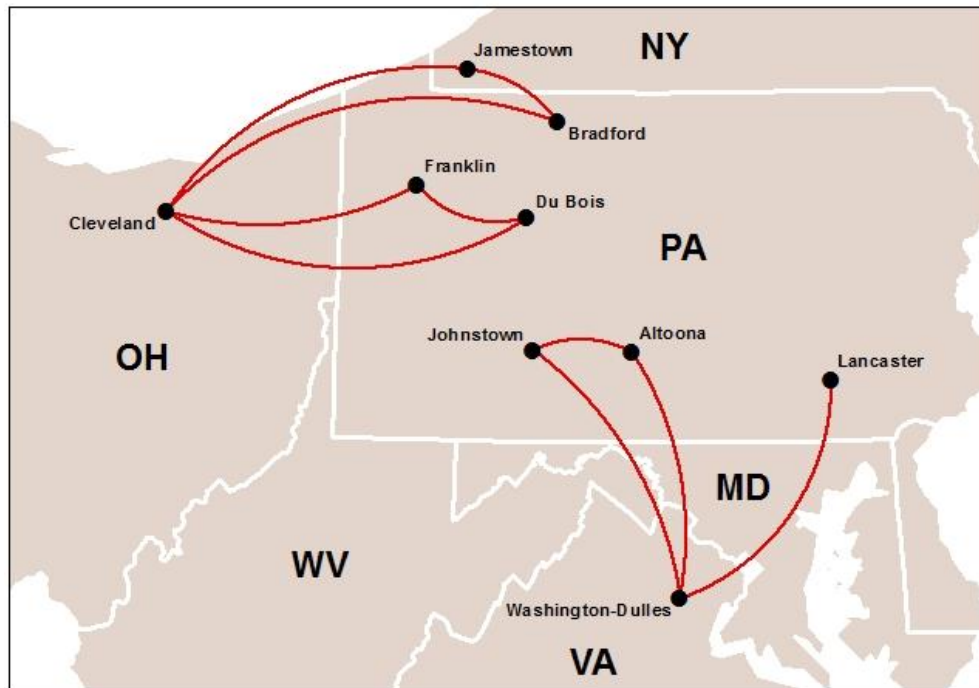
Sources: Silver Airways, Sun Air

APPENDIX

The table below shows the changes in service and subsidies at each of the six airports since 2004.

Changes in EAS Service at Pennsylvania Airports, 2004 and 2013

Airport	Destination[1]		Carrier (Codeshare partner)		Weekly Roundtrips		Seats/ flight		Annual Subsidy	
	2004	2013	2004	2013	2004	2013	2004	2013	2004	2013
Altoona-Blair County Airport[2]	PIT/ JST	IAD/ JST	Colgan (US*)	Silver (UA*)	19	18	34	34	$847,576	$3,997,188
Johnstown-Cambria County Airport[2]	PIT/ AOO	IAD/ AOO	Colgan (US*)	Silver (UA*)	19	18	34	34	$847,576	$3,997,188
DuBois Regional Airport[3]	PIT/ FKL	CLE/ FKL	Air Midwest (US*)	Silver (UA*)	19	24	19	19	$643,818	$2,587,029
Bradford Regional Airport	PIT/ JHW	CLE/ JHW	Colgan (US*)	Silver (UA*)	18	18	34	19	$1,003,874	$1,940,272
Venango Regional Airport (Franklin/Oil City)	PIT	CLE	Air Midwest (US*)	Silver (UA*)	24	12	19	19	$874,067	$1,293,515
Lancaster Airport	PIT	IAD	Air Midwest (US*)	SunAir	18	30	19	9	$1,611,707	$2,504,174

Source: US DOT.

Notes: [1] *Includes nonstop and one-stop flights. For example, 12 of DuBois' flights are nonstop to Cleveland and 12 are one-stop flights to Cleveland via Franklin/Oil City.*
[2] *The subsidies for Altoona and Johnstown are combined under one US DOT order.*
[3] *In 2013, Silver Airways operated 24 flights to DuBois; 12 nonstop and 12 one-stop via Franklin/Oil City.*

Legend: *PIT= Pittsburgh International Airport* *FKL=Venango Regional Airport (Franklin/Oil City)*
JST= Johnstown-Cambria County Airport *CLE-Cleveland International Airport*
IAD= Washington-Dulles International Airport *JHW= Chautauqua County- Jamestown Airport*
AOO= Altoona-Blair County Airport *US*=US Airways Express Carrier*
UA= United Express Carrier*

In addition to higher subsidies, the enplanements at the six EAS airports in Pennsylvania have fallen from 86,000 in 2000 to 30,000 in 2011, representing a 65% decline. Carriers have changed several times at each of the EAS airports in Pennsylvania over the last decade. This unpredictability in service, combined with flight cancellations and delays, have led more and more local passengers to choose to drive to larger airports to begin their flights.

The figure below graphically depicts the change in enplanements since 2000, prior to the terrorist attacks and the inclusion of five of the Pennsylvania airports in the EAS program.

Enplanements at PA EAS Subsidized Airports
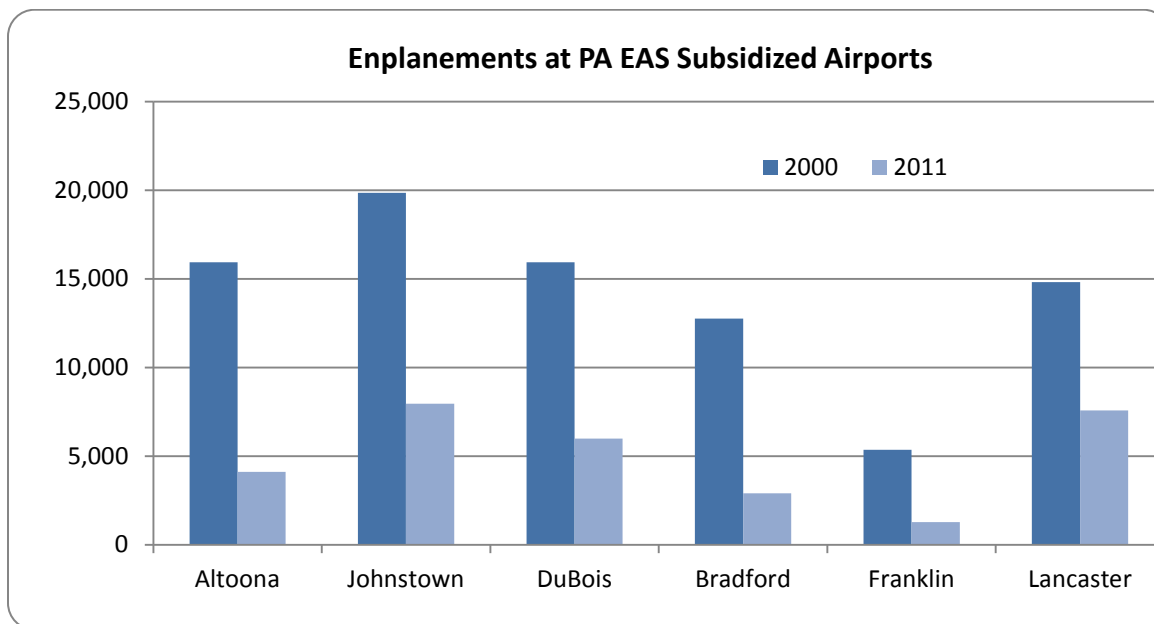
Sources: US DOT; Pennsylvania Assessment of Air Service, 2002.

Recent Changes to the EAS Program

Due to the soaring costs and fewer people flying from small airports, the sustainability of the EAS program is questionable, especially during a time when the federal government is looking to cut costs wherever possible. Many program rule changes have been proposed since 2008. An alternative to EAS service was also proposed. A study completed by M.J. Bradley & Associates, on behalf of the American Bus Association, Taxpayers for Common Sense, the Reason Foundation, and the National Resources Defense Council concluded that $89.5 million could be saved if scheduled bus service replaced subsidized flights at 38 airports located within 150 miles of a large or medium hub airport—including Altoona, Johnstown, DuBois, Franklin/Oil City, and Lancaster. The study did not evaluate passengers' willingness to utilize bus service.

Since 2001, Congress and the US DOT have worked to streamline the EAS program and make it more efficient, mostly by eliminating subsidy support from communities within a reasonable driving distance from a major hub airport. However, in recent years it has become apparent that more changes to the program are needed. In addition to the limited number of EAS carriers, subsidy needs are growing due to an aging aircraft fleet that can service small communities and increasing airline labor/pilot costs. The high

expense of providing Transportation Security Administration (TSA) screening at small airports has also come under recent scrutiny. Recent rule changes by Congress will have a significant effect on program size and market eligibility in the future.

These rules are summarized below:

- Limit the per passenger subsidy cap for all cities (2011). Congress blocked subsidies from exceeding $1,000 per passenger in any market.

- Limit the per passenger subsidy cap based on proximity to hub airports (2011). Communities are not eligible for EAS subsidy if they require a rate of subsidy per passenger in excess of $200, unless the community is more than 210 miles driving distance from the nearest medium or large hub airport (as classified by the FAA).

- Waive requirement on aircraft size (2011). Congress waived the rule that EAS service must be provided on at least 15-seat twin engine aircraft. Communities can no longer veto service proposals involving smaller aircraft usage.

- Bar new entrants to the EAS program (2012). Only cities that were in the EAS program in FY2011 are eligible for future EAS subsidies.

- Airports must average 10 enplanements per day (2013). Unless the city is more than 175 miles from a large or medium hub airport, cities must not fall below an average of 10 enplanements per day to be renewed when current contracts are up.

Impact on Pennsylvania Airports included in the EAS Program

These program changes have the potential to impact EAS subsidized service at each of the six airports in Pennsylvania in the program. It is anticipated that the US DOT will begin to more strictly enforce these rules in the next two years.

As shown in the following table, each of these airports is well below the 210-mile driving distance from a medium or large hub.

EAS Subsidies in Pennsylvania, 2011

Airport	Nearest Hub	Distance to Hub	Annual Subsidy ($)	Subsidy/ Pass. ($)	Enpls/ Day
Altoona-Blair County Airport*	PIT	108	3,348,294	277.57	11.3
Johnstown-Cambria County Airport*	PIT	84			21.8
DuBois Regional Airport	PIT	112	2,228,996	372.37	16.4
Bradford Regional Airport	CLE	77	1,087,306	373.90	8.0
Venango Regional Airport (Franklin/Oil City)	PIT	85	915,101	712.70	3.5
Lancaster Airport	PHL	80	1,372,474	181.18	20.8

Source: US DOT.
Notes: *The subsidies for Altoona and Johnstown are combined under one US DOT order.

Therefore, subsidies at all six airports are capped at $200. In 2011, the subsidy per passenger exceeded the $200 cap at all but one airport. In addition, two airports, Bradford Regional and Venango Regional, were well below the 10 enplanements per day in 2011.

Currently, the airports subject to the $200 cap and 10 enplanements per day limits are being allowed to exceed it as they try to increase their passenger loads. The airports have been instructed by US DOT to work together with their respective carriers to ensure that the subsidy per passenger is below $200. Each of the Pennsylvania airports risks losing the subsidies if they continue to exceed the caps. Communities at greatest risk of losing air service in the near term are Franklin/Oil City and Bradford as their airports had fewer than 10 enplanements per day and exceeded the $200 per passenger subsidy in 2011.

Rural air service in Pennsylvania is invaluable to the local economies. Being connected to the U.S. and the world by air is often critical to the preservation of existing local businesses and recruitment of new companies. According to the *2011 Economic Impact of Aviation in Pennsylvania*, the six commercial service airports in the EAS program contributed a minimum of $15 million per year to the local economies. The loss of air service could have a large impact on a community's economic viability.

The continuation of the EAS program will be under scrutiny in the future. The aircraft fleet available to serve EAS markets is aging, with almost no new aircraft types to replace it. New FAA pilot rules requiring newly hired pilots to have at least 1,500 hours of training may cause a pilot shortage and could impact the cost of rural air service. One rule that has been repeatedly proposed, but not yet implemented, is increasing the distance to the nearest medium or large hub from 70 miles to 90 miles. If this rule were implemented, four communities in Pennsylvania could lose EAS subsidized airline

service: Johnstown, Bradford, Franklin/Oil City, and Lancaster. Any additional rule changes also have the potential to impact air service in rural Pennsylvania.

Other State Air Service Initiatives

The decline of air service and enplanement levels at small communities is an issue impacting states throughout the U.S. Several states have taken initiatives to curtail the decline of air service at their commercial service airports and are trying to improve air service, with varying degrees of success. Initiatives have included statewide marketing, funding programs for air service development, funding programs to lower fares, and funding intrastate service.

h. **Best Practice for Linking SASP Goals with the Long-Range Goals of MPO/RPOs**

Background

The Federal Aviation Administration (FAA) initially developed guidance for airport system planning in 1975 with Advisory Circular 150/5050-5, The Continuous Airport System Planning Process. The FAA has revised its advisory circular twice (1989 and 2004) in response to changes in the aviation industry and within airport planning. The latest update (AC 150/5050-7, The Airport System Planning Process) to guidance states that the airport system planning process should be consistent with state or regional goals for transportation, land use, and the environment. Further, the targeted audience includes not only state agencies but also MPOs.

Airport system planning is a top-down planning process by state or regions that must be implemented from the bottom-up by the local community (i.e., airport sponsors). The advisory circular notes that the role of an MPO or similar agency in the airport system planning process varies significantly due to the expertise of the agency as well as its legislative authority. To ensure planning between state and metropolitan agencies is integrated appropriately, the FAA strongly recommends participation by each of the agencies on the other's technical advisory committees for airport planning. It is common practice within airport planning to include current, relevant data from outside sources where appropriate. Therefore, airport system planning efforts conducted by states, MPOs, or other agencies should not be separate efforts but should complement each other, and, where appropriate, can be included in each other's planning process. For example, if a state is currently updating its airport system plan and an MPO within its boundaries has available activity data and forecasts for its airports, these can be included into the state's study, and vice versa.

Collaboration between the various modes of transportation and sharing of data at the state and regional levels have resulted in many states dovetailing the themes and goals of their airport system plans with those of Multimodal Transportation Plans and Long-Range Transportation Plans (LRTP) at both the state and local levels, Regional Airport System Plans (RASP), as well as inclusion into regional and local comprehensive plans.

Many state aviation/aeronautics offices, including PennDOT's BOA, actively try to engage MPO and RPOs in the system planning process. It is important to note that there is no specific policy or guidance from FAA or USDOT on linking the goals of an airport system plan with those goals defined within LRTPs. BOA practices currently include:

- Requiring airport sponsors receiving grant funding for planning studies to include representation of MPO/RPOs on the study's advisory or oversight committee.

- Inviting MPO/RPOs to annual airport planning sessions to participate in the development of an individual airport's capital improvement plan.

- Attending a specified number of MPO/RPO meetings quarterly.

- Submitting draft copies of the BOA's four-year balanced aviation funding program to all MPO/RPOs for review and comment.

- Engaging MPO/RPOs when significant airport/aviation issues arise.

While the practices currently being used in various states to link SASP goals with LRTPs being conducted by MPOs and RPOs are similar, it is important to remember that generally airport system planning is top-down planning that must be implemented from the local level, which includes MPOs and RPOs. The need to include aviation issues and concerns in LRTPs is increasingly important, not only in Pennsylvania but also throughout the U.S.

As an example of new approaches to integrating statewide and local airport planning, North Carolina legislation passed in June 2013 changes the way that NCDOT funds all transportation projects. Now all transportation projects within North Carolina will be divided into three categories (state, regional, and local levels) and all modal projects will compete for funding. An important element of the point structure in determining which projects get funded occurs at the regional and local levels. In these two levels, district engineers and MPOs will be able to score projects along with NCDOT. The 63 public-use general aviation airports included in the North Carolina SASP will now have to actively engage their district's engineers and their local MPOs to ensure that these groups become keenly aware of their airport and its needs so that they can compete against highway, rail, transit, port, and bicycle/pedestrian projects that are also seeking funding.

Pennsylvania Perspective

Similar to what is occurring in other states, the 2002 and 2007 PA SASPs included a project oversight committee to provide input and direction to developing the SASP. The committees included representation by some of the Commonwealth's regional planning agencies, including the Delaware Valley Regional Planning Commission (DVRPC) and the Southwestern Pennsylvania Commission (SPC). These representatives assisted with developing the system plan's goals and specific objectives for performance measures, provided insight into their areas of expertise, and reviewed study deliverables.

APPENDIX

There are 23 MPOs/RPOs in Pennsylvania. The following highlights several of the larger MPOs within the Commonwealth and how they include airports into their planning process and whether they link it to the state level.

- The Delaware Valley Regional Planning Commission (DVRPC) oversees the development and update of the Regional Airport System Plan (RASP). In 2012, DVRPC published the Delaware Valley Metro Area 2035 Regional Airport Systems Plan Update which includes airports in the region located in Pennsylvania, New Jersey, Delaware and Maryland. The previous update was completed in 2005. The RASP evaluated the needs for 30 facilities (24 airports and 6 heliports), of which 14 are currently eligible for federal monies. The 2035 RASP forecasted activity at each of the airports and identified more than $6.2 billion in needed capital improvements for system airports. $6.0 billion of this amount is for airside and landside development at only Philadelphia International Airport.

- The Southwestern Pennsylvania Commission (SPC) is the next-largest MPO in Pennsylvania, with oversight of the entire Pittsburgh region. SPC's active participation in the FAA's Continuous Airport Systems Planning Program (CASPP) ensures that southwestern Pennsylvania will sustain its network of 26 strong regional airports.

- The Tri-County Regional Planning Commission (TCRPC), acting as the Harrisburg Area Transportation Study (HATS) MPO, adopted the 2035 Regional Transportation Plan in 2010. This Plan includes the six airports located in its region. The study briefly discusses the activity of these airports and their relationship to other modes. TCPRC has not developed an RASP and it does not identify capital improvement projects, nor does it project activity levels at the airports in the region.

- Erie Metropolitan Planning Organization's (MPO) 2040 LRTP themes are linked to PennDOT's Mobility Plan and other statewide planning studies. Related to aviation, the study's goal to "increase the integration and connectivity of the transportation system across modes to increase accessibility and mobility options for people and freight" includes an objective for air transportation. Two airports, Erie International Airport and Corry-Lawrence Airport, provide air travel options for the MPO region. These two airports are discussed in general terms with capital project descriptions being pulled from each airport's current master plan.

- The Lehigh Valley Planning Commission, acting as the Lehigh Valley MPO, adopted the 2030 Comprehensive Plan in 2005 and made minor updates to data

APPENDIX

and maps in 2010. The purpose of the 2030 Comprehensive Plan is to guide responsible growth in the Lehigh Valley. Within the context of the plan, transportation, and specifically air transportation, is included. Five airports, including one commercial service, are located in Lehigh Valley. Three goals are included for air transportation but it is worth noting that these goals are exclusively aimed at Lehigh Valley International Airport.

Considerations for Pennsylvania SASP Update 2012

Suggested actions for addressing how best to include the BOA's air transportation goals into regional and local LRTPs and vice versa include:

- In addition to the MPOs that are members of the PA SASP Project Oversight Committee, invite all MPOs to review key elements of the study such as goals, performance measures, etc. This will allow for more collaboration and linking of information between the groups.

- PennDOT is currently updating the statewide LRTP, known as "On Track." While the focus of the plan update is on the movement of freight, it will provide guidance on a broad range of transportation issues and modes. The BOA should remain engaged in the development of the statewide LRTP since MPOs/RPOs refer to the statewide plan in the development of their regional plans.

- PennDOT's Center for Program Development and Management, as the primary planning entity for the Department, has initiated the initial stages of a "Results Oriented Planning Strategy" that may significantly impact the approach to transportation planning in Pennsylvania. One of the earliest steps in this planned strategy may involve substantial changes to the guidance provided for completing regional LRTPs. As such, BOA should be engaged in the implementation of this strategy to provide input into issues related to aviation and intermodal planning at the local level, including consistency with the SASP.

APPENDIX

i. **FAA ASSET and the Pennsylvania Airport System**

Overview

The National Plan of Integrated Airport Systems (NPIAS) is the tool used by the Federal Aviation Administration (FAA) to classify the airports in the U.S. that are open to the public and eligible for federal funding. Of the 3,300 airports included in the NPIAS, 278 provide commercial service and are classified as "Primary" airports. The remaining 2,952 landing facilities (which include airports, seaplane bases, and heliports) have historically been grouped together and referred to as "general aviation airports."

Recognizing the unique roles played by general aviation airports throughout the U.S., the FAA conducted an 18-month study to further classify the general aviation airports included in the NPIAS and published the report titled *General Aviation Airports: A National Asset (ASSET)* in May 2012. This report documented the importance of the general aviation airport system, the need for new general aviation categories, a description of each of the four ASSET categories, and lists each airport in the NPIAS by ASSET category.

The ASSET categories were developed to provide policy makers with a better understanding of the vast and diverse general aviation system. While more detailed than the previous category designation of general aviation-reliever or general aviation, these federal categories are still broad and will not replace existing statewide system planning or airport master planning roles or categories, which utilize unique and more-detailed site-specific data to determine their role in the state or community. The categories and the criteria used by the FAA to evaluate each airport are presented in table below.

ASSET Airport Categories and Criteria Used to Define Category

Federal Asset Category (# of NPIAS Airports)	Criteria
National (84): Supports national and state system by providing communities with access to national and international markets in multiple states and throughout the U.S.	1) 5,000+ instrument operations, 11+ based jets, 20+ international flights, or 500+ interstate departures 2) 10,000+ enplanements; OR 3) 500+ million pounds of landed cargo
Regional (467): Supports regional economies connecting communities to statewide and interstate markets.	1) Metropolitan Statistical Area (MSA) and 10+ domestic flights of 500 miles, 1,000 instrument ops, 1+based jet or 100+ based aircraft 2) Located in a MSA and meets definition of commercial service
Local (1,236): Supplements local communities by providing access to intrastate and some interstate markets.	1) 10+ instrument operations and 15+ based aircraft; OR 2) 2,500+ passengers
Basic (668): Provides basic aeronautical needs in local economy.	1) 10+ based aircraft; OR 2) 4+ based helicopters; OR 3) Located 30+ miles from nearest NPIAS airport 4) Used by US Forest Service, or US Marshalls, or US Customs and Border Protection, or US Postal Service, or has Essential Air Service; OR 5) New or replacement airport activated after 1/1/2001; and 6) Public or private "Reliever" with a minimum of 90 based aircraft

Source: FAA.

FAA ASSET Categories and the Pennsylvania Airport System

Of the 134 public-use airports in the Pennsylvania airport system, 63 are part of the FAA NPIAS program and therefore qualify for federal funding. With the exception of the eight "Primary Commercial Service" airports, all Pennsylvania NPIAS airports were evaluated for assignment to an FAA Asset Category.

There are seven other commercial service airports in Pennsylvania listed below. Since these "Non-Primary Commercial Service" airports support a relatively small level of commercial service activity (2,500-10,000 annual enplanements), they were included and categorized as part of the ASSET study.

APPENDIX

These seven airports are:

- Altoona-Blair County
- Arnold Palmer Regional
- Bradford Regional
- Dubois Regional
- John Murtha Johnstown-Cambria County
- Lancaster
- Venango Regional

The airports in the Pennsylvania airport system that are included in the NPIAS are listed by ASSET category in the table below and graphically depicted in the figure. For comparison, the Pennsylvania classifications of Commercial Service, Advanced, Intermediate, Basic, Limited, and Special Use are also depicted.

There are 497 U.S. airports in the NPIAS that did not fall into one of the four ASSET airport categories described above. These airports have not been classified by the FAA and fall into the "Other" category. It was noted in the ASSET report that these airports have seen an erosion of based aircraft and activity due to population and economic shifts, or recession, or zero based aircraft. It is unclear whether or not the FAA will potentially classify these airports in the future. There are two airports in Pennsylvania that are currently unclassified by the FAA: Mid-State and Punxsutawney Municipal. These two airports have less than 10 based aircraft and are within 30 miles of another NPIAS airport, which are the minimum criteria needed to be classified as a Basic Airport in ASSET.

Expected Future Impact on Pennsylvania Airports

The criteria used by the FAA to categorize airports into one of the four ASSET categories are largely driven by location and the current activity at an airport. By comparison, Pennsylvania's airport classifications are largely driven by existing amenities and facilities with several sensitivity tests.

Major ASSET Classification Criteria   vs.   2007 PA SASP Classification Criteria

- In or near an MSA
- Number of based aircraft
- Annual operations
- Serves a federal activity

- Commercial service activity
- Runway length
- Runway lights
- Approach minimums
- With additional sensitivity based on NPIAS designation, constant or increasing based aircraft or operations, grant obligations

APPENDIX

While there is no correct or incorrect way to classify airports, it is important to note this distinction and the difference in the FAA-defined roles as compared to Pennsylvania's classification system.

In order to move up to the Basic Airport category, the airports would need to increase the number of based aircraft to 10 or more or support a U.S. governmental activity such as the U.S. Forest or Postal Service. The need to retain NPIAS airports was also reviewed as part of the 2007 PA SASP. In this analysis, the report recommended that one airport in the "Other" ASSET category, Mid-State, no longer be included in the NPIAS beyond the time necessary to fulfill FAA grant obligations, due to condition of existing facilities, need, and overlapping coverage with other airports. The willingness and ability of the "Other" ASSET category airports to continue to be part of the NPIAS or move up to a higher ASSET category will be evaluated again later in this study.

The FAA plans to use the new general aviation ASSET categories to "provide a baseline from which to measure changes in operations and needs." These new categories will be incorporated into future NPIAS reports to Congress that will determine five-year development and funding needs. The airports and categories will be reevaluated in conjunction with the NPIAS Report to Congress. Within the next three years, the FAA will further evaluate airport criteria for inclusion in the NPIAS, compare historic funding levels by new general aviation funding category, and look at other funding considerations. The BOA should monitor any changes to the ASSET program and future funding implications.

Appendix D.   PA SASP Airports Classification Criteria 2012

Chapter 4 presented the criteria for the updated airport classifications. The following table lists the data used to determine the revised 2012 classifications.

APPENDIX

		Meets 2 out of 3 and sensitivity test														
		Runway Length	Published Approach	Runway Lights	Part 139	2013 NPIAS	2007	2012	2007-2012	2007	2012	2007-2012	2007	2012 pre-Asset	2012	2012 w\Asset
Loc	Airport	Class Criteria 4500+/3800/3200/2200	ILS/VGA/NP/none	HIRL/MIRL/none	(I, II, III)	In NPIAS = yes	Aircraft Operations		Change	Based Aircrafts		Change	PA Classification	FAA ASSET		PA Classification
AOO	ALTOONA-BLAIR COUNTY AIRPORT	5465	ILS	HIRL	I	Yes	24082	23750	Steady	53	57	Increase	Commercial Service	Commercial	Regional	Commercial
LBE	ARNOLD PALMER REGIONAL AIRPORT	8222	ILS	HIRL	I	Yes	48323	26725	Decrease	138	117	Decrease	Commercial Service	Commercial	Regional	Commercial
BFD	BRADFORD REGIONAL AIRPORT	6309	ILS	HIRL	I	Yes	18882	18932	Steady	24	30	Increase	Commercial Service	Commercial	Regional	Commercial
DUJ	DUBOIS REGIONAL AIRPORT	5503	ILS	HIRL	II	Yes	8833	7166	Decrease	26	18	Decrease	Commercial Service	Commercial	Local	Commercial
ERI	ERIE INTERNATIONAL AIRPORT	8420	ILS	HIRL	I	Yes	60151	25794	Decrease	50	39	Decrease	Commercial Service	Commercial	Commercial Non-Hub	Commercial
MDT	HARRISBURG INTERNATIONAL AIRPORT	10001	ILS	HIRL	I	Yes	71411	81901	Increase	24	28	Increase	Commercial Service	Commercial	Commercial Small-Hub	Commercial
JST	JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY AIRPORT	7003	ILS	HIRL	I	Yes	63850	55715	Decrease	31	28	Decrease	Commercial Service	Commercial	Regional	Commercial
LNS	LANCASTER AIRPORT	6936	ILS	HIRL	II	Yes	117805	84896	Decrease	179	141	Decrease	Commercial Service	Commercial	Regional	Commercial
ABE	LEHIGH VALLEY INTERNATIONAL AIRPORT	7599	ILS	HIRL	I	Yes	132969	99395	Decrease	121	138	Increase	Commercial Service	Commercial	Commercial Small-Hub	Commercial
PHL	PHILADELPHIA INTERNATIONAL AIRPORT	10506	ILS	HIRL	I	Yes	486123	448129	Steady	32	26	Decrease	Commercial Service	Commercial	Commercial Large-Hub	Commercial
PIT	PITTSBURGH INTERNATIONAL AIRPORT	10502	ILS	HIRL	I	Yes	268420	148782	Decrease	16	27	Increase	Commercial Service	Commercial	Commercial Medium-Hub	Commercial
UNV	UNIVERSITY PARK AIRPORT	6701	ILS	HIRL	I	Yes	65050	49501	Decrease	54	66	Increase	Commercial Service	Commercial	Commercial Non-Hub	Commercial
FKL	VENANGO REGIONAL AIRPORT	5200	ILS	HIRL	II	Yes	23296	14697	Decrease	58	45	Decrease	Commercial Service	Commercial	Regional	Commercial
AVP	WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT	7501	ILS	HIRL	I	Yes	93246	53057	Decrease	42	42	Steady	Commercial Service	Commercial	Commercial Non-Hub	Commercial
IPT	WILLIAMSPORT REGIONAL AIRPORT	6449	ILS	HIRL	I	Yes	28251	27017	Decrease	62	37	Decrease	Commercial Service	Commercial	Commercial Non-Hub	Commercial

APPENDIX

		Meets 2 out of 3 and sensitivity test														
		Runway Length	Published Approach	Runway Lights	Part 139	2013 NPIAS	2007	2012	2007-2012	2007	2012	2007-2012	2007	2012 pre-Asset	2012	2012 w\Asset
Loc	Airport	Class Criteria 4500+/3800/3200/2200	ILS/VGA/NP/none	HIRL/MIRL/none	(I, II, III)	In NPIAS = yes	Aircraft Operations		Change	Based Aircrafts		Change	PA Classification		FAA ASSET	PA Classification
AGC	ALLEGHENY COUNTY AIRPORT	6501	ILS	HIRL		Yes	95532	62324	Decrease	128	120	Decrease	Advanced	Advanced	National	Advanced
BVI	BEAVER COUNTY AIRPORT	4501	VGA	MIRL		Yes	83352	59890	Decrease	138	111	Decrease	Advanced	Advanced	Regional	Advanced
HMZ	BEDFORD COUNTY AIRPORT	5005	VGA	MIRL		Yes	17758	16000	Decrease	24	23	Decrease	Advanced	Advanced	Local	Advanced
BTP	BUTLER COUNTY AIRPORT	4801	ILS	HIRL		Yes	62580	74231	Increase	132	118	Decrease	Advanced	Advanced	Regional	Advanced
CXY	CAPITAL CITY AIRPORT	5001	ILS	HIRL		Yes	71411	39406	Decrease	145	88	Decrease	Advanced	Advanced	Regional	Advanced
MQS	CHESTER COUNTY/G.O. CARLSON AIRPORT	5400	ILS	HIRL		Yes		52000	N/A		115	N/A	Advanced	Advanced	National	Advanced
AXQ	CLARION COUNTY AIRPORT	5003	VGA	MIRL		Yes	7451	2742	Decrease	26	23	Decrease	Basic	Advanced	Local	Advanced
HZL	HAZLETON MUNICIPAL AIRPORT	4898	VGA	MIRL		Yes	27867	23642	Decrease	39	38	Decrease	Advanced	Advanced	Local	Advanced
IDI	INDIANA CO./JIMMY STEWART AIRPORT	5501	None	HIRL		Yes	23600	22700	Steady	44	44	Steady	Intermediate	Advanced	Local	Advanced
RVL	MIFFLIN COUNTY AIRPORT	5001	VGA	MIRL		Yes	19400	14400	Decrease	30	34	Increase	Advanced	Advanced	Local	Advanced
PNE	NORTHEAST PHILADELPHIA AIRPORT	7000	ILS	HIRL		Yes	171373	75081	Decrease	220	151	Decrease	Advanced	Advanced	National	Advanced
SEG	PENN VALLEY AIRPORT	4760	Non-Precision	MIRL		Yes	26900	28000	Increase	42	26	Decrease	Advanced	Advanced	Regional	Advanced
MPO	POCONO MOUNTAINS MUNICIPAL AIRPORT	5001	VGA	MIRL		Yes	17085	19850	Increase	29	19	Decrease	Intermediate	Advanced	Local	Advanced
GKJ	PORT MEADVILLE AIRPORT	5001	Non-Precision	HIRL		Yes	13300	13220	Steady	23	24	Increase	Advanced	Advanced	Regional	Advanced
RDG	READING REGIONAL/CARL A SPAATZ FIELD	6350	ILS	HIRL	IV	Yes	119914	92857	Decrease	166	108	Decrease	Advanced	Advanced	National	Advanced
ZER	SCHUYLKILL CO./JOE ZERBEY AIRPORT	4594	VGA	MIRL		Yes	27700	28100	Steady	28	25	Decrease	Advanced	Advanced	Local	Advanced
2G9	SOMERSET COUNTY AIRPORT	5002	VGA	MIRL		Yes	21454	21430	Steady	36	41	Increase	Basic	Advanced	Local	Advanced
6G1	TITUSVILLE AIRPORT	4902	Non-Precision	MIRL		Yes	11010	11010	Steady	7	15	Increase	Basic	Advanced	Basic	Advanced

PA SASP Airports Classification Criteria 2012

APPENDIX

		PA SASP Airports Classification Criteria 2012														
		Meets 2 out of 3 and sensitivity test			Part 139	2013 NPIAS	2007	2012	2007-2012	2007	2012	2007-2012	2007	2012 pre-Asset	2012	2012 w\Asset
		Runway Length	Published Approach	Runway Lights	(I, II, III)	In NPIAS = yes	Aircraft Operations		Change	Based Aircrafts		Change	PA Classification		FAA ASSET	PA Classification
Loc	Airport	Class Criteria 4500+/3800/3200/2200	ILS/VGA/NP/none	HIRL/MIRL/none												
AFJ	WASHINGTON COUNTY AIRPORT	5004	ILS	MIRL		Yes	40017	41050	Steady	94	85	Decrease	Advanced	Advanced	Regional	Advanced
THV	YORK AIRPORT	5188	Non-Precision	MIRL		Yes	50800	89	Decrease		82	N/A	Advanced	Advanced	N/A	Advanced
PJC	ZELIENOPLE MUNICIPAL AIRPORT	4933	Non-precision	MIRL		Yes		30874	N/A		28	N/A	Intermediate	Advanced	Local	Advanced
N27	BRADFORD COUNTY AIRPORT	4300	Non-Precision	HIRL		Yes	19067	25410	Increase	37	29	Decrease	Intermediate	Intermediate	Local	Intermediate
FIG	CLEARFIELD-LAWRENCE AIRPORT	4499	VGA	MIRL		Yes	6515	6515	Steady	17	15	Decrease	Intermediate	Intermediate	Local	Intermediate
8G2	CORRY-LAWRENCE AIRPORT	4101	VGA	MIRL		Yes	3820	3320	Steady	17	15	Decrease	Basic	Intermediate	Basic	Intermediate
DYL	DOYLESTOWN AIRPORT	3004	Non-Precision	MIRL		Yes	77755	42000	Decrease	188	152	Decrease	Intermediate	Limited	Regional	Intermediate
29D	GROVE CITY REGIONAL AIRPORT	4495	Non-Precision	MIRL		Yes	6075	6075	Steady	18	22	Increase	Basic	Intermediate	Local	Intermediate
PTW	HERITAGE FIELD AIRPORT	3371	Non-Precision	MIRL		Yes	43357	37217	Decrease	111	89	Decrease	Intermediate	Intermediate	Regional	Intermediate
VVS	JOSEPH A HARDY CONNELLSVILLE AIRPORT	3833	VGA	MIRL		Yes	18500	24500	Increase	48	45	Decrease	Intermediate	Intermediate	Local	Intermediate
UCP	NEW CASTLE MUNICIPAL AIRPORT	3995	VGA	MIRL		Yes	48500	34651	Increase	60	58	Decrease	Intermediate	Intermediate	Local	Intermediate
CKZ	PENNRIDGE AIRPORT	4215	Non-Precision	MIRL				29435	N/A		47	N/A	Basic	Intermediate	N/A	Intermediate
XLL	QUEEN CITY MUNICIPAL AIRPORT	3950	Non-Precision	MIRL		Yes		54220	N/A		75	N/A	Intermediate	Intermediate	Regional	Intermediate
FWQ	ROSTRAVER AIRPORT	4002	VGA	MIRL		Yes	43862	43542	Steady	126	94	Decrease	Intermediate	Intermediate	Regional	Intermediate
OYM	ST. MARYS MUNICIPAL AIRPORT	4300	VGA	MIRL		Yes	16230	6730	Decrease	24	17	Decrease	Basic	Intermediate	Local	Intermediate
LOM	WINGS FIELD	3700	VGA	MIRL		Yes	35130	35130	Steady	109	95	Decrease	Intermediate	Intermediate	Regional	Intermediate
N13	BLOOMSBURG MUNICIPAL AIRPORT	3200	Non-Precision	NSTD-LIRL		Yes	22064	9150	Decrease	23	25	Increase	Basic	Basic	Local	Basic

APPENDIX

		Meets 2 out of 3 and sensitivity test			Part 139	2013 NPIAS	2007	2012	2007-2012	2007	2012	2007-2012	2007	2012 pre-Asset	2012	2012 w\Asset
		Runway Length	Published Approach	Runway Lights												
Loc	Airport	Class Criteria 4500+/3800/3200/2200	ILS/VGA/NP/none	HIRL/MIRL/none	(I, II, III)	In NPIAS = yes	Aircraft Operations	2012	Change	Based Aircrafts	2012	Change	PA Classification	FAA ASSET		PA Classification
9D4	DECK AIRPORT	3786	VGA	MIRL			13650	13050	Steady	37	59	Increase	Basic	Basic	N/A	Basic
N71	DONEGAL SPRINGS AIRPARK	3250	Non-Precision	MIRL			36230	36230	Decrease	48	38	Decrease	Intermediate	Basic	N/A	Basic
9G8	EBENSBURG AIRPORT	3204	Non-Precision	MIRL		Yes	12080	12000	Steady	6	13	Increase	Basic	Basic	Basic	Basic
N68	FRANKLIN COUNTY REGIONAL AIRPORT	3300	Non-Precision	MIRL		Yes	13435	12135	Decrease	28	15	Decrease	Basic	Basic	Local	Basic
WAY	GREENE COUNTY AIRPORT	3500	VGA	MIRL			14604	13909	Steady	35	24	Decrease	Basic	Basic	N/A	Basic
PSB	MID-STATE AIRPORT	5711	VGA	MIRL		Yes	7650	1250	Decrease	8	8	Steady	Basic	Basic	Unclassified	Basic
N57	NEW GARDEN FLYING FIELD	3695	Non-Precision	NSTD		Yes	39800	25000	Decrease	129	90	Decrease	Intermediate	Limited	Local	Basic
N79	NORTHUMBERLAND COUNTY AIRPORT	3297	VGA	MIRL		Yes	21700	21650	Steady	28	18	Decrease	Intermediate	Basic	Local	Basic
UKT	QUAKERTOWN AIRPORT	3210	Non-Precision	MIRL		Yes	29552	29667	Steady	76	75	Decrease	Intermediate	Basic	Local	Basic
9G1	ROCK AIRPORT OF PITTSBURGH	3550	CA	NSTD-LIRL			13206	2076	Decrease	53	19	Decrease	Intermediate	Limited	N/A	Basic
N38	WELLSBORO-JOHNSTON AIRPORT	3600	Non-Precision	MIRL		Yes	9274	3010	Decrease	21	12	Decrease	Basic	Basic	Basic	Basic
WBW	WILKES-BARRE/WYOMING VALLEY AIRPORT	3375	VGA	MIRL		Yes	35570	25125	Decrease	46	51	Increase	Basic	Basic	Local	Basic
LHV	WILLIAM T. PIPER MEMORIAL AIRPORT	3799	VGA	MIRL		Yes	40629	30400	Decrease	58	57	Decrease	Basic	Basic	Local	Basic
OQN	BRANDYWINE AIRPORT	3347	VGA	LIRL		Yes		60065	N/A		115	N/A	Intermediate	Basic	Regional	Basic
N96	BELLEFONTE AIRPORT	3632	Non-Precision	LIRL			17338	12260	Decrease	28	21	Decrease	Limited Use	Basic	N/A	Basic
N94	CARLISLE AIRPORT	4008	CA	NSTD			30150	24500	Decrease	58	58	Steady	Intermediate	Basic	N/A	Basic
W05	GETTYSBURG REGIONAL AIRPORT	3100	CA	MIRL		Yes	9650	9650	Steady	31	10	Decrease	Basic	Limited	Basic	Limited

PA SASP Airports Classification Criteria 2012

APPENDIX

		Meets 2 out of 3 and sensitivity test			Part 139	2013 NPIAS	2007	2012	2007-2012	2007	2012	2007-2012	2007	2012 pre-Asset	2012	2012 w\Asset
		Runway Length	Published Approach	Runway Lights												
Loc	Airport	Class Criteria 4500+/3800/3200/2200	ILS/VGA/NP/none	HIRL/MIRL/none	(I, II, III)	In NPIAS = yes	Aircraft Operations		Change	Based Aircrafts		Change	PA Classification		FAA ASSET	PA Classification
4G1	GREENVILLE MUNICIPAL AIRPORT	2703	Non-Precision	MIRL		Yes	19518	17700	Decrease	37	23	Decrease	Limited Use	Limited	Local	Limited
22N	JAKE ARNER MEMORIAL AIRPORT	3000	Non-Precision	MIRL		Yes	22529	15400	Decrease	43	36	Decrease	Basic	Basic	Local	Limited
N47	POTTSTOWN MUNICIPAL AIRPORT	2704	Non-Precision	NSTD		Yes	21690	22275	Steady	55	43	Decrease	Intermediate	Limited	Local	Limited
N35	PUNXSUTAWNEY MUNICIPAL AIRPORT	3003	Non-precisioin	HIRL		Yes	7510	10000	Increase	12	7	Decrease	Limited Use	Limited	Unclassified	Limited
1N3	ALBERT AIRPORT	3350	None	None			260	150	Decrease	2	1	Decrease	Limited Use	Limited	N/A	Limited
22D	BANDEL AIRPORT	2260	None	None			5450	5387	Steady	7	4	Decrease	Limited Use	Limited	N/A	Limited
9W8	BAUBLITZ COMMERCIAL AIRPORT	2493	None	NSTD-LIRL			7350	8550	Increase	4	16	Increase	Limited Use	Limited	N/A	Limited
14N	BELTZVILLE AIRPORT	2020	None	None			4120	4120	Steady	15	18	Increase	Limited Use	Limited	N/A	Limited
74N	BENDIGO AIRPORT	2325	Non-Precision	MIRL			4000	2930	Decrease	15	20	Increase	Limited Use	Limited	N/A	Limited
07N	BERMUDIAN VALLEY AIRPARK	2200	None	None			6750	6750	Steady	28	28	Steady	Limited Use	Limited	N/A	Limited
7G4	BLUE KNOB VALLEY AIRPORT	3415	None	None			3450	1450	Decrease	13	20	Increase	Limited Use	Limited	N/A	Limited
N43	BRADEN AIRPARK	1956	Non-Precision	NSTD-LIRL			46381	32477	Decrease	42	60	Increase	Basic	Limited	N/A	Limited
P15	BROKENSTRAW AIRPORT	2665	None	LIRL			3900	2200	Decrease	27	30	Increase	Limited Use	Limited	N/A	Limited
3G9	BUTLER FARM SHOW AIRPORT	2580	None	LIRL			10095	700	Decrease	67	41	Decrease	Limited Use	Limited	N/A	Limited
7N8	BUTTER VALLEY GOLF PORT	2420	None	None				3500	N/A		16	N/A	Limited Use	Limited	N/A	Limited
N16	CENTRE AIRPARK	3100	None	None			2200	650	Decrease	8	8	Steady	Limited Use	Limited	N/A	Limited
N30	CHERRY RIDGE AIRPORT	2420	Non-Precision	NSTD-LIRL			21418	28100	Increase	31	57	Increase	Limited Use	Limited	N/A	Limited
6G6	COVE VALLEY AIRPORT	2750	None	None			200	160	Steady	5	5	Steady	Limited Use	Limited	N/A	Limited

APPENDIX

		Meets 2 out of 3 and sensitivity test			Part 139	2013 NPIAS	2007	2012	2007-2012	2007	2012	2007-2012	2007	2012 pre-Asset	2012	2012 w\Asset
		Runway Length	Published Approach	Runway Lights									PA Classification	FAA ASSET		
Loc	Airport	Class Criteria 4500+/3800/3200/2200	ILS/VGA/NP/none	HIRL/MIRL/none	(I, II, III)	In NPIAS = yes	Aircraft Operations		Change	Based Aircrafts		Change				PA Classification
8N8	DANVILLE AIRPORT	3000	Non-Precision	MIRL			25000	13000	Decrease	32	38	Increase	Basic	Limited	N/A	Limited
9N7	FARMERS PRIDE AIRPORT	3410	None	LIRL			7325	7325	Steady	43	47	Increase	Basic	Limited	N/A	Limited
G05	FINLEYVILLE AIRPARK	2505	None	LIRL			9400	9326	Steady	40	39	Decrease	Basic	Limited	N/A	Limited
8N4	FLYING DOLLAR AIRPORT	2405	None	None			1300	1150	Steady	1	1	Steady	Limited Use	Limited	N/A	Limited
P91	FLYING M. AERODROME	2370	None	LIRL			7931	7931	Steady	26	16	Decrease	Limited Use	Limited	N/A	Limited
5G8	GREENSBURG-JEANNETTE REGIONAL AIRPORT	2605	None	MIRL			5927	2689	Decrease	8	4	Decrease	Limited Use	Limited	N/A	Limited
8N1	GRIMES AIRPORT	2720	None	None			650	1550	Increase	10	32	Increase	Limited Use	Limited	N/A	Limited
6W6	HANOVER AIRPORT	2550	None	None			2010	2000	Steady	12	3	Decrease	Limited Use	Limited	N/A	Limited
P32	HUSKY HAVEN AIRPORT	1900	None					2250	N/A		6	N/A	Limited Use	Limited	N/A	Limited
31D	INTER COUNTY AIRPORT	1960	None	None			362	90	Steady	11	4	Decrease	Limited Use	Limited	N/A	Limited
P96	JERSEY SHORE AIRPORT	3059	None	LIRL			17250	6500	Decrease	27	18	Decrease	Limited Use	Limited	N/A	Limited
2N5	KAMPEL AIRPORT	2500	None	None			1706	706	Decrease	3	3	Steady	Limited Use	Limited	N/A	Limited
08N	KELLER BROS. AIRPORT	2635	Non-Precision	NSTD-LIRL			4990	4990	Steady	23	23	Steady	Limited Use	Limited	N/A	Limited
P09	LAKEHILL AIRPORT	2850	None	None			860	750	Steady	10	7	Decrease	Limited Use	Limited	N/A	Limited
0P8	LAZY B. RANCH	2600	None					900	N/A		19	N/A	Limited Use	Limited	N/A	Limited
8N7	MCGINNESS FIELD	1850	None				800	275	Decrease	0	0	Steady	Limited Use	Limited	N/A	Limited
P37	MCVILLE AIRPORT	0	None				11010	0	Decrease	56	0	Decrease	Limited Use	Limited	N/A	Limited
W73	MID-ATLANTIC SOARING CENTER	2700	None	None			10610	4120	Decrease	5	11	Increase	Limited Use	Limited	N/A	Limited

272

APPENDIX

		Meets 2 out of 3 and sensitivity test			Part 139	2013 NPIAS	2007	2012	2007-2012	2007	2012	2007-2012	2007	2012 pre-Asset	2012	2012 w\Asset
		Runway Length	Published Approach	Runway Lights												
Loc	Airport	Class Criteria 4500+/3800/3200/2200	ILS/VGA/NP/none	HIRL/MIRL/none	(I, II, III)	In NPIAS = yes	Aircraft Operations		Change	Based Aircrafts		Change	PA Classification			PA Classification
P34	MIFFLINTOWN AIRPORT	2635	Non-Precision	LIRL			2524	4774	Increase	20	23	Increase	Limited Use	Limited	N/A	Limited
O03	MORGANTOWN AIRPORT	2600	None	LIRL			3550	10250	Increase	24	24	Steady	Limited Use	Limited	N/A	Limited
P45	MOUNT PLEASANT/SCOTTDALE AIRPORT	2010	None	None			2600	500	Decrease	21	15	Decrease	Limited Use	Limited	N/A	Limited
N74	PENNS CAVE AIRPORT	2500	None	None			600	250	Decrease	3	0	Decrease	Limited Use	Limited	N/A	Limited
N10	PERKIOMEN VALLEY AIRPORT	2950	Non-Precision	NSTD			42195	10520	Decrease	104	22	Decrease	Intermediate	Limited	N/A	Limited
4G0	PITTSBURGH-MONROEVILLE AIRPORT	2280	None	None			5663	3500	Decrease	14	16	Increase	Limited Use	Limited	N/A	Limited
58N	REIGLE FIELD	1950	None	NSTD-LIRL			30000	30000	Steady	66	65	Decrease	Basic	Limited	N/A	Limited
9N3	SEAMANS AIRPORT	2500	Non-Precision	LIRL			35570	35736	Steady	56	59	Increase	Limited Use	Limited	N/A	Limited
N42	SHIPPENSBURG AIRPORT	2300	None	None			5	500	Increase	0	2	Increase	Limited Use	Limited	N/A	Limited
76N	SKY HAVEN AIRPORT	2007	None	None			13075	21690	Increase	29	55	Increase	Limited Use	Limited	N/A	Limited
69N	SLATINGTON AIRPORT	2460	None	NSTD-LIRL			13860	13630	Steady	42	42	Steady	Limited Use	Limited	N/A	Limited
S37	SMOKETOWN AIRPORT	2400	None	LIRL			26912	26912	Steady	84	80	Decrease	Basic	Limited	N/A	Limited
70N	SPRING HILL AIRPORT	2460	Non-Precision	LIRL			2000	1450	Decrease	3	1	Decrease	Limited Use	Limited	N/A	Limited
N53	STROUDSBURG-POCONO AIRPORT	3087	Non-Precision	NSTD-LIRL			17220	18820	Increase	31	34	Increase	Basic	Limited	N/A	Limited
71N	SUNBURY AIRPORT	3250	None	None			1900	1900	Steady	11	7	Decrease	Limited Use	Limited	N/A	Limited
9N1	VAN SANT AIRPORT	3058	None	None			29655	8915	Decrease	55	40	Decrease	Limited Use	Limited	N/A	Limited
N48	HORSHAM VALLEY AIRWAYS HELIPORT	65	None	U			2500	600	Decrease	7	1	Decrease	Special Use	Special Use	N/A	Special Use

Title: PA SASP Airports Classification Criteria 2012

APPENDIX

		Meets 2 out of 3 and sensitivity test			Part 139	2013 NPIAS	2007	2012	2007-2012	2007	2012	2007-2012	2007	2012 pre-Asset	2012	2012 w\Asset
		Runway Length	Published Approach	Runway Lights									PA Classification			
Loc	Airport	Class Criteria 4500+/3800/3200/2200	ILS/VGA/NP/none	HIRL/MIRL/none	(I, II, III)	In NPIAS = yes	Aircraft Operations		Change	Based Aircrafts		Change	PA Classification		FAA ASSET	PA Classification
P72	PENNS LANDING-PIER 36 HELIPORT	68	None	Helipad			13500	13380	Steady	4	2	Decrease	Special Use	Special Use	N/A	Special Use
9N2	PHILADELPHIA SEAPLANE BASE	9100	None	None			4500	100	Decrease	2	0	Decrease	Special Use	Special Use	N/A	Special Use
79N	RIDGE SOARING GLIDERPORT	3322	None	None			25300	18000	Decrease	4	4	Steady	Special Use	Special Use	N/A	Special Use
48P	ROCKY HILL ULTRALIGHT FLIGHT PARK	1000	None					150	N/A		1	N/A	Special Use	Special Use	N/A	Special Use
0P2	SHOESTRING AVIATION AIRFIELD	1000	None	None			0	1302	Increase	1	1	Steady	Special Use	Special Use	N/A	Special Use
P98	SOUTHERN ADAMS COUNTY HELIPORT	60	None	None			790	790	Steady	3	0	Decrease	Special Use	Special Use	N/A	Special Use
02P	STOTTLE MEMORIAL	100	Non-Precision	Helipad			50	10	Decrease	0	0	Steady	Special Use	Special Use	N/A	Special Use
H11	SUNBURY SEAPLANE BASE	5000	None	None			524	20	Decrease	3	2	Decrease	Special Use	Special Use	N/A	Special Use
PA20	THERMAL G GLIDER PORT	1240	None							0	N/A		Special Use	Special Use	N/A	Special Use
00A	TOTAL RF HELIPORT	80	None	Helipad			1500	1600	Steady	2	3	Increase	Special Use	Special Use	N/A	Special Use
0P0	VALLEY FORGE BICENTENNIAL HELIPORT (PRIVATE)	60	None	U			80	80	Steady	0	0	Steady	Special Use	Special Use	N/A	Special Use
P99	W.P.H.S. HELIPORT	74	None	U			1302	1288	Steady	0	0	Steady	Special Use	Special Use	N/A	Special Use

PA SASP Airports Classification Criteria 2012