



October 18, 2011 – GAAC hosted a webinar yesterday to discuss the FAA’s initiative to categorize GA airports. We were joined by FAA staff in charge of this initiative. It was a great opportunity for the FAA to walk through the process and allow GAAC members to provide feedback directly to the FAA. A copy of FAA’s presentation to GAAC is below.

National Airport System Strategic Evaluation Task (ASSET)

To: General Aviation Airport Coalition (GAAC)
Date: October 17, 2011



Federal Aviation
Administration



Background

- **Airport System Strategic Evaluation Task** is a top-down review of general aviation airport system referred to as nonprimary airports (nonprimary commercial service, general aviation, & relievers)
- *Why did we undertake this national initiative?*
 - ➔ With federal investments at small airports receiving attention, we needed to respond to the question “what is the public interest in these airports and in a national airport system?”
 - ➔ Identifying almost 3,000 federally funded airports as general aviation does not adequately reflect the variety of roles and functions they serve in their communities or in the national system.
 - ➔ Our goal is to develop categories that describe and explain the diverse roles that airports serving mostly general aviation aircraft fulfill within the national system. This initiative does not change the categories defined in statute and does not remove airports from the Federal plan.

Recap of Current Federal Airport Categories

		Airport Type	Number of Airports
494 Commercial Service	}	Primary - Large Hub (More than 1.0% of all enplanements)	29
		Primary - Medium Hub (0.25 - 1.0% of all enplanements)	36
		Primary - Small Hub (0.05 - 0.25% of all enplanements)	72
		Primary - Non-Hub (more than 10,000 enplanements, but less than 0.05% of all enplanements)	231
2,838 General Aviation	}	NonPrimary Commercial Service (between 2,500 and 10,000 enplanements and scheduled service)	126
		General Aviation (airports other than commercial service)	2,569
		Relievers (high activity GA airports with >100 based aircraft or 25,000 annual itinerant operations—other criteria apply as well)	269

Commercial Service – public airport with more than 2,500 annual enplanements and scheduled air carrier service. Primary or Nonprimary Commercial Service.

General Aviation – airports other than commercial service. General Aviation or Reliever.



Process - Initial Phase *(August 2010 through December 2010)*

- Began collecting a wide variety of data, referred to as Airport Characteristics
- Coordination with diverse group of industry associations and user groups
- Collected and analyzed all current State System Plans
- Found that States:
 - Take more in-depth approach than FAA's current classification of airports, considering unique state system needs and economics
 - Classify airports based on variety of factors such as activity, economic or community support, and facilities
 - Generally, separate non-primary airports into 3-5 groups
 - Some use unique names (i.e., colors or on/off road)
- → Similarity in states' categories, but not identical (i.e., Regional, Business, Local, Rural, Basic Service, Community Service)
- TRB hosted the First Industry Workshop in January 6-7. Presented the concept to a diverse group of industry officials and received positive feedback.

Process - Second Phase *(January 2011 – June 2011)*

- Developed written description for airport categories to reflect current roles & functions of “general aviation airports”
- Selected Airport Characteristics (criteria) that reflected the description
- Conducted over a dozen iterations, adjusting thresholds for categories
- Coordinated with FAA Airports staff, other FAA Offices, and several states
- Received comments and made further refinements to the descriptions and criteria
- Conducted statistical analyses to verify that we consistently applied the data. The model validated the new role assignment of 98.5% of airports.
- Second Industry Workshop on June 30 at FAA. Presented proposed Nonprimary Airport Roles (Descriptions and Criteria) and received feedback.



As we Began this Process

- We understood that high activity airports should be grouped together and airports with limited activity should be grouped together.
- We were optimistic that consistent data would be available that was appropriate for this task.
- The challenge was:
 - Finding reliable data for all airports
 - Determining which criteria could be used to describe categories
 - Capturing the appropriate number of categories
 - Identifying airports that are important and necessary to the community and national system but might not have a lot of activity
- Team investigated various existing data sources.

Objective Criteria that Tied to Airport Role

- Needed to use data that was accessible, reliable, and available to the public
- Focused on four types of data:
 - Activity
 - Passenger and Cargo
 - Based Aircraft
 - Instrument Flight Rule (IFR) Data
 - Infrastructure
 - Fuel
 - Runway length
 - Airport Control Towers
 - Approaches
 - Geographic
 - Metropolitan Statistical Areas
 - Population, Income
 - Distance from Nearest NPIAS airport
 - Federal/Special Interest
 - Federal Use or Interest

A Few of the Options Considered

	Criteria	Feb 10	Feb 15	Feb 17	Feb 28	Mar 4	Mar 9	Mar 17	May 11	May 25
Activity	IFR Flights	•	•	•	•	•	•	•	•	•
	Total Distance Flown	•								
	Based Jets	•	•	•	•	•	•	•	•	•
	Based Aircraft	•	•	•	•	•	•	•	•	•
	Enplanements	•	•	•	•	•	•	•	•	•
Infrastructure	Economic Roles from ETMS Data	•	•	•						
	Interstate Flights	•	•	•	•	•	•	•	•	•
	International Flights			•	•	•	•	•	•	•
	500 Mile Radius			•	•	•	•	•	•	•
	Cargo Landed Weight								•	•
Geographic	Jet Fuel	•	•	•						
	Avgas	•	•	•	•					
	Rwy Length	•	•	•						
	Instrument Approach	•	•	•						
	Control Tower	•	•	•						
Federal	Catchment Area Income	•	•	•						
	Catchment Area Population	•	•	•						
	Metropolitan Statistical Area	•	•	•	•				•	•
	Metropolitan Statistical Area-Central County		•	•	•					
Federal	Current NPIAS	•	•	•	•	•	•	•	•	•
	Use		•							
	Ownership		•	•				•	•	•
	Type = Heliport					•	•			
	Type = Seaplane Bases					•	•			
	Part 139 Certification	•								
	Current CS Level							•	•	•
	Forest Service, US Marshall							•	•	•
	Essential Air Service								•	•
	Nearest NPIAS Airport								•	•



Proposed Nonprimary Categories that Describe Role and Function

Proposed Category	Qualitative Description
National Service Airports (89)	<p>Supports the national system by providing communities with access to national and international markets in multiple states and throughout the United States.</p> <p>Examples: Van Nuys, CA; Morristown, NJ; Concord, NC; Ft. Worth (AFW), TX; Aurora (ARR) IL; Addison, TX; Rogers, AR; Fort Pierce, FL; Portland (HIO), OR; Tunica, MS; Columbus, OH; Miami (TMB), FL</p>
Regional Service Airports (468)	<p>Supports regional and local economies by connecting and providing access to statewide, interstate, and some national markets.</p> <p>Examples: Frederick, MD; Oshkosh, WI; Minden, NV; St. Joseph, MO; Richmond (FCI), VA; Charleston (JZI), SC; Salisbury, NC; Ft. Worth (FWS), TX; Cleveland (BKL), OH; Gonzales, LA; Goldsboro (GWW), NC; Merced, CA; Auburn-Lewiston, ME;</p>
Community Service Airports (1,231)	<p>Supplements communities by providing access to largely intrastate and some interstate markets.</p> <p>Examples: Stafford, VA; Pell City, AL; Arlington, WA; Iliamna, AK; Meadow Lake, CO; Mt. Pleasant (LRO), SC; Guntersville, AL; Kenansville, NC; Brookings, OR; Delano, CA; Telluride, CO; Mandan, ND</p>
Basic Service Airports (591)	<p>Fulfills basic aeronautical need in the local economy by providing access to national transportation system.</p> <p>Examples: Cairo, IL; Haleyville, AL; Piedmont, MO; Lime Village, AK; Northway, AK; Limon, CO</p>
Limited Service Airports (584)	<p>Facilitates limited activity and may provide the local community with access to the aviation system.</p> <p>Examples: Havana, IL; Wasco, CA; Perryville, AK; Palmdale, CA; Clermont, OH;</p>



National Service Airports (89)

Qualitative Description	Types of Airports in this category	Criteria
<p>Supports the national and state system by providing communities with access to national and international markets within the state(s) and throughout the United States.</p> <p>Accommodate a full range of aviation activity including large corporate jet and multi-engine aircraft operations, significant charter passenger services, or all-cargo operations.</p> <p>Often work in conjunction with and in support of hub airports serving the aviation needs of larger metropolitan areas.</p> <p>Examples: Van Nuys, CA; Morristown, NJ; Concord, NC; Ft. Worth (AFW), TX; Aurora (ARR) IL; Addison, TX; Rogers, AR; Fort Pierce, FL; Portland (HIO), OR; Tunica, MS; Columbus, OH</p>	<p>Very busy airport serving sophisticated aircraft within high economic metro area</p> <p>Significant level of corporate jet operations including interstate and international flights</p> <p>May have significant charter passenger or all-cargo operations</p>	<p>{ Annual IFR Operations of 5,000 or More <u>And</u> 11 or more Based Jets <u>And</u> Annual International Flights of 20+ Or Interstate Departures of 500+ }</p> <p><u>OR</u> Annual Enplanements of 10,000 or more</p> <p><u>OR</u> More than 500M pounds cargo landed weight</p>



Regional Service Airports (468)

Qualitative Description	Types of Airports in this category	Criteria
<p>Support regional economies by connecting communities to statewide and interstate markets.</p> <p>Accommodate a full range of regional and local business activities, limited scheduled passenger service or cargo operations.</p> <p>Serve corporate jet and multi-engine aircraft.</p> <p>Examples: Frederick, MD; Oshkosh, WI; Minden, NV; St. Joseph, MO; Richmond (FCI), VA; Charleston (JZI), SC; Salisbury, NC; Ft. Worth (FWS), TX; Cleveland (BKL), OH; Gonzales, LA; Auburn-Lewiston, ME;</p>	<p>Large, busy airport located in metro area serving corporate jet & interstate operations</p> <p>Airports that provide limited scheduled passenger service in a metropolitan area</p>	<p>{ Metro or Micro Statistical Area</p> <p><u>And</u> More than 10 Annual Domestic Flights Over 500 Miles</p> <p><u>And</u> Annual IFR Operations of 1,000 or more</p> <p><u>And</u> At least 1 Based Jet OR 100 or More Based Aircraft }</p> <p><u>OR</u> Nonprimary CS within Metropolitan Statistical Area (Metro or Micro)</p>

Community Service Airports (1,231)

Qualitative Description	Types of Airports in this category	Criteria
<p>Supplement communities by providing access to primarily intrastate and some interstate markets.</p> <p>Accommodate small business, flight training, emergency service, charter passenger service, cargo operations, and personal flying activities.</p> <p>Typically accommodate smaller general aviation aircraft mostly single-engine piston and some multi-engine aircraft.</p> <p>Examples: Stafford, VA; Pell City, AL; Arlington, WA; Iliamna, AK; Meadow Lake, CO; Mt. Pleasant (LRO), SC; Guntersville, AL; Kenansville, NC; Brookings, OR; Delano, CA; Telluride, CO</p>	<p>Serve a moderate number of based aircraft and instrument operations</p> <p>May provide limited scheduled passenger service to communities not in a metropolitan area</p>	<p>{ 10 or more Annual IFR Operations</p> <p><u>And</u> 15 or more Based Aircraft }</p> <p><u>OR</u> Annual Enplanements of 2,500 or more</p>



Basic Service Airports (591)

Qualitative Description	Types of Airports in this category	Criteria
<p>Support general aviation activities such as small business transportation, emergency service, charter or critical passenger service, cargo operations, flight training, and personal flying.</p> <p>Accommodate single-engine piston aircraft.</p> <p>May be located in, and provide service to, remote areas of the U.S. with limited or no surface transportation options. These airports may be critical to the transportation of goods required for local day-to-day life.</p> <p>Examples: Cairo, IL; Lime Village, AK; Haleyville, AL; Piedmont, MO; Northway, AK</p>	<p>Have a small number of based aircraft</p>	<p>10 or more Based Aircraft or 4 Based Helicopter (Heliport)</p> <p><u>OR</u> 30 or more miles from the closest NPIAS Airport</p> <p><u>OR</u> Federal Service Provided by one of the following:</p> <ul style="list-style-type: none"> - U.S. Forest Service; - U.S. Marshals; - U.S. Customs/Border Patrol; - U.S. DOT/EAS; - U.S. Postal Service: Air stop



Limited Service Airports (584)

Qualitative Description	Types of Airports in this category	Criteria
<p>Provide aviation access supporting personal flying and infrequent access for emergency medical/preparedness.</p> <p>Limited activity</p> <p>Or are a privately owned NPIAS airport that is at least 10% below the <u>existing</u> threshold for designation as reliever.</p> <p>Examples: Havana, IL; Wasco, CA; Perryville, AK; Palmdale, CA</p>	<p>Few or no based aircraft</p> <p>Limited operations</p>	<p>Existing NPIAS Airport Not meeting criteria for one of the other groups</p> <p><u>OR</u></p> <p>Any privately owned reliever with less than 90 based aircraft <u>or</u> NPIAS privately owned GA</p>

Alignment of Existing Categories with newly defined Nonprimary Airport Roles

New Roles	Existing Categories				Type of Facilities		
	CS	RL	GA	Total	Heliport	Seaplane	Airport
National Service	2	67	20	89	0	0	89
Regional Service	53	137	278	468	1	1	466
Community Service	71	41	1,119	1,231	0	2	1,229
Basic Service	0	1	589	591	2	18	571
Limited Service	0	22	563	584	7	18	559
Total	126	268	2,569	2,963	10	39	2,914

Other notable characteristics as they relate to newly defined Nonprimary Roles

New Roles (Service)	Part 139	Arpts w/ No Fuel	Arpt Control Tower	Private GA	Private RL	NextGen Approach Capabilities	Identified by Forest Svc	Identified by DOJ	United States Postal Air Stops	U.S. Customs and Border Patrol
National	34	1	85	0	0	86	2	9	0	29
Regional	112	6	142	0	12	432	20	1	1	35
Community	42	81	20	0	8	1,007	36	3	43	21
Basic	6	199	5	0	0	293	17	1	74	17
Limited	5	293	3	37	22	235	0	0	0	2
Totals	199	580	255	37	42	2,053	75	14	118	104

Third and Final Phase – *July through January 2012*

- Review comments received and refine nonprimary airport descriptions and criteria
- Develop Final Report for Release by end of January 2012
- Report will:
 - Better communicate the public and federal interest in a national general aviation airport system
 - Include real-life examples of the various functions these airports serve
 - Provide a framework for a strategic vision for the national system of nonprimary airports
 - Provide a listing of each nonprimary airport and their new role



Some Functions Identified as Occurring at Nonprimary Airports

- **Emergency Preparedness and Response**
 - Emergency Medical Services
 - Emergency Preparedness / Response
 - Law Enforcement / National Security /Border Security
 - Aerial Firefighting Support
 - Emergency Diversionary Airfield
 - Secondary Airports (during flight restrictions)
- **Access and Efficiency**
 - Alternative Airports (to commercial service)
 - Remote Population / Island Access
 - Charter Passenger Services
- **Personal Transport and Aviation Activity**
 - Air Taxi Services / Fractional Ownership Support
 - Flight Training
 - Aircraft / Avionics Manufacturing / Maintenance
 - Aircraft Storage Aerospace Engineering / Research
- **Business, Industrial and Economic Activity**
 - Low-Orbit (Space) Launch and Landing Facilities
 - Oil and Mineral Exploration / Mining Support
 - Utility / Pipeline Control
 - Agricultural Support
 - Business Executive Flight Services
 - Manufacturing / Distribution
 - Airport Business / Industrial Parks
 - Express Delivery Services
 - Air Cargo
- **Destination and Special Functions**
 - Intermodal Connections (Rail / Ship)
 - Tourism and Access to Special Events
 - Special Aeronautical (skydiving /gliders /airshows)
 - Residential Airparks

Summary

- Spent last 14 months conducting a national analysis of airports included in the Federally funded system and developing five Federally defined roles for nonprimary airports reflecting the major functions these airports serve in the national system.
- Using objective public data to tentatively place NPIAS airports in one of the five nonprimary airport roles.
- Received input from a diverse group of aviation associations, user groups, airports, states, and metropolitan planning organization over the last 10 months.
- Conducted statistical analysis to test for consistent application of our criteria and found that it has been consistently applied.
- Continue to refine our descriptions and criteria based on input received.

