

APPENDIX C: STATUTORY AND POLICY AIRPORT CATEGORIES USED IN THE NPIAS REPORT

STATUTORY DEFINITIONS

Statutory Definition and Airports Meeting Definition	Criteria	Also referred to as:
Commercial Service	Public owned airports with at least 2,500 annual enplanements and scheduled air carrier service	
— Large Hub	Receives 1% or more of the annual U.S. commercial enplanements	Primary
— Medium Hub	Receives 0.25 to 1.0% of the annual U.S. commercial enplanements	Primary
— Small Hub	Receives 0.05 to 0.25% of the annual U.S. commercial enplanements	Primary
— Nonhub	Receives less than 0.05% but more than 10,000 of the annual U.S. commercial enplanements	Primary
		380 Primary
— Nonprimary Commercial Service, Nonhub	Also referred to as nonhub nonprimary, these airports have scheduled passenger service and between 2,500 and 10,000 annual enplanements.	Nonprimary
Reliever	An airport designated by the Secretary to relieve congestion at a commercial service airport and to provide more general aviation access to the overall community.	Nonprimary
General Aviation	A public airport that does not have scheduled service or has scheduled service with less than 2,500 passenger boardings each year.	Nonprimary
		2,941 Nonprimary Airports
Total Existing NPIAS Airports	Airports the FAA has determined are important to the national air transportation system and as result eligible for AIP funding	3,321 NPIAS Airports

NONPRIMARY POLICY DEFINITIONS

If a nonprimary airport is classified as:	It fulfills this role in the system:	And meets one of the bulleted minimum criteria for <i>annual</i> activity below
National	Support the national airport system by providing communities access to national and international markets in multiple states and throughout the U.S. National airports have very high levels of aviation activity with many jets and multiengine propeller aircraft.	<ul style="list-style-type: none"> • 5,000 or more instrument operations, 11 or more based jets and 20 or more international flights or 500 or more interstate departures. • 10,000 or more enplanements and at least 1 enplanement by a large certificated air carrier. • 500 million pounds or more of landed cargo weight.
Regional	Support regional economies by connecting communities to regional and national markets. Generally located in metropolitan areas and serve relatively large populations. Regional airports have high levels of activity with some jets and multiengine propeller aircraft. The metropolitan areas in which regional airports are located can be Metropolitan Statistical Areas with an urban core population of at least 50,000 or Micropolitan Statistical Areas with a core urban population between 10,000 and 50,000.	<ul style="list-style-type: none"> • In a Metropolitan Statistical Area, 10 or more domestic flights over 500 miles, 1,000 or more instrument operations, and 1 or more based jet or 100 or more based aircraft. • Reliever with 90 or more based aircraft. • Nonprimary commercial service airport (requiring scheduled service) within a Metropolitan Statistical Area.
Local	Supplement local communities by providing access to markets within a state or immediate region. Local airports are most often located near larger population centers, but not necessarily in metropolitan or micropolitan areas. Most of the flying at local airports is by piston aircraft in support of business and personal needs. These airports typically accommodate flight training, emergency services, and charter passenger service.	<ul style="list-style-type: none"> • Public owned and 10 or more instrument operations and 15 or more based aircraft. • Public owned and 2,500 or more annual enplanements.
Basic	Provide a means for general aviation flying and link the community to the national airport system. These airports support general aviation activities such as emergency response, air ambulance service, flight training, and personal flying. Most of the flying at basic airports is self-piloted for business and personal reasons using propeller-driven aircraft. They often fulfill their role with a single runway or helipad, and minimal infrastructure.	<ul style="list-style-type: none"> • Public owned with 10 or more based aircraft or 4 or more based helicopters if a heliport. • Public owned located 30 or more miles from the nearest NPIAS airport. • Owned or serving a Native American community. • Identified and used by the U.S. Forest Service, U.S. Marshals, U.S. Customs and Border Protection (designated, international, or landing rights), U.S. Postal Service (air stops), or has Essential Air Service. • A new or replacement (public owned) airport that has opened within the last 10 years. • Unique circumstances related to special aeronautical use.
Unclassified	Currently in the NPIAS but with limited activity. If the next review of an unclassified airport's activity shows levels that meet the criteria for one of the classifications, that airport will be reclassified in the next published NPIAS.	