A1 Tool 2: Communicate NPIAS and ASSET Roles to the Community

**Part 1** of this worksheet can be used to gather information about why your airport is included in the NPIAS, and why it has a particular NPIAS classification. For nonprimary airports, **Part 2** of this worksheet can be used to identify why your airport has a particular ASSET classification. This information may be used to develop a statement that speaks to these attributes and increases awareness of your airport’s benefits and roles in the community.

**Part 1: NPIAS Classification**

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| **Airport description/ type:** | **Airports must meet the following criteria to be included in the NPIAS.** **Choose all criteria that describes your airport:**  |
| Commercial service airport | Publicly owned airport with scheduled air carrier service and more than 2,500 annual revenue passengers enplaned entered into the NPIAS as a:* Primary commercial service airport – has 10,001 or more enplanements; or
* Nonprimary commercial service airport – has between 2,500 and 10,000 enplanements.
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| Nonprimary publicly owned airport | * Is included in the current State Airport System Plan, accepted by FAA;
* Has at least 10 based aircraft; and
* Serves a community located 30 minutes (20-mile radius is often used as equivalent) or more average ground travel time from the nearest existing NPIAS airport.
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| Special justification nonprimary airport | * Significant national interest such as serving Native American communities or an isolated community; and
* A determination that the benefits of the airport will exceed the potential Federal investment.
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| Reliever airport | * Relieve congestion at a commercial service airport that is serving a metropolitan area with a population of at least 250,000 or at least 250,000 enplanements;
* Provide general aviation access to the overall community;
* Has at least 100 based aircraft or 25,000 annual itinerant operations; and
* The airport being relieved must be operating at 60 percent of its capacity.
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| Privately owned airport | * Meet the reliever airport criteria and be designated as a reliever airport; or
* Have scheduled service and at least 2,500 passenger enplanements per year
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Based on: *FAA Report to Congress – Evaluating the Formulation of the National Plan of Integrated Airport Systems (NPIAS)*, November 2015

**Part 2: ASSET Classification**

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| **Airport ASSET:** | **Nonprimary NPIAS are given an ASSET role using specified criteria.** **Choose all criteria that describes your airport:** |
| National | * 5,000+ instrument operations, 11+ based jets, 20+ international flights, or 500+ interstate departures; or
* 10,000+ enplanements and at least 1 charter enplanement by a large certificated air carrier, or
* 500+ million pounds of landed cargo weight
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| Regional | * Metropolitan Statistical Area (Metro or Micro) and 10+ domestic flights over 500 miles, 1,000+ instrument operations, 1+ based jet, or 100+ based aircraft; or
* The airport is located in a metropolitan or micropolitan statistical area, and the airport meets the definition of commercial service
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| Local | * 10+ instrument operations and 15+ based aircraft; or
* 2,500+ passenger enplanements
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| Basic | * 10+ based aircraft; or
* 4+ based helicopters; or
* The airport is located 30+ miles from the nearest NPIAS airport; 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), or has Essential Air Service; or
* The airport is a new or replacement facility activated after January 1, 2001; and
* Publicly owned or privately owned and designated as a reliever with a minimum of 90 based aircraft
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Based on *FAA General Aviation Airports: A National Asset, 2012*.