

1. INVENTORY AND DATA COLLECTION

1.1 Inventory Overview

This chapter identifies changes in the airport system since the last plan was released in 2003 while supporting various technical elements of the system plan update. Virginia's current aviation system includes 66 public-use airports that this update will assess in detail. **Figure 1-1** provides a graphic overview of the existing system. Role classifications were retained from the 2003 VATSP as commercial service, reliever, general aviation-regional, general aviation-community, and local service.

A database was created which catalogs and stores all collected information. The contents of the database (i.e., topics to be included) and the level of detail needed for each data set were approved by the Virginia Department of Aviation (DOAV) before data collection began. To begin the inventory's data collection effort, many available data sources were reviewed. Data were obtained from the following sources:

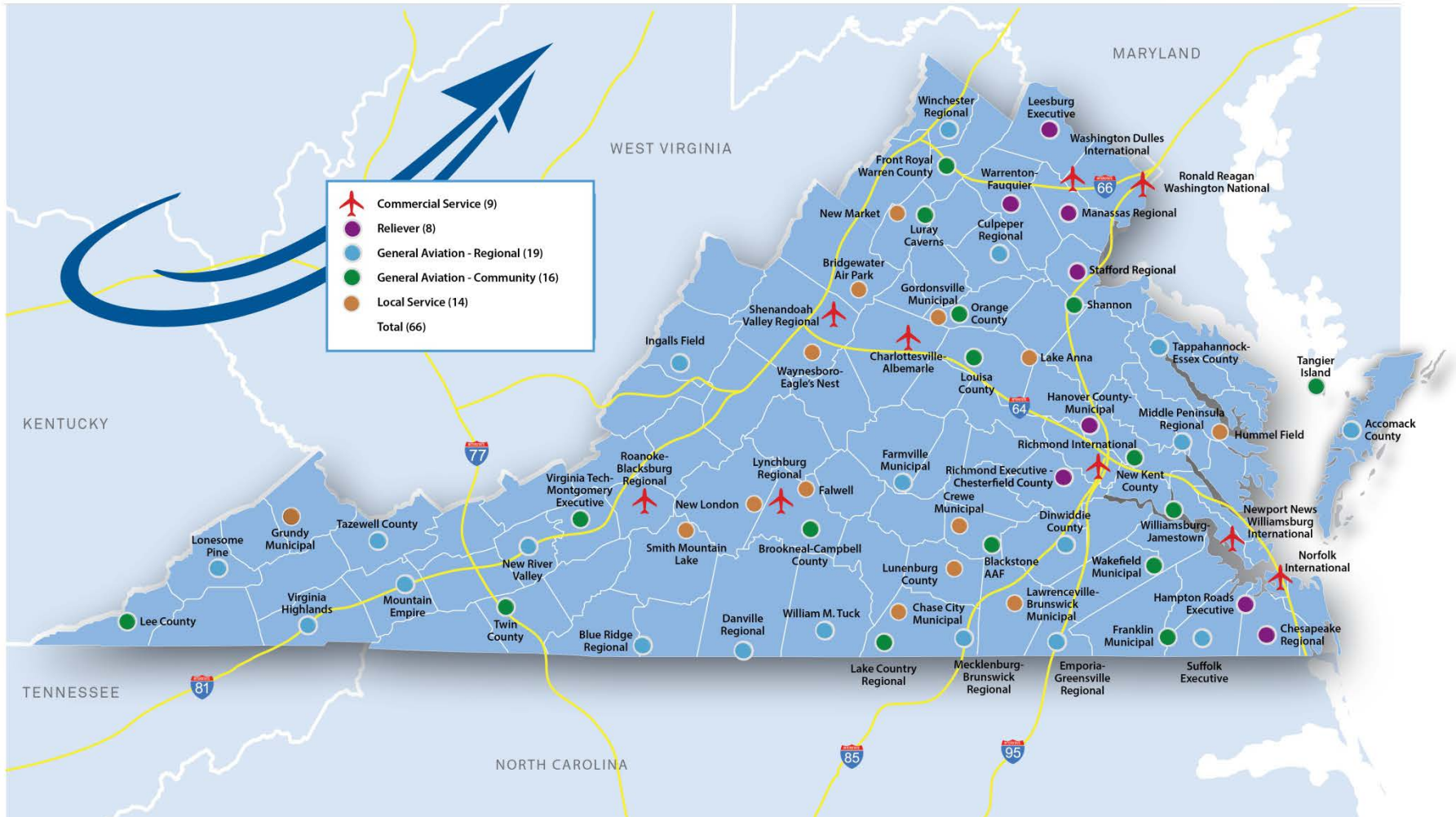
- Airport Master Plans
- FAA Facility and Equipment Directory
- FAA Form 5010
- Virginia Airport Operators Council (VAOC) Airport System Needs Assessment (2012)
- DOAV Competitive Analysis of Virginia's Aviation Industry (2012)
- Virginia Department of Aviation Facilities and Equipment; NAVAID Study (2010)
- Individual Airport Pavement Reports (2008)
- Instrument Approach Procedure Charts
- DOAV Based Aircraft Surveys (2000-2012)
- DOAV Airport IQ

The database was initially populated with available information for the 2003 and 2012 conditions for each data set. The information collected for individual airports was then aggregated into a "Sponsor Survey Form" and sent to each airport sponsor for their review to confirm or otherwise identify the changes that had occurred.

The inventory database was subsequently used throughout the System Plan Update process, providing a comprehensive snapshot of current facilities, activity, and conditions for all study airports. This comparative feature made it possible to easily identify changes in the system that took place over the past ten years.

The conduct of the inventory research required the development of a detailed database and survey format that is described in the following section.

Figure 1 - 1: Current Virginia Air Transportation System



1.2 Surveys of System Airports

The initial survey of the system airports was undertaken to confirm information and to finish populating the inventory database. Once the database was developed, individual data summaries were prepared for each airport. Airport summaries, along with an inventory questionnaire, were mailed to each study airport in April 2013. Airport sponsors were asked to verify data for their airport and to provide any additional data required to support subsequent system analysis that was not available from a secondary data source. A blank sponsor survey sample can be found in **Appendix A**.

The database was updated to reflect the information received from airport sponsors. This first-hand confirmation of data used to support the study's analysis ensured that this System Plan Update used the most accurate and up-to-date data available for each airport in the system.

Additional sponsor outreach with each of the 66 study airports was conducted to resolve missing, incomplete, or inconsistent information compiled from the collection efforts. The database associated with this report contains the most up-to-date information received from airport sponsors as a result of the survey and the follow-up efforts completed during the inventory task. The database provides key information vital to the VATSP Update and can also be utilized by the DOAV, as necessary, to obtain past and current inventory information for each airport.

1.3 Existing System

Virginia's airport system is comprised of an extensive system of commercial service and general aviation (GA) airports. **Figure 1-1** shows each study airport and indicates the airport service role in accordance with the classification system used by the DOAV.

An important part of evaluating the adequacies and deficiencies in Virginia's system of 66 public-use airports requires an understanding of each airport's service area. To help identify airport drive time service areas, an analysis was completed using 2012 ESRI U.S. StreetMap data. Existing highway/road types and DOAV confirmed speed limits for each road type were coordinated and confirmed with the Virginia Department of Transportation (VDOT) through the Office of Intermodal Planning and Investment (OIPI). A 30-minute service area was established for each general aviation airport, and a 45-minute service area was established for each commercial service airport. As part of the inventory effort, the drive time analysis also identified the population within each airport's established drive time service area. The methodology behind this analysis is presented in **Appendix B**.

The airport service areas are important underpinnings for evaluating the performance of and the accessibility to Virginia's airport system. The drive time analysis and the resultant estimates of population per airport service area are important inputs for the system evaluation effort that is presented in Chapter 4: Alternatives Analysis.

1.4 Summary of Key Information

Much of the data collected during the inventory effort are presented in successive chapters of this report. Some of the most important information assembled for each system airport and included in **Appendix A** is summarized below.

Each airport is categorized by a service role, approach category, and design group. The airport service role is defined by Virginia’s classification system which identifies the airport function, primary economic role, optimal Airport Reference Code (ARC), and funding eligibility. The ARC is defined by the Federal Aviation Administration (FAA) using the aircraft approach category (AAC) and airplane design group (ADG) of the aircraft that the airport is intended to accommodate.

The aircraft approach category defined in **Table 1-1** relates to the operational characteristic of aircraft approach speed and is depicted by a letter as follows:

Table 1 - 1: Aircraft Approach Category (AAC)

	Approach Speed
Category A	Less than 91 knots
Category B	91 knots or more but less than 121 knots
Category C	121 knots or more but less than 141 knots
Category D	141 knots or more but less than 166 knots
Category E	166 knots or more

Source: FAA AC 150/5300-13A

The airplane design group category, illustrated in **Table 1-2**, relates to a grouping of airplanes based on tail height or wingspan and is depicted by a Roman numeral as follows:

Table 1 - 2: Airplane Design Group (ADG)

	Tail Height (ft)	Wingspan (ft)
Group I	<20	<49
Group II	20 - <30	49 - <79
Group III	30 - <45	79 - <118
Group IV	45 - <60	118 - <171
Group V	60 - <66	171 - <214
Group VI	66 - <80	214 - <262

Source: FAA AC 150/5300-13A

The classification system for airport service role implemented as part of the 1990 VATSP Update has remained, though the role definitions have been refined, through each VATSP update. The latest version of airport service roles for Virginia airports include:

Commercial Service (CM): Commercial Service airports provide scheduled air carrier and/or commuter service for surrounding communities. Destinations are both domestic and, in some cases, international. Airports with established commercial service are included in this category. Should a noncommercial service airport acquire commercial service, it would be considered a Commercial Service airport upon reaching 10,000 annual enplanements. Commercial Service airports are recommended to meet a minimum of FAA

Category “C” design criteria. A precision instrument approach should be provided if feasible from a technical and financial perspective. Commercial Service airports are eligible for Air Carrier entitlement and Air Carrier/Reliever discretionary funding from the Commonwealth Airport Fund.

Reliever (RL): Reliever airports are general aviation airports located near or in larger metropolitan areas that are intended to reduce congestion at commercial service airports, providing comparable general aviation facilities and services typically found at a commercial service airport. They are recommended to meet a minimum of FAA Category “C” design criteria to accommodate the full range of general aviation aircraft. A precision instrument approach should be provided if feasible from a technical and financial perspective. Reliever airports are eligible for Air Carrier/Reliever discretionary funding from the Commonwealth Airport Fund.

General Aviation Regional (GR): General Aviation Regional airports serve a large market area and accommodate general aviation activity. These airports offer a full range of services and facilities for general aviation activity including jet fuel, full-service fixed based operators, hangars, and a general aviation terminal building. General Aviation Regional airports are recommended to meet a minimum of FAA Category “C” design criteria when feasible. Instrument approach capabilities should also exist at General Aviation Regional airports. A precision instrument approach should be provided if feasible from a technical and financial perspective as well as justified by the level of operations. General Aviation Regional airports are eligible for General Aviation discretionary funding from the Commonwealth Airport Fund.

General Aviation Community (GC): General Aviation Community airports provide general aviation facilities and services to a smaller market segment than General Aviation Regional airports. The services at General Aviation Community airports may include fuel sales, aircraft rental, and pilot training. General Aviation Community airports are recommended to meet a minimum of FAA Category “B” design standards when feasible. A non-precision instrument approach should be provided if feasible from a technical and financial perspective as well as justified by the level of operations. General Aviation Community airports are eligible for General Aviation discretionary funding from the Commonwealth Airport Fund.

Local Service (LO): Local Service airports generally have a lower level of operational activity than other general aviation airports. Local Service airports provide limited facilities and often have constraints on expansion capability. Local Service airports should meet FAA Category “A” or “B” design criteria. Commonwealth funding for Local Service airports is limited to safety and preservation projects. Local Service airports are eligible for General Aviation discretionary funding from the Commonwealth Airport Fund. These airports must meet 5.1-7 of the Code of Virginia and 24 VAC 5-20-140 licensing requirements. Local Service airports may be in close proximity to larger airports.

Table 1-3 lists the 2012 primary runway length and width for each study airport as licensed by the DOAV.

Table 1-4 provides the Instrument Approach Capabilities and Approach Minima, based on lowest decision height, for each study airport. The instrument approach capability is listed as either visual, non-precision, or precision. A visual approach is a non-precision approach carried out using only visual references to the runway when weather conditions permit. A non-precision instrument approach provides horizontal guidance for a straight-in approach. No vertical guidance is provided. A precision approach provides both horizontal and vertical guidance for aircraft landing. The instrument approach minima for each airport’s primary runway

are also provided in Table 1-4. The first number is the lowest altitude, expressed in feet above sea level, at which a pilot must make a decision to execute a landing or a missed approach. The second value reflects the minimum visibility specified for an approach, expressed in statute miles, or in hundreds of feet where runway visual range (RVR) is reported.

Table 1-5 provides the existing runway lighting and vertical guidance visual aids (VGVA) available for the primary runway at each study airport. Primary runway lighting categorizes the runway edge lights used to outline the edges of runways during darkness or restricted visibility conditions. These light systems are classified according to the intensity they are capable of producing as follows:

- High Intensity Runway Lights (HIRL)
- Medium Intensity Runway Lights (MIRL)
- Low Intensity Runway Lights (LIRL)

If a primary runway does not have lighting, it is denoted as “None” in Table 1-5.

The VGVA provide vertical guidance for a Visual Flight Rules (VFR) approach, or for the visual portion of an instrument approach and landing. If the primary runway has a visual aid, it is noted in Table 1-5 in accordance with the following acronyms:

- Abbreviated Precision Approach Path (APAP)
- Precision Approach Path Indicator (PAPI)
- Pulsating Visual Approach Slope Indicator (PVASI)
- Visual Approach Slope Indicator (VASI)

If the primary runway has an approach lighting system, it is noted in Table 1-5 in accordance with the following acronyms:

- High Intensity Approach Lighting System with Sequenced Flashing Lights (ALFS2)
- Medium Intensity Approach Lighting System (MALSL)
- Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR)
- Omni-Directional Approach Lighting System (ODALS)

Table 1 - 3: Primary Runway Lengths

Airport Name	VATSP Service Role	Aircraft Approach Category	Airplane Design Group	Primary Runway	Existing Primary Runway Length (In feet)*	Existing Primary Runway Width (In feet)*
Charlottesville-Albemarle	CM	C	III	3-21	6,801	150
Lynchburg Regional	CM	C	III	4-22	7,100	150
Newport News-Williamsburg International	CM	D	V	7-25	8,003	150
Norfolk International	CM	D	IV	5-23	9,001	150
Richmond International	CM	D	IV	16-34	9,003	150
Roanoke-Blacksburg Regional	CM	C	IV	6-24	6,802	150
Ronald Reagan Washington National	CM	C	IV	1-19	7,169	150
Shenandoah Valley Regional	CM	C	III	5-23	6,002	150
Washington Dulles International	CM	D	VI	1R-19L	11,500	150
Chesapeake Regional	RL	C	II	5-23	5,500	100
Richmond Executive-Chesterfield County	RL	C	II	15-33	5,500	100
Hampton Roads Executive	RL	C	II	10-28	5,350	100
Hanover County Municipal	RL	B	II	16-34	5,402	100
Leesburg Executive	RL	C	II	17-35	5,500	100
Manassas Regional	RL	C	III	16L-34R	6,200	100
Stafford Regional	RL	C	II	15-33	5,000	100
Warrenton-Fauquier	RL	C	II	15-33	5,000	100

*As licensed by DOAV

Table 1 - 3: Primary Runway Lengths (Continued)

Airport Name	VATSP Service Role	Aircraft Approach Category	Airplane Design Group	Primary Runway	Existing Primary Runway Length (in feet)*	Existing Primary Runway Width (In feet)*
Accomack County	GR	B	II	3-21	4,999	150
Blue Ridge Regional	GR	C	II	12-30	4,999	75
Culpeper Regional	GR	B	II	4-22	5,000	100
Danville Regional	GR	C	II	2-20	6,500	150
Dinwiddie County	GR	B	II	5-23	5,001	100
Emporia-Greenville Regional	GR	B	II	15-33	5,044	100
Farmville Municipal	GR	B	II	3-21	4,400	75
Ingalls Field	GR	B	II	7-25	5,601	100
Lonesome Pine	GR	B	II	6-24	5,400	100
Mecklenburg-Brunswick Regional	GR	B	II	1-19	5,000	75
Middle Peninsula Regional	GR	B	II	10-28	5,000	75
Mountain Empire	GR	B	II	8-26	5,252	75
New River Valley	GR	B	II	6-24	6,201	150
Suffolk Executive	GR	B	II	4-22	5,007	100
Tappahannock-Essex County	GR	B	I	10-28	4,300	75
Tazewell County	GR	B	I	7-25	4,300	75
Virginia Highlands	GR	B	II	6-24	4,450	100
William M. Tuck	GR	B	II	1-19	4,011	75
Winchester Regional	GR	C	II	14-32	5,500	100

*As licensed by DOAV

Table 1 - 3: Primary Runway Lengths (Continued)

Airport Name	VATSP Service Role	Aircraft Approach Category	Airplane Design Group	Primary Runway	Existing Primary Runway Length (in feet)*	Existing Primary Runway Width (In feet)*
Blackstone AAF	GC	C	II	4-22	4,632	150
Brookneal-Campbell County	GC	B	II	6-24	3,800	60
Franklin Municipal	GC	B	II	9-27	4,977	100
Front Royal-Warren County	GC	B	I	10-28	3,007	75
Lake Country Regional	GC	B	II	4-22	4,500	50
Lee County	GC	B	II	7-25	5,000	75
Louisa County	GC	B	II	9-27	4,300	100
Luray Caverns	GC	B	I	4-22	3,125	75
New Kent County	GC	B	I	10-28	3,600	75
Orange County	GC	B	I	8-26	3,200	75
Shannon	GC	B	I	6-24	2,910	100
Tangier Island	GC	B	I	2-20	2,950	75
Twin County	GC	B	II	1-19	4,204	75
Virginia Tech-Montgomery Executive	GC	B	II	12-30	4,550	100
Wakefield Municipal	GC	B	II	2-20	4,337	75
Williamsburg-Jamestown	GC	B	I	13-31	3,204	60

*As licensed by DOAV

Table 1 - 3: Primary Runway Lengths (Continued)

Airport Name	VATSP Service Role	Aircraft Approach Category	Airplane Design Group	Primary Runway	Existing Primary Runway Length (in feet)*	Existing Primary Runway Width (In feet)*
Bridgewater Air Park	LO	B	II	15-33	2,745	60
Chase City Municipal	LO	B	I	18-36	3,400	50
Crewe Municipal	LO	B	I	15-33	3,300	60
Waynesboro-Eagle's Nest	LO	B	I	6-24	2,009	50
Falwell	LO	B	I	10-28	2,932	50
Gordonsville Municipal	LO	A	I	5-23	2,300	40
Grundy Municipal	LO	B	II	4-22	2,258	60
Hummel Field	LO	A	I	1-19	2,261	45
Lake Anna	LO	A	I	8-26	2,560	50
Lawrenceville-Brunswick Municipal	LO	B	I	18-36	3,200	50
Lunenburg County	LO	B	I	2-20	3,000	50
New London	LO	B	I	18-36	3,164	40
New Market	LO	B	I	6-24	2,920	60
Smith Mountain Lake	LO	B	I	5-23	3,058	50

*As licensed by DOAV

Table 1 - 4: Instrument Approach Capability & Minima

Airport Name	VATSP Service Role	Aircraft Approach Category	Airplane Design Group	Primary Runway	Instrument Approach Capability	Instrument Approach Minima
Charlottesville-Albemarle	CM	C	III	3-21	Precision	878-1
Lynchburg Regional	CM	C	III	4-22	Precision	1106-24
Newport News-Williamsburg International	CM	D	V	7-25	Precision	239-24
Norfolk International	CM	D	IV	5-23	Precision	216-½
Richmond International	CM	D	IV	16-34	Precision	101-12
Roanoke-Blacksburg Regional	CM	C	IV	6-24	Precision	1543-7/8
Ronald Reagan Washington National	CM	C	IV	1-19	Precision	211-18
Shenandoah Valley Regional	CM	C	III	5-23	Precision	1,384-½
Washington Dulles International	CM	D	VI	1R-19L	Precision	472-18
Chesapeake Regional	RL	C	II	5-23	Precision	217-½
Richmond Executive-Chesterfield County	RL	C	II	15-33	Precision	417-½
Hampton Roads Executive	RL	C	II	10-28	Non-Precision	480-1
Hanover County Municipal	RL	B	II	16-34	Non-Precision	535-1¼
Leesburg Executive	RL	C	II	17-35	Precision	628-1
Manassas Regional	RL	C	III	16L-34R	Precision	442-¾
Stafford Regional	RL	C	II	15-33	Precision	396-¾
Warrenton-Fauquier	RL	C	II	15-33	Non-Precision	513-¾

Note: Approach Minima current as of December 2012

Table 1 - 4: Instrument Approach Capability & Minima (Continued)

Airport Name	VATSP Service Role	Aircraft Approach Category	Airplane Design Group	Primary Runway	Instrument Approach Capability	Instrument Approach Minima
Accomack County	GR	B	II	3-21	Non-Precision	346-1
Blue Ridge Regional	GR	C	II	12-30	Non-Precision	1,175-1
Culpeper Regional	GR	B	II	4-22	Non-Precision	610-1
Danville Regional	GR	C	II	2-20	Precision	758-½
Dinwiddie County	GR	B	II	5-23	Non-Precision	499-1
Emporia-Greenville Regional	GR	B	II	15-33	Non-Precision	310-1
Farmville Municipal	GR	B	II	3-21	Non-Precision	696-1
Ingalls Field	GR	B	II	7-25	Precision	4,088-1
Lonesome Pine	GR	B	II	6-24	Non-Precision	3,021-1-¼
Mecklenburg-Brunswick Regional	GR	B	II	1-19	Non-Precision	667-1
Middle Peninsula Regional	GR	B	II	10-28	Non-Precision	263-1
Mountain Empire	GR	B	II	8-26	Non-Precision	3,048-2
New River Valley	GR	B	II	6-24	Precision	2,305-1
Suffolk Executive	GR	B	II	4-22	Non-Precision	440-1
Tappahannock-Essex County	GR	B	I	10-28	Non-Precision	478-1-¼
Tazewell County	GR	B	I	7-25	Non-Precision	3,080-1
Virginia Highlands	GR	B	II	6-24	Non-Precision	2,381-1
William M. Tuck	GR	B	II	1-19	Non-Precision	739-1-¼
Winchester Regional	GR	C	II	14-32	Precision	915-½

Note: Approach Minima current as of December 2012

Table 1 - 4: Instrument Approach Capability & Minima (Continued)

Airport Name	VATSP Service Role	Aircraft Approach Category	Airplane Design Group	Primary Runway	Instrument Approach Capability	Instrument Approach Minima
Blackstone AAF	GC	C	II	4-22	Non-Precision	940-1
Brookneal-Campbell County	GC	B	II	6-24	Non-Precision	980-1
Franklin Municipal	GC	B	II	9-27	Non-Precision	317-1
Front Royal-Warren County	GC	B	I	10-28	Non-Precision	1,820-1 ¼
Lake Country Regional	GC	B	II	4-22	Non-Precision	800-1
Lee County	GC	B	II	7-25	Non-Precision	1711-1
Louisa County	GC	B	II	9-27	Non-Precision	743-1
Luray Caverns	GC	B	I	4-22	Non-Precision	1,460-1
New Kent County	GC	B	I	10-28	Non-Precision	560-1
Orange County	GC	B	I	8-26	Non-Precision	1,120-1
Shannon	GC	B	I	6-24	Non-Precision	1,100-3
Tangier Island	GC	B	I	2-20	Non-Precision	660-1
Twin County	GC	B	II	1-19	Non-Precision	2,964-7/8
Virginia Tech-Montgomery Executive	GC	B	II	12-30	Non-Precision	2,506-1 ½
Wakefield Municipal	GC	B	II	2-20	Non-Precision	1,120-3
Williamsburg-Jamestown	GC	B	I	13-31	Non-Precision	1,060-3

Note: Approach Minima current as of December 2012

Table 1 - 4: Instrument Approach Capability & Minima (Continued)

Airport Name	VATSP Service Role	Aircraft Approach Category	Airplane Design Group	Primary Runway	Instrument Approach Capability	Instrument Approach Minima
Bridgewater Air Park	LO	B	II	15-33	Non-Precision	2,180-3
Chase City Municipal	LO	B	I	18-36	Non-Precision	1,500-3
Crewe Municipal	LO	B	I	15-33	Non-Precision	920-1
Waynesboro-Eagle's Nest	LO	B	I	6-24	Non-Precision	2,440-3
Falwell	LO	B	I	10-28	Non-Precision	1,460-1
Gordonsville Municipal	LO	A	I	5-23	Non-Precision	1,460-3
Grundy Municipal	LO	B	II	4-22	Visual	-
Hummel Field	LO	A	I	1-19	Non-Precision	1,040-3
Lake Anna	LO	A	I	8-26	Non-Precision	1,360-3
Lawrenceville-Brunswick Municipal	LO	B	I	18-36	Non-Precision	1,340-3
Lunenburg County	LO	B	I	2-20	Non-Precision	1,080-1
New London	LO	B	I	18-36	Non-Precision	1,780-3
New Market	LO	B	I	6-24	Non-Precision	1,980-3
Smith Mountain Lake	LO	B	I	5-23	Non-Precision	1,900-3

Note: Approach Minima current as of December 2012

Table 1 - 5: NAVAIDS and Lighting

Airport Name	VATSP Service Role	Primary Runway	Primary Runway Lighting	Vertical Guidance Visual Aids	Approach Lights
Charlottesville-Albemarle	CM	3-21	HIRL	PAPI	MALSR
Lynchburg Regional	CM	4-22	HIRL	PAPI	MALSR
Newport News-Williamsburg International	CM	7-25	HIRL	VASI	MALSR
Norfolk International	CM	5-23	HIRL	PAPI	MALSR
Richmond International	CM	16-34	HIRL	VASI	MALSR ALSF2
Roanoke-Blacksburg Regional	CM	6-24	HIRL	VASI	MALSR
Ronald Reagan Washington National	CM	1-19	HIRL	PAPI	MALSF ALSF2
Shenandoah Valley Regional	CM	5-23	HIRL	PAPI	MALSR
Washington Dulles International	CM	1R-19L	HIRL	PAPI	MALSR ALSF2
Chesapeake Regional	RL	5-23	HIRL	PAPI	MALSR
Richmond Executive-Chesterfield County	RL	15-33	HIRL	PAPI	MALSR
Hampton Roads Executive	RL	10-28	MIRL	PAPI	
Hanover County Municipal	RL	16-34	MIRL	PAPI	
Leesburg Executive	RL	17-35	HIRL	PAPI	ODALS
Manassas Regional	RL	16L-34R	HIRL	PAPI	MALSR
Stafford Regional	RL	15-33	HIRL	PAPI	MALSF
Warrenton-Fauquier	RL	15-33	HIRL	PAPI	

Table 1 - 5: NAVAIDS and Lighting (Continued)

Airport Name	VATSP Service Role	Primary Runway	Primary Runway Lighting	Vertical Guidance Aids	Visual Aids	Approach Lights
Accomack County	GR	3-21	MIRL	PAPI		
Blue Ridge Regional	GR	12-30	MIRL	PAPI		ODALS
Culpeper Regional	GR	4-22	MIRL	PAPI		
Danville Regional	GR	2-20	HIRL	PAPI	VASI	MALSR
Dinwiddie County	GR	5-23	MIRL	PAPI		ODALS
Emporia-Greenville	GR	15-33	MIRL	PAPI		
Farmville Municipal	GR	3-21	MIRL	PAPI		
Ingalls Field	GR	7-25	HIRL	PAPI		
Lonesome Pine	GR	6-24	MIRL	PAPI		ODALS
Mecklenburg-Brunswick Regional	GR	1-19	MIRL	PAPI		ODALS
Middle Peninsula Regional	GR	10-28	MIRL	PAPI		
Mountain Empire	GR	8-26	MIRL	PAPI		
New River Valley	GR	6-24	HIRL	PAPI		MALSR
Suffolk Executive	GR	4-22	HIRL	PAPI	APAP	
Tappahannock-Essex County	GR	10-28	MIRL	PAPI		
Tazewell County	GR	7-25	MIRL	PAPI		
Virginia Highlands	GR	6-24	MIRL	PAPI		ODALS
William M. Tuck	GR	1-19	MIRL	PAPI		
Winchester Regional	GR	14-32	HIRL	PAPI		MALSR

Table 1 - 5: NAVAIDS and Lighting (Continued)

Airport Name	VATSP Service Role	Primary Runway	Primary Runway Lighting	Vertical Guidance Aids	Visual Aids	Approach Lights
Blackstone AAF	GC	4-22	MIRL			
Brookneal-Campbell County	GC	6-24	MIRL			
Franklin Municipal	GC	9-27	MIRL	PAPI		
Front Royal-Warren County	GC	10-28	MIRL		APAP	
Lake Country Regional	GC	4-22	MIRL			
Lee County	GC	7-25	MIRL	PAPI		
Louisa County	GC	9-27	MIRL	PAPI		
Luray Caverns	GC	4-22	MIRL		APAP	
New Kent County	GC	10-28	MIRL	PAPI		
Orange County	GC	8-26	MIRL	PAPI		
Shannon	GC	6-24	MIRL	PVASI		
Tangier Island	GC	2-20	NONE			
Twin County	GC	1-19	MIRL	PAPI		
Virginia Tech-Montgomery Executive	GC	12-30	MIRL	PAPI		ODALS
Wakefield Municipal	GC	2-20	MIRL		APAP	
Williamsburg-Jamestown	GC	13-31	MIRL		APAP	

Table 1 - 5: NAVAIDS and Lighting (Continued)

Airport Name	VATSP Service Role	Primary Runway	Primary Runway Lighting	Vertical Guidance Aids	Visual Aids	Approach Lights
Bridgewater Air Park	LO	15-33	MIRL	APAP		
Chase City Municipal	LO	18-36	LIRL		VASI	
Crewe Municipal	LO	15-33	MIRL	APAP		
Waynesboro-Eagle's Nest	LO	6-24	MIRL			
Falwell	LO	10-28	MIRL		VASI	
Gordonsville Municipal	LO	5-23	MIRL	APAP		
Grundy Municipal	LO	4-22	MIRL	APAP		
Hummel Field	LO	1-19	MIRL	APAP	VASI	
Lake Anna	LO	8-26	MIRL			
Lawrenceville-Brunswick Municipal	LO	18-36	MIRL			
Lunenburg County	LO	2-20	LIRL	APAP		
New London	LO	18-36	NONE			
New Market	LO	6-24	LIRL			
Smith Mountain Lake	LO	5-23	MIRL			

1.5 Summary of Inventory Effort

The inventory effort of the VATSP Update collected data that builds the basis for the evaluation of the performance of individual system airports and the system as a whole. The completed database gives a comprehensive snapshot of existing conditions at each airport within the Virginia Airport System, and allows for the comparison of current conditions with the conditions that existed during the 2003 VATSP Update.

The inventory provides a report on existing system conditions which in turn guides the analysis documented in subsequent chapters for establishing the adequacies or deficiencies of the current system. The inventory information establishes the baseline conditions from which the sequential planning process will be applied for developing forecasts of aviation demand, supporting the development of recommendations, estimating costs, and identifying implementation actions that will help to ensure the goals of the DOAV's aviation system are met.

