APPENDIX D – AIRPORT CLASSIFICATION

Introduction

Airports are given different classifications or designations, depending on the source. This appendix discusses the various sources or systems used nationally, regionally, or locally to classify an airport. The primary systems used to classify an airport include:

a. FAA National Plan of Integrated Airport Systems (NPIAS)
b. Regional or State Aviation System Plans (SASP)
c. FAA General Aviation Airport Report (ASSET)

National Plan of Integrated Airport Systems

The Airport and Airway Improvement Act of 1982 directed the Secretary of Transportation to prepare, publish, and biannually revise a national system plan – the National Plan of Integrated Airport Systems (NPIAS) – for the development of public-use airports in the United States. This requirement can be found in Public Law 49 United States Code § 47103. The NPIAS is a system that emphasizes system planning and development to meet current and future aviation needs. It includes the development considered necessary to provide a safe, efficient, and integrated airport system to meet the needs of civil aviation, national defense, and the United States Postal Service. It takes into account the relationship of each airport to the rest of the transportation system in a particular area, the forecast of technological developments in aeronautics, and the development forecast in other modes of transportation.

To be eligible for funding under the Airport Improvement Program (AIP), an airport must be included in the NPIAS. The FAA determines whether an airport can be included in the NPIAS and the requirements for inclusion in the NPIAS are defined by law and FAA policy. As general criteria, the airport must be a publicly-owned, public-use airport serving civil aviation (privately-owned, public use airports may be included under certain circumstances) with an eligible sponsor, must have at least 10 based aircraft, and must be located at least 20 miles from another NPIAS airport.

Although it is not a factor in determining an airport's classification in the NPIAS, it is important to note that, after an airport is included in the NPIAS and accepts a federal grant for AIP funds, the airport sponsor is contractually obligated to meet the terms and conditions of the AIP grant. These terms and conditions, typically called grant assurances, are established by federal law and define the requirements a sponsor must comply with in the safe and efficient operation and maintenance of the airport. See www.faa.gov/airports/aip/grant_assurances for the grant assurances for Airport Sponsors.

NPIAS Airport Classification

The public law that created the NPIAS plan defines airports by categories of airport activities. Those categories are defined as follows:

Commercial Service

Commercial service airports are defined as publicly owned airports that have at least 2,500 passenger boardings each calendar year and receive scheduled passenger service. Commercial service airports are further categorized based on the number of annual passenger boardings.

- **Primary commercial service**: a commercial service airport with more than 10,000 passenger boardings each year.
- **Nonprimary commercial service**: a commercial service airport with at least 2,500 but no more than 10,000 passenger boardings each year. These airports are commonly referred to as **Commercial Service** airports.

Because of the wide range in levels of passenger boardings throughout the United States, primary commercial service airports are further categorized by the percentage of total passenger boardings in the United States.

- **Large Hub**: a primary commercial service airport with 1 percent or more of the annual national passenger boardings. Commonly referred to as **Large Hub** airports, annual passenger boardings typically range above 8 million.
- **Medium Hub**: a primary commercial service airport with at least 0.25 percent but not more than 1 percent of the annual national passenger boardings. Commonly referred to as **Medium Hub** airports, passenger boardings typically range from 2 million to 8 million.
- **Small Hub**: a primary commercial service airport with at least 0.05% but not more than 0.25 percent of the annual national passenger boardings. Commonly referred to as **Small Hub** airports, passenger boardings typically range from 350,000 to 2 million.
- **Non-hub**: a primary commercial service airport with more than 10,000 but less than 0.05 percent of the annual national passenger boardings. Commonly referred to as **Non-hub Primary** airports, passenger boardings typically range from 10,000 to 350,000.

General Aviation

Most airports that are not considered commercial service airports fall into this category. Although some general aviation airports do have scheduled passenger service, they have fewer than 2,500 annual boardings and therefore are not classified as commercial service airports.

Reliever

Reliever airports are general aviation airports designated by the FAA to relieve congestion at a commercial service airport and to provide more general aviation access to the overall community. The current FAA criteria for reliever airports includes more than 75,000 annual operations, a runway greater than 5,000 feet, a precision instrument landing procedure, more than 100 based aircraft, and relieving an airport with 20,000 hours of annual delays of commercial passenger aircraft operations.

Minot International Airport Classification

The Minot International Airport is classified as a Primary Category Non-Hub airport in the current NPIAS. This is based on enplaning 248,316 revenue passengers in calendar year 2014 which is 0.033% of total enplanements in the U.S. and thus below the 0.05% threshold to be considered a Small-Hub airport. The enplanement levels and classification of other airports in the region are listed in **Table D-1 Airport Classifications**.

Table D-1 Airport Classifications

ID	Airport	City	State	2014 Enplanements	% of All US Airports	Class
BIL	Billings Logan Intl	Billings	MT	387,765	0.060%	S
BIS	Bismarck Municipal	Bismarck	ND	248,316	0.033%	N
ORD	Chicago O'Hare Intl	Chicago	IL	33,843,426	4.440%	L
DEN	Denver Intl	Denver	CO	26,000,591	3.411%	L
DVL	Devils Lake Regional	Devils Lake	ND	3,050	0.001%	-
DIK	Dickinson Regional	Dickinson	ND	58,987	0.008%	N
FAR	Hector International	Fargo	ND	456,372	0.060%	S
GFK	Grand Forks Intl.	Grand Forks	ND	146,003	0.019%	N
JMS	Jamestown Regional	Jamestown	ND	3,207	0.001%	-
MSP	Minneapolis/St. Paul Intl	Minneapolis	MN	16,972,678	2.227%	L
MOT	Minot International	Minot	ND	219,957	0.029%	N
RAP	Rapid City Regional	Rapid City	SD	266,623	0.035%	N
FSD	Joe Foss Field	Sioux Falls	SD	490,448	0.064%	S
ISN	Sloulin Field Intl.	Williston	ND	114,281	0.015%	N
	Total of US Airports			762,183,111	100.0%	

Airport Classes: N - Non-Hub; S - Small Hub; M - Medium Hub; L - Large Hub

State Aviation System Plan

An integrated State airport system plan is the representation of facilities required to meet immediate and future needs as well as achieve overall goals of the State. It recommends the general role, location, and characteristics of new airports or the nature of expansion for existing ones. In order for an airport to be considered for inclusion in the NPIAS, it must first be included in a State Aviation System Plan (SASP). Each SASP may use different terms or definitions for the role of an airport within the state, and those roles are defined below.

North Dakota State Aviation System Plan (NDSASP)

For the 2014 update of the SASP, the North Dakota Aeronautics Commission elected to use the same classifications and criteria used in FAA's Asset Study. Classification[1] of airports in North Dakota is described below:

Primary Commercial Service

- Meets the NPIAS criteria as a Primary Commercial Service airport with more than 10,000 passenger boardings each year;
- There are 6 airports in this category as of the 2014 NDSASP Study.

Non-Primary Commercial Service

- A non-primary commercial service airport has at least 2,500 but no more than 10,000 passenger boardings each year;
- There are 2 airports in this category as of the 2014 NDSASP Study.

Local

- An airport meeting the FAA Asset criteria of 10+ instrument operations and 15+ based aircraft;
- There are 19 airports in this category as of the 2014 NDSASP Study.

Basic (NPIAS & Non-NPIAS)

- A NPIAS airport meeting the FAA Asset criteria of
  - 10+ based aircraft; or 4+ based helicopters; or the airport is located 30+ miles from the nearest NPIAS airport; or the airport is a new or replacement facility activated after January 1, 2001; or
  - The airport is identified and used by the U.S. Forest Service, or U.S. Marshals, or U.S. Customs and Border Protection (designated, international, or landing rights), or U.S. Postal Service (air stops).
- A Non-NPIAS airport which meets FAA Asset criteria for a 'Basic' airport but is otherwise not classified as 'Basic'.
- There are 35 airports in this category as of the 2014 NDSASP Study.

Community Paved (NPIAS & Non-NPIAS)

- A NPIAS airport which is unclassified but paved.
- A Non-NPIAS airport which does not meet the FAA Asset criteria as a 'Basic' airport but is paved.
- There are 10 airports in this category as of the 2014 NDSASP Study.

Community Turf (Non-NPIAS)

- A Non-NPIAS airport which does not meet the FAA Asset criteria as a 'Basic' airport but is un-paved.
- There are 17 airports in this category as of the 2014 NDSASP Study.

Minot International Airport is classified as a Primary Commercial Service airport in the current North Dakota State Aviation System Plan. There are 6 airports in North Dakota that are included in this category. **Table D-2** includes all Commercial Service airports in the North Dakota SASP and the other airports in the area.

[1] As of the 2014 NDSASP Study there were no FAA Asset 'National' Category airports and there was one FAA Asset 'Regional' Category airport. The Regional category airport was Jamestown Municipal and was recognized in the NDSASP as a 'Non-Primary Commercial Service' airport.

Table D-2 North Dakota Commercial Service and Area Airports

ID	Airport	City	Enplanements	Based Aircraft	NDSASP Classification
BIS	Bismarck Municipal	Bismarck	248,316	114	Primary
D09	Bottineau Municipal	Bottineau	-	17	Local
DVL	Devils Lake Regional	Devils Lake	3,050	31	Non-Primary
DIK	Dickinson Theodore Roosevelt Regional	Dickinson	58,987	34	Primary
FAR	Hector International	Fargo	456,372	190	Primary
D05	Garrison Municipal	Garrison	-	15	Local
GFK	Grand Forks International	Grand Forks	146,003	147	Primary
JMS	Jamestown Regional	Jamestown	3,207	49	Non-Primary
7K5	Kenmare Municipal	Kenmare	-	16	Local
MOT	Minot International	Minot	219,957	117	Primary
HBC	Mohall Municipal	Mohall	-	38	Local
Y74	Parshall-Hankins	Parshall	-	9	Basic
RUG	Rugby Municipal	Rugby	-	10	Basic
08D	Stanley Municipal	Stanley	-	22	Basic
ISN	Sloulin Field International	Williston	114,281	48	Primary
D61	Towner Municipal	Towner	-	4	Community Turf
D64	Westhope Municipal	Westhope	-	10	Basic

Source: 2014 North Dakota State Aviation System Plan; 2014 FAA Enplanements; 2015 FAA 5010 Airport Master Record