

TABLE 3.1 - SUMMARY OF PCI RATINGS

Airport City (Branch Name)	Section	Section Area (sq. feet)	Constr. Year	Family Group	Surveyed PCIs							Critical PCI	Predicted PCIs		
					1994	1997	2000	2003	2006	2009	2012		2013	2018	2023
Anaconda	A-1	49,140	1992	ACAM	96	84		81	77	58	64	50	63	53	45
Anaconda	A-2	84,000	1993	ACAM	94	92		74	64	61	41	50	40	23	10
Anaconda	R-1	450,000	2009	ACRML	97	88		82	66	99	90	60	87	74	70
Anaconda	R-2	271,200	1993	ACRML	99	95		XX	XX	XX	85	60	83	72	68
Anaconda	T-1	108,800	2009	ACRML	XX	XX		XX	XX	96	83	60	81	71	68
Anaconda	T-1A	15,450	1992	ACRML	99	96		87	79	77	60	60	58	37	21
Anaconda	T-22	21,000	2010	ACRML	XX	XX		XX	XX	XX	92	60	89	75	70
Anaconda	T-4	8,925	1985	ACRML	71	50		XX	XX	XX	84	60	82	72	68
Anaconda	T-5	12,075	1993	ACRML	97	94		88	68	67	70	60	69	66	58
Anaconda	T-6	35,840	2010	ACRML							95	60	92	77	71
Baker	A-2A	120,000	1992	ACAM	XX	93	83	77	79	70	72	50	70	60	53
Baker	A-3A	14,700	1992	ACPL		100	82	76	75	69	69	50	67	59	54
Baker	A-5	40,000	1997	ACAM		100	88	86	62	66	66	50	64	55	47
Baker	A-6	14,994	1997	PCAA		100	88	81	59	56	65	45	64	59	56
Baker	A-7	12,885	2001	ACAM				90	80	79	77	50	75	64	56
Baker	A-9	23,056	2012	ACAM							100	50	97	79	69
Baker	R-1	367,500	2012	ACRML	XX	XX	XX	XX	XX	XX	100	50	67	81	73
Baker	R-2	75,000	2012	ACRML							100	50	98	83	71
Baker	T-1	33,750	2001	ACRML	98	66	69	88	74	69	75	50	74	65	59
Baker	T-2	137,200	2001	ACRML	97	74	55	85	75	73	73	50	72	64	57
Baker	T-3	53,620	2001	ACRML	94	66	50	94	76	79	85	50	83	72	65
Baker	T-4	45,415	1997	ACRML		100	88	87	79	75	72	50	71	63	55
Baker	T-5	45,850	2012	ACRML							100	50	98	83	71
Benchmark	A-1A	22,500	1966	ACAH			54	46	34	33		55	16	0	0
Benchmark	A-1B	45,000	1966	ACAH			45	42	22	17		55	0	0	0
Benchmark	R-1	465,000	1966	ACRH			59	51	35	29		50	17	0	0
Benchmark	R-2A	75,000	1966	ACRH			56	53	33	28		50	16	0	0
Benchmark	R-2B	60,000	1966	ACRH			54	42	27	25		50	13	0	0
Benchmark	T-1	13,500	1966	ACRH			56	42	34	33		50	21	3	0
Big Sandy	A-1	5,760	1986	PCAA			64	36	8	2	4	45	1	0	0
Big Sandy	A-2	31,488	2010	ACAM							89	50	86	72	63
Big Sandy	R-11	219,060	2010	ACPL		XX	XX	XX	XX	XX	100	50	96	80	73
Big Sandy	T-2	14,400	1993	ACPL	100	72	69	61	64	59	50	50	70	60	55
Big Sandy	T-3	16,600	2010	ACAM							97	50	95	78	68
Big Timber	A-1	40,000	1996	ACAM	XX		90	87	86	61	78	50	76	64	57
Big Timber	A-2	23,750	1996	ACAM			90	85	86	61	84	50	81	69	61
Big Timber	R-1	348,750	1996	ACRML	XX		91	87	78	67	58	50	77	68	62
Big Timber	R-2	47,625	1996	ACRML			95	90	86	71	79	50	77	68	62
Big Timber	T-1	4,650	1996	ACRML	XX		89	75	74	53	53	50	51	37	21
Big Timber	T-2	39,600	1996	ACRML	XX		83	73	67	55	68	50	67	59	50
Big Timber	T-3	13,750	1996	ACRML			90	85	78	73	74	50	73	64	58
Big Timber	T-4	85,365	2003	ACRML					93	83	76	50	74	66	59
Big Timber	T-5	35,020	2003	ACRML					89	76	73	50	72	63	57
Broadus	A-1	99,855	2005	ACAM						86	95	50	92	76	66
Broadus	R-1	330,000	2005	ACRML						85	92	60	89	75	70
Broadus	T-1	45,500	2005	ACRML						89	94	60	91	76	70
Chester	A-5	96,824	1997	ACAM			82	76	74	54	64	50	63	54	46
Chester	A-11	42,706	2010	ACAM							100	50	97	79	69
Chester	R-3	345,000	1997	ACRML			91	81	79	65	87	60	85	73	69
Chester	T-2	10,850	1997	ACRML			89	77	74	57	81	60	79	71	68
Chester	T-3	16,825	1997	ACRML			85	79	79	61	66	60	65	54	37
Chester	T-4	3,250	2010	ACRML							100	60	97	80	72
Chester	T-13	17,600	2010	ACRML							95	60	92	77	71
Chinook	A-1A	92,627	1991	ACAM		64	65	62		52	53	50	51	41	29
Chinook	A-1B	39,000	2006	ACAM						82	86	50	87	72	64
Chinook	R-1	300,000	2006	ACRML		XX	XX	XX		87	85	50	83	72	65
Chinook	T-1	103,075	2006	ACRML		XX	XX	XX		92	89	50	86	74	67

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					1994	1997	2000	2003	2006	2009	2012		2013	2018	2023
Choteau	A-1	46,336	2001	ACAM	XX			91	88	82	83	50	81	68	60
Choteau	R-11	198,000	2001	ACRML	XX			92	85	78	76	60	75	69	66
Choteau	R-12	24,000	2001	ACRML	XX			88	88	79	78	60	76	70	67
Choteau	R-2	375,000	2001	ACRML				83	81	78	78	60	76	70	67
Choteau	T-1	38,760	2001	ACRML	XX			81	84	81	76	60	75	69	66
Choteau	T-2	35,560	2001	ACRML				89	87	79	78	60	76	70	67
Circle	A-1	27,000	2007	ACAM	76	61	60	48		65	67	50	65	56	48
Circle	A-2	34,860	2007	ACAM	87	56	57	53		66	68	50	66	57	49
Circle	R-11	307,500	2007	ACRML						88	88	60	85	73	69
Circle	T-1	2,900	2007	ACRML	82	76	63	45		84	78	60	76	70	67
Circle	T-2	2,900	2007	ACRML	74	60	58	39		83	80	60	78	70	67
Colstrip	A-1	66,000	2008	ACAM	87	68	64	64	30	90	91	50	88	73	64
Colstrip	R-1	382,500	2008	ACRMU	88	65	66	72	47	97	92	50	89	76	71
Colstrip	T-1	27,300	2008	ACRMU	77	70	53	53	25	93	94	50	91	77	71
Colstrip	T-2	19,600	2008	ACRMU	96	71	69	75	55	90	94	50	91	77	71
Columbus	A-1	77,012	1998	ACAM				79	80	59	68	50	66	59	49
Columbus	R-1	285,000	1998	ACRMU				85	81	67	72	50	71	63	55
Columbus	T-1	76,575	1998	ACRMU				92	84	57	77	50	75	67	60
Columbus	T-2	14,640	1998	ACRMU				90	82	68	82	50	80	70	64
Columbus	T-3	45,275	2001	ACRMU				88	83	60	75	50	73	65	58
Conrad	A-1	95,000	2002	ACAM	XX	XX		77	76	76	75	50	73	63	55
Conrad	R-3	345,000	2002	ACRML	XX	XX		95	76	76	72	60	71	67	63
Conrad	T-4	23,040	2002	ACRML	XX	XX		86	88	80	62	60	61	41	25
Culbertson	A-1	47,000	1993	ACAM	XX	XX	XX	XX	XX		96	50	93	76	67
Culbertson	A-2	28,085	2009	ACAM							99	50	96	78	68
Culbertson	R-1	180,000	1993	ACRML	XX	XX	XX	XX	XX		99	60	96	79	72
Culbertson	R-2	48,000	1993	ACRML	XX	XX	XX	XX	XX		98	60	94	78	71
Culbertson	T-1	25,000	1993	ACRML	XX	XX	XX	XX	XX		91	60	88	75	70
Culbertson	T-2	25,000	1993	ACRML	XX	XX	XX	XX	XX		97	60	94	78	71
Cut Bank	A-1	102,000	1942	PCAA	28	40	49		33	29	27	45	25	9	0
Cut Bank	R-1	397,500	1984	ACRMU	89	78	61		67	63		50	57	48	32
Cut Bank	R-21	437,850	2007	ACRMU	XX	XX	XX		XX	93	93	50	91	77	70
Cut Bank	T-1	34,125	1990	ACRMU	93	85	77		54	53	25	50	23	2	0
Cut Bank	T-2	92,000	1990	ACRMU	90	86	79		63	58	43	50	41	23	6
Cut Bank	T-4	156,800	1991	ACRMU	99	90	84		68	59	57	50	56	44	30
Cut Bank	T-5	104,013	2000	ACRMU			100		67	72	37	50	35	15	0
Cut Bank	T-6	19,600	2007	ACRMU						96	100	50	98	82	73
Deer Lodge	A-3	55,310	1996	ACAM		95	88	82		62	41	50	39	23	10
Deer Lodge	A-4	15,904	1996	ACAM		93	92	86		69	57	50	56	46	36
Deer Lodge	A-5	73,312	1905	ACAM							88	50	85	71	63
Deer Lodge	R-3	330,000	1996	ACRML		91	85	80		90	77	60	75	69	66
Deer Lodge	R-4	59,987	2006	ACRML						92	80	60	78	70	67
Deer Lodge	T-1B	5,392	1997	ACRML			90	78		89	83	60	80	71	68
Deer Lodge	T-2	31,000	1997	ACRML		91	81	74		80	67	60	66	58	41
Dillon	A-3	92,250	1994	ACAM	100	86	84	79	65	96	97	50	94	77	67
Dillon	A-4	78,200	2002	ACAH				95	87	92	85	55	82	69	63
Dillon	A-11	193,569	2008	ACAM						94	82	50	80	67	59
Dillon	R-3	467,400	1998	ACRMU			91	90	81	81	72	50	71	63	55
Dillon	R-4	58,500	1998	ACRMU			76	84	82	83	69	50	68	60	52
Dillon	R-21	178,680	2009	ACRMU						98	90	50	88	75	68
Dillon	T-2	16,510	1994	ACRMU	100	88	82	76	68	96	85	50	83	72	65
Dillon	T-3	212,275	1998	ACRMU			84	88	85	80	68	50	67	59	50
Dillon	T-4	26,575	2002	ACRMU				95	88	96	86	50	84	73	66
Dillon	T-5	33,288	2009	ACRMU						97	89	50	87	74	67

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					1994	1997	2000	2003	2006	2009	2012		2013	2018	2023
Ekalaka	A-1	100,000	2004	ACAM	95	66	58	55	89	86	89	50	86	72	63
Ekalaka	R-1	249,150	2004	ACRML	97	73	50	48	92	83	90	60	87	74	70
Ekalaka	R-11	35,850	2004	ACRML	88	56	55	39	84	79	90	60	87	74	70
Ekalaka	T-1	73,500	2004	ACRML	88	56	55	39	92	85	90	60	87	74	70
Ekalaka	T-11	29,556	2004	ACRML	88	56	55	39	86	80	88	60	85	73	69
Ennis	A-1	112,350	1990	ACAM	92	93	87	84	54		75	50	73	62	55
Ennis	A-2	88,128	1992	ACAM	92	89	88	78	66		68	50	66	57	49
Ennis	R-11	370,100	2008	ACRMU	XX	XX	XX	XX	XX		90	50	88	78	66
Ennis	T-1	96,425	1990	ACRMU	94	96	87	85	66		76	50	74	66	59
Ennis	T-2	117,775	1992	ACRMU	95	95	77	77	58		50	50	48	32	16
Eureka	A-1	76,125	2010	ACAM	XX	XX	XX		XX	XX	93	50	90	74	65
Eureka	R-1	315,000	2010	ACRML	XX	XX	XX		XX	XX	93	60	90	76	70
Eureka	T-1	56,700	2010	ACRML	XX	XX	XX		XX	XX	97	60	94	78	71
Eureka	T-2	42,000	2010	ACRML	XX	XX	XX		XX	XX	96	60	93	77	71
Eureka	T-3	60,000	2002	ACRML					96	74	69	60	68	64	54
Eureka	T-4	17,500	2002	ACRML					94	78	65	60	64	49	33
Eureka	T-5	6,200	1991	ACRML	XX	XX	XX		XX	XX	76	60	74	69	66
Forsyth	A-1	89,640	1994	ACAM			69	74	69	25	26	50	23	7	0
Forsyth	R-1	360,000	1994	ACRMU			71	81	71	56	54	50	52	38	23
Forsyth	T-1	53,120	1994	ACRMU			78	81	63	45	42	50	39	21	3
Forsyth	T-2	95,550	1994	ACRMU			73	73	57	45	45	50	43	25	8
Forsyth	T-3	19,600	1994	ACRMU			80	89	72	57	52	50	50	35	19
Forsyth	T-4	12,600	1994	ACRMU			88	87	79	54	53	50	51	37	21
Fort Benton	A-1	98,784	1999	ACAM				79	79	68	78	50	76	64	57
Fort Benton	R-1	322,500	1999	ACRML				84	85	77	73	60	72	68	64
Fort Benton	T-1	45,640	1999	ACRML				81	86	81	88	60	85	73	69
Fort Benton	T-2	31,745	1999	ACRML				77	80	78	85	60	83	72	68
Fort Benton	T-3	181,300	1959	ACRML				46	26	21	46	60	43	23	7
Fort Benton	T-4	25,398	2009	ACRML							98	60	95	78	71
Gardiner	R-1	165,015	1996	ACPL						42	45	50	43	20	0
Gardiner	T-1	3,823	1996	ACPL						41	50	50	48	32	7
Glasgow	A-3	47,400	2002	ACAM	XX	XX		81	68	55	50	50	48	37	24
Glasgow	A-4	5,250	1986	PCAA	59	58		47	43	20	47	45	46	31	18
Glasgow	A-6	12,800	2000	PCAA				64	57	53	69	45	68	61	57
Glasgow	A-7	68,675	2002	ACAM				83	79	71	69	50	67	58	50
Glasgow	R-13	101,250	2003	ACRMU	XX	XX		100	93	86	84	50	82	71	65
Glasgow	R-14	298,125	2003	ACRMU				100	92	86	80	50	78	69	62
Glasgow	R-15	500,100	2012	ACRH							100	50	96	79	72
Glasgow	T-1	58,500	1986	ACRH	69	77		78	71	68	47	50	46	31	14
Glasgow	T-3	70,900	1996	ACRH				71	58	59	65	50	64	60	57
Glasgow	T-4	29,000	1980	ACRMU				47	23	14	12	50	9	0	0
Glasgow	T-5	74,250	1996	ACRH	XX	77		87	85	68	53	50	52	47	38
Glasgow	T-7	36,750	1993	ACRMU				57	41	53	59	50	58	46	33
Glasgow	T-8	20,000	2012	ACRH		XX		XX	XX	XX	100	50	96	79	72
Glasgow	T-9	12,400	1993	ACRMU				56	45	42	41	50	39	19	2
Glasgow	T-10	11,200	2000	ACRH				88	79	79	68	50	67	62	59
Glasgow	T-11	16,000	2003	ACRMU				100	92	89	90	50	88	75	68
Glendive	A-1	145,700	2003	ACAH	XX	XX	XX	XX	83	69	62	55	61	60	60
Glendive	A-2	50,000	2002	ACAM	XX	XX	XX	93	81	60	57	50	56	46	36
Glendive	R-1	465,000	2007	ACRH	77	59	59	64		81	74	50	73	66	62
Glendive	R-2	105,400	2007	ACRH	79	57	59	73		80	77	50	75	68	64
Glendive	R-3	174,000	2003	ACRMU	XX	XX	XX	XX	88	74	71	50	70	62	54
Glendive	T-1	31,000	2007	ACRH	72	51	49	60	60	69	63	50	62	58	55
Glendive	T-2	38,000	2002	ACRMU	XX	XX	XX	94	82	68	58	50	56	44	31
Glendive	T-5	59,220	2007	ACRMU						94	94	50	91	77	70
Glendive	T-6	20,545	2007	ACRMU						91	85	50	83	72	65
Glendive	T-7	85,400	2012	ACRMU							100	50	97	81	72

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					1994	1997	2000	2003	2006	2009	2012		2013	2018	2023
Hamilton	A-1	57,000	1980	STPA	46	64	53		30	30	38	55	36	20	7
Hamilton	A-2	145,800	1983	STPA	69	76	71		44	34	39	55	37	21	8
Hamilton	R-1A	165,000	1992	ACRMU	99	95	95		87	67	62	50	61	51	40
Hamilton	R-2	150,000	1992	ACRMU	98	99	93		90	74	62	50	56	44	30
Hamilton	T-2	56,550	1994	ACRMU	93	88	64		52	22	34	50	32	11	0
Hamilton	T-3	82,050	1983	STPA	60	57	55		30	26	19	55	16	0	0
Hamilton	T-5	53,912	2002	ACRMU					89	90	80	50	79	69	63
Harlem	A-11	65,320	2003	ACAM					92	84	81	50	79	66	59
Harlem	R-11	288,750	2003	ACRML					90	84	77	60	75	69	66
Harlem	R-12	18,750	2003	ACRML					88	84	77	60	75	69	66
Harlem	T-11	28,174	2003	ACRML					87	77	74	60	73	68	65
Harlowton	A-11	50,600	1997	ACAM	XX		91	81	83	53	65	50	63	54	46
Harlowton	R-11	273,600	1997	ACRML	XX		76	71	77	59	64	60	63	55	44
Harlowton	T-11	17,045	1997	ACRML	XX		88	88	94	74	61	60	60	49	37
Havre	A-3	25,000	1987	ACAM			53	34	42	25	58	50	57	47	37
Havre	A-4	25,000	1987	ACAM	64		46	36	35	28	41	50	39	23	10
Havre	A-5	109,350	1994	ACAH			76	64	54	43	67	55	66	61	60
Havre	R-5	530,000	1993	ACRMU	100		84	82	76	68	71	50	70	62	54
Havre	R-11	21,400	1994	ACRMU	96		77	66	60	49	59	50	58	46	33
Havre	R-12	171,600	1994	ACRMU	XX	XX	XX	XX	XX	XX	98	50	95	80	71
Havre	T-2	28,000	1994	ACRMU	97		58	54	58	38	51	50	49	34	17
Havre	T-3	17,500	1994	ACRMU	97		70	70	63	57	62	50	61	51	39
Havre	T-4	31,500	1993	ACRMU	97		79	73	76	66	64	50	63	53	43
Havre	T-5	127,750	1993	ACRMU	100		74	67	65	52	68	50	67	58	50
Havre	T-6	11,421	2010	ACRMU							99	50	96	80	72
Jordan	A-11	50,000	2003	ACAM					90	88	88	50	85	71	63
Jordan	R-1	322,500	2003	ACRML	76	69	67		91	83	80	60	78	70	67
Jordan	T-1	24,538	2003	ACRML	40	50	41		94	90	94	60	91	76	70
Jordan	T-12	14,425	2003	ACRML					90	84	87	60	84	73	69
Laurel	A-3	171,360	2001	ACAM			93	84	69		81	50	79	66	59
Laurel	R-4	390,000	2000	ACRMU			93	81	70		79	50	77	68	62
Laurel	T-1	85,680	1988	ACRMU	78		66	44	51		64	50	63	53	43
Laurel	T-2	51,566	1988	ACRMU	86		66	47	38		49	50	47	31	14
Laurel	T-8	98,550	2000	ACRMU			91	81	75		87	50	85	73	66
Laurel	T-9	67,060	2001	ACRMU			95	86	80		91	50	88	76	68
Lewistown	A-1	100,800	1993	PCAA	98	90	77	78	75	50	51	45	51	47	37
Lewistown	A-2	30,744	1993	ACPL	97	83	79	83	65	58	49	50	47	29	4
Lewistown	A-3A	15,000	1983	ACPL	76	43	39	34	43	30	15	50	9	0	0
Lewistown	R-23	246,000	1996	ACRMU		95	89	77	72	67	62	50	61	50	39
Lewistown	R-32	327,000	2010	ACRH	XX	XX	XX	XX	XX	XX	100	50	96	79	72
Lewistown	R-33	205,000	2010	ACRH	XX	XX	XX	XX	XX	XX	100	50	96	79	72
Lewistown	R-34	78,000	2010	ACRH			XX	XX	XX	XX	100	50	96	79	72
Lewistown	T-1	299,000	1993	ACRH	100	94	91	87	75	72	65	50	64	60	57
Lewistown	T-4	21,250	1989	ACRMU	XX	XX	XX	XX	XX	XX	95	50	92	78	70
Lewistown	T-5	88,200	1989	ACRH	99	93	82	81	72	74	63	50	62	58	55
Lewistown	T-7	183,706	1999	ACRMU			96	94	81	76	70	50	69	61	53
Lewistown	T-8	68,272	1999	ACRMU			92	92	66	57	62	50	61	50	39
Lewistown	T-9	70,000	1980	ACRMU				72	50	22	27	50	24	2	0
Lewistown	T-10	15,540	2005	ACRMU					96	82	71	50	70	62	54
Lewistown	T-11	36,781	2006	ACRMU						82	56	50	54	41	27

TABLE 3.1 - SUMMARY OF PCI RATINGS

Airport City (Branch Name)	Section	Section Area (sq. feet)	Constr. Year	Family Group	Surveyed PCIs							Critical PCI	Predicted PCIs		
					1994	1997	2000	2003	2006	2009	2012		2013	2018	2023
Libby	A-1	18,600	2002	ACAM	XX	XX		93	79	70	82	50	80	67	59
Libby	A-2	110,700	2002	ACAM	XX	XX		91	80	75	87	50	84	70	62
Libby	A-3	107,040	2002	ACAH	XX	XX		90	87	71	79	55	76	66	62
Libby	A-4	1,050	2004	PCAA						36	34	45	31	15	2
Libby	A-5	2,700	2004	PCAA						77	79	45	77	67	62
Libby	A-6	4,740	2011	PCAA							54	45	54	52	51
Libby	R-1	285,000	1999	ACRML	XX	XX		82	67	57	95	60	92	77	71
Libby	R-2	90,000	1999	ACRML	XX	XX		82	68	57	89	60	86	74	69
Libby	T-2	82,600	1987	ACRH	94	100		74	62	56	62	50	61	57	55
Libby	T-5	68,501	1999	ACRML				91	80	78	87	60	84	73	69
Libby	T-6	17,400	1999	ACRML				93	91	85	77	60	75	69	66
Lincoln	A-11	54,954	2005	ACAM						80	81	50	79	67	59
Lincoln	A-2	18,040	2005	ACAM						80	83	50	81	68	60
Lincoln	R-11	318,000	2005	ACRML						85	79	60	77	70	67
Lincoln	T-11	62,575	2005	ACRML						84	75	60	74	68	65
Livingston	A-11	183,600	2011	ACAH	XX	XX	XX	XX	XX	XX		55	91	73	66
Livingston	R-11	427,575	2011	ACRH	XX	XX	XX	XX	XX	XX		50	92	77	70
Livingston	T-11	16,205	2011	ACRH	XX	XX	XX	XX	XX	XX		50	92	77	70
Livingston	T-5	89,775	2005	ACRH				85	85	83	50	50	81	71	66
Malta	A-1	95,800	2010	ACAM			XX	XX	XX	93	50	50	90	74	65
Malta	A-3	13,824	2010	PCAA				XX	XX	92	45	50	89	74	66
Malta	A-4	4,500	2010	ACAM					XX	91	50	50	88	73	64
Malta	R-1	337,500	2010	ACRML			XX	XX	XX	92	60	50	89	75	70
Malta	T-1	37,100	2010	ACRML			XX	XX	XX	92	60	50	89	75	70
Malta	T-2	28,200	1997	ACRML			73	69	66	62	60	50	60	41	25
Miles City	A-2	38,750	2001	ACAM	48	55	48		77	55	75	50	73	62	55
Miles City	A-3	60,000	1985	ACAM	49	56	53		49	26	15	50	12	0	0
Miles City	A-3A	63,950	2001	ACAM	66	50	40		83	71	81	50	79	67	59
Miles City	A-4	53,500	2001	ACAM	48	45	44		76	61	76	50	74	63	56
Miles City	A-5	2,500	1989	PCAA	56	41	40		19	8	2	45	0	0	0
Miles City	R-12	560,100	2008	ACRH	XX	XX	XX		XX	98	84	50	82	72	67
Miles City	R-21	426,000	1998	ACRMU			93		76	67	73	50	72	64	57
Miles City	T-1B	38,000	1985	ACRMU	62	63	41		31	26	45	50	43	25	8
Miles City	T-2A	63,000	1998	ACRMU	XX	XX	84		72	73	75	50	74	65	56
Miles City	T-3	43,750	2001	ACRH	48	50	47		76	66	76	50	75	67	63
Miles City	T-3B	28,000	1998	ACRH	XX	XX	90		70	66	81	50	79	70	65
Miles City	T-6	50,400	1998	ACRMU			89		80	73	80	50	78	69	62
Miles City	T-7	33,250	1998	ACRMU			87		76	68	71	50	70	62	54
Plains	A-1	141,750	2006	ACAM						86	88	50	85	71	63
Plains	R-1	348,750	2006	ACRML						89	84	60	82	72	68
Plains	T-1	47,775	2006	ACRML						88	88	60	85	73	69
Plains	T-2	27,540	2006	ACRML						84	88	60	85	73	69
Plentywood	A-11	73,348	2001	ACAM	XX	XX	XX	81	72	66	77	50	75	64	56
Plentywood	R-11	292,500	2001	ACRMU	XX	XX	XX	89	83	75	76	50	74	66	59
Plentywood	T-11	141,080	2001	ACRMU				88	85	74	81	50	79	69	63
Polson	A-11	199,475	1998	ACAM	XX	XX		76	66	56	61	50	60	50	42
Polson	R-11	315,000	1998	ACRMU	XX	XX		74	66	62	53	50	42	24	6
Polson	T-11	170,450	1999	ACRMU	XX	XX		75	73	64	47	50	45	28	11
Polson	T-12	32,925	1999	ACRMU	XX	XX		65	56	59	56	50	54	41	27
Polson	T-14	23,875	2003	ACRMU					92	84	81	50	79	69	63
Poplar	A-1	68,750	2009	ACAM							98	50	95	78	68
Poplar	A-2	900	2009	PCAA							83	50	81	69	63
Poplar	A-3	900	2009	PCAA							82	50	80	68	63
Poplar	R-1	330,000	2009	ACRMU							99	50	96	80	72
Poplar	T-1	56,700	2009	ACRMU							97	50	94	79	71
Poplar	T-2	7,380	2009	ACRMU							99	50	96	80	72
Poplar	T-3	22,050	2009	ACRMU							95	50	92	78	70

TABLE 3.1 - SUMMARY OF PCI RATINGS

Airport City (Branch Name)	Section	Section Area (sq. feet)	Constr. Year	Family Group	Surveyed PCIs							Critical PCI	Predicted PCIs		
					1994	1997	2000	2003	2006	2009	2012		2013	2018	2023
Ronan	A-11	162,800	2000	ACAM				87	85	79	68	50	66	57	49
Ronan	A-12	41,600	2000	ACAM				89	78	74	83	50	81	68	60
Ronan	R-11	360,000	2000	ACRML				86	71	62	56	60	53	32	16
Ronan	T-5	23,500	2008	ACRML						87	82	60	80	71	68
Ronan	T-11	192,675	2000	ACRML				92	74	70	61	60	59	39	23
Roundup	A-1	36,400	2002	ACAM	XX	XX	XX	83	75	66	79	50	77	65	58
Roundup	A-2	15,390	2002	ACAM	XX	XX	XX	88	74	65	76	50	74	63	56
Roundup	R-1	382,500	2002	ACRML	XX	XX	XX	96	84	76	78	60	76	70	67
Roundup	T-1	36,720	2002	ACRML	XX	XX	XX	95	84	79	77	60	75	69	66
Roundup	T-3	15,800	2002	ACRML				97	90	85	94	60	91	76	70
Scobey	A-11	46,500	1998	ACAM	XX			88	53		69	50	67	58	50
Scobey	A-12	9,728	1998	ACAM	XX			84	65		75	50	73	62	55
Scobey	R-11	255,000	1998	ACRML	XX			80	70		78	60	76	70	67
Scobey	R-12	46,500	1998	ACRML	XX			82	73		81	60	79	71	68
Scobey	T-11	40,640	1998	ACRML	XX			83	61		67	60	66	58	41
Scobey	T-12	5,750	1998	ACRML	XX			85	66		73	60	72	68	64
Scobey	T-13	12,577	2003	ACRML				92	86		85	60	83	72	68
Shelby	A-21	97,273	2003	ACAM				83	77		85	50	83	70	62
Shelby	A-22	22,193	2003	PCAA				91	83		75	45	74	65	60
Shelby	R-21	375,000	2004	ACRMU				83	80		89	50	87	75	68
Shelby	R-22	222,000	2003	ACRMU				81	78		83	50	81	71	65
Shelby	T-6	115,000	2012	ACRMU	XX	XX	XX	XX	XX		100	50	97	81	72
Shelby	T-17	71,330	2012	ACRMU							100	50	98	81	73
Shelby	T-21	89,250	2003	ACRMU				86	78		88	50	86	74	67
Shelby	T-22	64,400	2004	ACRMU				78	69		77	50	76	67	61
Sidney	A-3A	55,000	2007	ACAM	XX	XX	XX	XX	84		86	50	83	70	62
Sidney	A-11	80,156	2004	PCAA				99	92		72	45	71	63	59
Sidney	A-12	21,000	2004	ACAH				97	71		79	55	77	66	62
Sidney	A-13	114,774	2006	ACAH					77		81	55	78	67	62
Sidney	A-14	30,000	2006	PCAA					97		67	45	66	60	57
Sidney	A-15	9,375	2006	PCAA					88		74	45	72	64	60
Sidney	R-11	402,000	2003	ACRH				91	73		81	50	79	70	65
Sidney	R-12	570,500	2003	ACRH				95	72		82	50	80	71	66
Sidney	T-2	30,000	1997	ACRH	XX	100	70	75	69		66	50	65	61	57
Sidney	T-4	338,250	1992	ACRH	100	85	80	67	53			50	49	40	24
Stanford	A-2	60,000	1997	ACAM	XX		93	81	82	70	78	50	76	64	57
Stanford	R-2	70,000	1997	ACRML	XX		93	86	88	79	75	60	74	68	65
Stanford	R-3	262,500	1997	ACRML	XX		92	81	79	73	75	60	74	68	65
Stanford	T-2	13,100	1997	ACRML			97	90	87	86	90	60	87	74	70
Stevensville	A-1	70,000	1991	STPA	79	81	79	70	65	70	80	55	78	66	58
Stevensville	A-2	90,425	1994	ACAM	100	97	93	80	70	64	82	50	80	68	60
Stevensville	R-1	228,000	1991	STPA	89	85	83	72	78	67	60	55	59	56	52
Stevensville	T-1	29,225	1991	STPA	85	86	85	75	81	67	65	55	64	57	55
Stevensville	T-3	161,448	1994	ACRMU	100	98	96	87	89	78	93	50	91	77	70
Stevensville	T-4	12,600	2003	ACRMU				97	94		93	50	91	77	70
Superior	A-11	37,284	2004	ACAM	XX	XX	XX	92	74		68	50	66	57	49
Superior	A-12	7,000	2011	ACAM							100	50	92	76	67
Superior	R-11	270,979	2004	ACRML	XX	XX	XX	92	84		91	60	88	75	70
Superior	T-11	72,413	2004	ACRML	XX	XX	XX	89	80		81	60	79	71	68
Terry	A-11	52,234	2001	ACAM	XX	XX		94	75	76	76	50	74	63	56
Terry	R-11	322,500	2001	ACRML	XX	XX		95	83	79	75	60	74	68	65
Terry	T-11	23,463	2001	ACRML	XX	XX		92	71	73	66	60	65	54	37

TABLE 3.1 - SUMMARY OF PCI RATINGS

Airport City (Branch Name)	Section	Section Area (sq. feet)	Constr. Year	Family Group	Surveyed PCIs						Critical PCI	Predicted PCIs				
					1994	1997	2000	2003	2006	2009		2012	2013	2018	2023	
Thompson Falls	A-1	26,790	1995	ACAM			91	82	90	66	68	50	66	57	49	
Thompson Falls	A-2	52,490	1995	ACAM			93	88	77	67	67	50	65	56	48	
Thompson Falls	R-1	252,000	1995	ACRMU			93	88	83	79	83	50	81	71	64	
Thompson Falls	R-2	63,000	1995	ACRMU			88	82	67	64	64	50	63	53	43	
Thompson Falls	T-4	66,300	1995	ACRMU			93	91	78	75	68	50	67	59	50	
Thompson Falls	T-5	50,090	2000	ACRMU			99	97	90	81	86	50	59	48	35	
Thompson Falls	T-6	15,175	2003	ACRMU				97	98	85	75	50	73	65	58	
Three Forks	A-1	63,800	2000	ACAM	XX	XX	91	82	70		81	50	79	66	59	
Three Forks	A-2	5,400	1986	PCAA	73	75	56	36	33		49	45	48	37	23	
Three Forks	R-1	246,000	2000	ACRMU	XX	XX	89	78	70		64	50	63	53	43	
Three Forks	R-2	60,000	2000	ACRMU	XX	XX	93	87	80		77	50	75	67	60	
Three Forks	T-1	12,975	2000	ACRMU	XX	XX	83	82	63		67	50	66	57	48	
Three Forks	T-2	74,150	2000	ACRMU	XX	XX	93	87	79		88	50	86	74	67	
Three Forks	T-3	33,300	2000	ACRMU			90	80	65		63	50	62	52	41	
Three Forks	T-4	70,344	2000	ACRMU			97	87	78		67	50	66	57	48	
Townsend	A-1	105,000	2002	ACAM	XX	XX	XX	94	84	72		76	50	74	63	56
Townsend	R-1	240,000	2002	ACRML	XX	XX	XX	91	87	81		81	60	79	71	68
Townsend	T-1	34,700	2002	ACRML	XX	XX	XX	93	87	80		70	60	69	66	58
Townsend	T-2	7,750	2002	ACRML				92	82	78		91	60	88	75	70
Turner	A-1	33,800	1995	ACAM			94	70	59	64		80	50	78	66	58
Turner	R-1	216,000	1995	ACRML			84	79	75	72		78	60	76	67	61
Turner	T-2	6,360	1995	ACRML			90	70	64	81		79	60	77	68	62
Turner	T-3	20,000	1995	ACRML			87	74	69	76		83	60	81	71	64
Twin Bridges	A-1	90,000	2000	ACAM	XX	XX		85	72	48		38	50	36	20	7
Twin Bridges	R-1	258,000	2000	ACRML	XX	XX		82	70	48		54	60	51	30	14
Twin Bridges	T-1	67,500	2000	ACRML	XX	XX		87	72	52		60	60	58	37	21
West Yellowstone	A-1	195,680	1980	ACAH	75	66	72		61	49		49	55	47	30	11
West Yellowstone	A-2	125,000	1980	ACAM	56	51	61		47	37		55	50	54	43	33
West Yellowstone	A-3	125,000	1980	ACAH	77	73	69		60	49		62	55	71	63	61
West Yellowstone	A-4	75,000	1980	ACAM	86	91	90		79	58		65	50	63	54	46
West Yellowstone	A-5	4,320	1988	PCAA	91	88	86		81	74		71	45	70	62	58
West Yellowstone	R-1	1,012,500	2003	ACRH	86	85	71		92	78		82	50	80	71	66
West Yellowstone	R-2	247,500	2003	ACRH	80	84	71		88	79		85	50	83	72	67
West Yellowstone	T-1	750,000	1980	ACRH	94	84	63		54	41		44	50	42	24	7
West Yellowstone	T-2	7,000	1993	ACRMU	98	100	94		82	79		91	50	88	75	68
White Sulphur Springs	A-11	78,951	2009	ACAM	XX	XX	XX	XX	XX			96	55	93	76	67
White Sulphur Springs	R-11	367,500	2009	ACRMU	XX	XX	XX	XX	XX			99	55	96	80	72
White Sulphur Springs	R-12	105,000	2009	ACRMU	XX	XX	XX	XX	XX			96	50	93	79	71
White Sulphur Springs	T-1	23,364	1992	STPA	91	91	69	56	51			51	55	49	34	18
White Sulphur Springs	T-2	38,495	1992	ACRMU	99	100	70	66	62			63	50	62	53	41
White Sulphur Springs	T-11	18,400	2009	ACRMU								100	50	97	81	72
White Sulphur Springs	T-12	26,915	2009	ACRMU								100	50	97	81	72
Wolf Point	A-5	106,363	1994	ACAM			68	69	57			98	50	95	78	68
Wolf Point	R-11	509,100	2010	ACRH			XX	XX	XX			99	50	95	79	71
Wolf Point	T-1	9,750	2010	ACRH			XX	XX	XX			89	50	86	74	68
Wolf Point	T-2	11,920	2010	ACRML			XX	XX	XX			97	60	93	78	71
Wolf Point	T-3	21,875	2010	ACRML			XX	XX	XX			93	60	90	76	70
Wolf Point	T-4	28,200	2010	ACRML			XX	XX	XX			93	60	90	77	69

TOTAL SURFACED AREA: 41,337,032 (sq. feet)
 2012 SURVEY AREA: 38,508,124 (sq. feet) = 93%

NOTES:
 "XX" in PCI columns indicates previous PCI values have been voided to account for new construction.
 No entry in PCI columns indicates no inspection of the pavement section for the given year.
 Italics indicates the airport was not inspected for this report, as such the included information is suspect. If construction has taken place it will not be reflected in this report. Families and PCI predictions are assumed from pre-2006 pavements.