APPENDIX C: STATUTORY AND POLICY DEFINITIONS; DATA SOURCES; AND NPIAS PROCESS

STATUTORY DEFINITIONS

Statutory Definition and Airports Meeting Definition	Criteria	Also referred to as:
Commercial Service	Publicly owned airports with at least 2,500 annual enplanements and scheduled air carrier service (49 U.S.C. § 47102(7)).	
— Large Hub	Receives 1 percent or more of the annual U.S. commercial enplanements	Primary
— Medium Hub	Receives 0.25 to 1.0 percent of the annual U.S. commercial enplanements	Primary
— Small Hub	Receives 0.05 to 0.25 percent of the annual U.S. commercial enplanements	Primary
— Nonhub	Receives less than 0.05 percent but more than 10,000 of the annual U.S. commercial enplanements	Primary
		383 Primary Airports
— 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 of Transportation to relieve congestion at a commercial service airport and to provide more general aviation access to the overall community (49 U.S.C. § 47102(22)).	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 (49 U.S.C. § 47102(8)).	Nonprimary
Nonprimary airports were established for the distribution of nonprimary apportionments (49 U.S.C. § 47114(c)(3)(A)). Included in this category are the nonprimary commercial service, reliever, and general aviation airports. Nonprimary airports are identified with a role in the national airport system based on their activity as shown on the next page. There are five roles: *National, Regional, Local, Basic,* and *Unclassified*.		**2,904 Nonprimary Airports**
Total Existing NPIAS Airports	Airports the FAA identifies as part of the national airport system	**3,287 NPIAS Airports**

POLICY DEFINITIONS (NONPRIMARY)

If a nonprimary airport is classified as:	It fulfills this role in the system:	And meets all requirements for each Criterion for the applicable Role
National	Support the national airport system by providing communities access to national and international markets in multiple States and throughout the United States. National airports have very high levels of aviation activity with many jets and multiengine propeller aircraft.	*Criterion 1* – must meet all three activity requirements: • 5,000 or more instrument operations; • 11 or more based jets; and • 20 or more international flights or 500 or more interstate departures. *Criterion 2* – must meet both activity requirements: • 10,000 or more enplanements; and • at least 1 enplanement by a large certificated air carrier. *Criterion 3* – 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 or Micropolitan Statistical Areas.	*Criterion 1* – must meet all four requirements: • Is within a Metropolitan/Micropolitan 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. *Criterion 2* – must meet both requirements: • Nonprimary commercial service airport (requiring scheduled service); and • Is within a Metropolitan/Micropolitan Statistical Area. *Criterion 3* – Reliever with 90 or more based aircraft.
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.	*Criterion 1* – must meet all three requirements: • Publicly owned; • 10 or more instrument operations; and • 15 or more based aircraft. *Criterion 2* – must meet both requirements: • Publicly 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.	*Criterion 1* – must meet both requirements: • Publicly owned; and • 10 or more validated based aircraft (airport) or 4 or more based helicopters (heliport). *Criterion 2* – must meet both requirements: • Publicly owned; and • Located 30 or more miles from the nearest NPIAS airport. *Criterion 3* – must meet one *By or Use Through* as shown below: • *By*: U.S. Forest Service; U.S. Marshals Service; U.S. Customs and Border Protection; or U.S. Postal Service. • *Use Through*: Essential Air Service. *Criterion 4* – Owned by or serving a Native American community. *Criterion 5* – A new or replacement (publicly owned) airport that has opened within the last 10 years. *Criterion 6* – Very unique circumstance related to special aeronautical use.
Unclassified	Currently in the NPIAS but with limited activity.	Does not meet the criterion for any other role.

DATA SOURCES FOR THE CRITERIA USED TO DETERMINE ROLES FOR NONPRIMARY AIRPORTS

Nonprimary Airport Role Criteria	Source for 2023 Roles
Metropolitan and Micropolitan Statistical Areas	Core Based Statistical Area (CBSA) – 2020 U.S. Census Bureau and U.S. Office of Management and Budget
Instrument Operations	FAA FY 2021 data
Based Aircraft (Jets, Helicopters, Total)	FAA supported basedaircraft.com – validated, as of December 2021
International Flights	FAA FY 2021 data
Interstate Operations	FAA FY 2021 data
Enplanements	FAA Annual Enplanements – CY 2021
Enplanements by Large Air Carrier	FAA Annual Enplanements – CY 2021
Cargo Landed Weight	FAA Annual Maximum Landed Weight – CY 2021
500-Mile Radius	FAA – FY 2021 data
Commercial Service	FAA Annual data – CY 2021
U.S. Forest Service	U.S. Forest Service – NWCG Airtanker Base Directory – December 2021
U.S. Marshals Service	U.S. Marshals Service – Justice Prisoner and Alien Transportation System (JPATS) – October 2019
U.S. Customs and Border Protection	U.S. Customs and Border Protection, 19 CFR 1, section 122.13
U.S. Essential Air Service	U.S. Department of Transportation – December 2021
U.S. Postal Service Air Stops	U.S. Postal Service (mostly in Alaska)
Remote Access	FAA validated biennially
Nearest NPIAS Airport	Calculated in January 2022 using the latest NPIAS airport list
Special Circumstances	FAA identification of unique circumstances related to special aeronautical use – biennial identification and validation
Airport Activation	FAA National Flight Data Center – April 2022
Airport Ownership	FAA National Flight Data Center – December 2021

NPIAS PROCESS

Per the requirements of title 49 United States Code, section 47103, the National Plan of Integrated Airport Systems (NPIAS) identifies existing and proposed airports that are considered significant to national air transportation and thus may be eligible to receive Federal grants. The NPIAS is maintained by the FAA on a continuous basis to assist in developing public-use airports by cataloging their role and development needs. Every other year, by September 30, the FAA publishes the NPIAS reflecting each airport's role in the national airport system and identifying each airport's 5-year development needs that are eligible for Federal funding. The current NPIAS is available on the FAA Office of Airports website at NPIAS.

The FAA utilizes a variety of data (activity, ownership, Federal use, etc.) to determine the appropriate category and hub/role of each NPIAS airport. Airports meeting the commercial service requirements (public airports with more than 2,500 enplanements a year and scheduled service) are updated every year. All other NPIAS airports are updated every other year and remain in the category as shown in the published NPIAS.

The data, as described on page C-3, is collected prior to publication. The FAA encourages airports and States to maintain an accurate count of the operational and airworthy aircraft based at their airport. To ensure accurate classification, it is critical that airports provide their based aircraft data by December 30 of the year prior to publication. Between January and April of the year of publication, the FAA coordinates with regional offices, as well as States to ensure that airports are appropriately classified, reflecting their activity and role in the published NPIAS. The nonprimary roles in the published NPIAS are used to apportion nonprimary entitlement funding under the AIP.