



Chapter 7: Airport Classifications and NPIAS Evaluation

Introduction

The Tennessee state aviation system is composed of 78 public-use airports, each of which supports a unique mix of aviation activities, users, and geographic regions. For many people, an airport is most commonly associated with scheduled passenger service offering connectivity with commercial service airports outside of the state and, in some cases, across the globe. These commercial service facilities accommodate a variety of passenger jets and offer sophisticated facilities and services to support aircraft, pilots, passengers, and air cargo. Though these facilities represent the most familiar use for Tennessee residents, they only represent a small fraction of airports present in the state. The most common types of airports in the state are designed to accommodate only general aviation (GA) aircraft. Within the GA airport market, the facilities and services will vary, with some airports supporting mostly local users, while others accommodate traffic from regional, intrastate, domestic, and international origins.

In this way, airports exist along a spectrum of sophistication, driven by a variety of factors contributing to their development and functionality within the broader aviation system. Some factors, such as runway length, taxiway type, and terminal availability, are inherent to the airport itself. Other variables are driven by external influences, such as proximity to economic centers; presence of nearby airports; surrounding population densities, land uses, and environmental conditions; and intermodal connectivity options. Understanding and classifying the role that each airport plays in the statewide system is a foundational step of the aviation system planning process.

The classification process helps align facilities and services provided at each airport with the type and frequency of activities it typically supports—all while accommodating the needs of the pilots, passengers, and businesses that depend on it. Planning at the statewide level helps balance demand amongst multiple facilities to ensure reasonable needs of all aviation users are efficiently met by the system.

This chapter of the Tennessee Aviation System Plan (TASP) provides an overview of the Federal Aviation Administration's (FAA's) classification methodology and review of other state classification systems. An overview of the updated, state-specific methodology that aligns with the current needs and policies of the Tennessee Department of Transportation (TDOT) Aeronautics Division is also presented, along with recommended development objectives by classification.

Federal Airport Classifications

Airports exist within various spheres of influence and may play different roles at local, regional, state, and national levels. The FAA is responsible for assessing and classifying airports that are recognized as critical to the National Airspace System (NAS) as reported in the National Plan of Integrated Airport Systems (NPIAS).

NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS

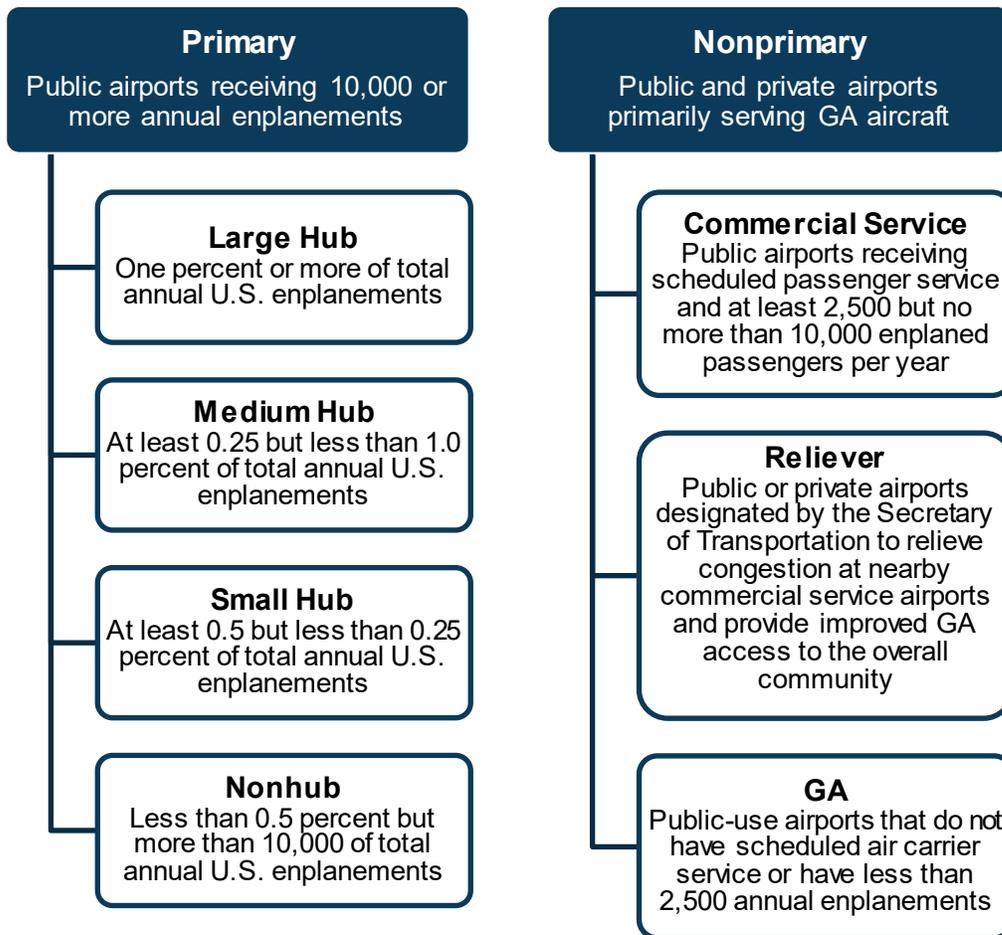
To effectively plan for a safe, well-maintained, convenient, and efficient airport system that meets the needs of the civil aviation industry, the FAA publishes its *Report to Congress, NPIAS* in accordance with Title 49 United States Code (U.S.C), Section 47103. This document identifies the airports that are deemed critical to the NAS, the roles they serve, and the amount and type of airport development eligible for federal funds under the Airport Improvement Program (AIP) over the next five years.

The NPIAS report for fiscal years (FY) 2021-2025 (*2021-2025 NPIAS*) identifies 3,310 public-use airports (3,304 existing and six proposed) with a need of \$43.6 billion in AIP-eligible projects through 2023. These federally designated airports represent approximately 65 percent of all public-use airports in the United States (U.S.) and are composed of designated landing sites for fixed-wing aircraft, helicopters, and seaplanes. Ninety-seven percent of NPIAS airports are owned by public entities (3,210), two percent are privately owned (60), and the remaining one percent have joint ownership, such as a military base, or other type of ownership structure (40).

Airports in the NPIAS serve many functions and support a wide variety of aviation-related activities. These activities include scheduled and unscheduled commercial passenger service, air cargo, medical flying, agricultural spraying, wildland firefighting, recreational flying, and corporate/business aviation—among numerous other activities conducted for economic, quality-of-life, and recreational purposes. As shown in **Figure 1**, airports are grouped as Primary or Nonprimary and defined in terms of the percent of annual U.S. enplanements.¹ Primary airports are further subcategorized as Large Hub, Medium Hub, Small Hub, and Nonhub. Nonprimary airports are subcategorized as Commercial Service, Reliever, and GA. The figure depicts the classification of NPIAS airports and provides the definition of each.

¹ Enplanements are defined as revenue-paying passengers boarding an aircraft.

Figure 1: NPIAS Classifications



Source: FAA NPIAS 2021–2025

The current 2021-2025 NPIAS includes 69 Tennessee airports. **Table 1** shows the total number of U.S. and Tennessee airports in each classification. NPIAS airport classifications by airport are available in the individual airport detail tables located at the end of this chapter (see **Table 14**).

Table 1. Number of NPIAS Airports by Classification (U.S. and Tennessee)

Classification		No. of Airports	
		U.S.	Tennessee
Primary	Large Hub	30	0
	Medium Hub	31	1
	Small Hub	69	3
	Nonhub	266	1
	Subtotal	396	5
Nonprimary	Commercial Service	123	1
	Reliever	250	5

Classification	No. of Airports	
	U.S.	Tennessee
GA	2,535	58
Subtotal	2,908	64
Total	3,304	69

Source: FAA NPIAS 2021–2025

ASSET

In 2010, the FAA began more closely evaluating the role of GA airports in the national airport system. These facilities support a small fraction of overall operations but are critical to the public interest in terms of emergency preparedness and response, community access, and on- and off-airport economic development. In May 2012, the FAA released the results of this analysis in *General Aviation Airports: A National Asset* (referred to as ASSET 1). ASSET 1 identified four new categories for nonprimary airports primarily defined in terms of airports’ existing activity levels and types. Additionally, facilities that did not fit into any of the newly developed categories—and for which a new category could not be identified—were deemed Unclassified. An overview of each ASSET role is provided in **Table 2**. ASSET roles are applied to all nonprimary airports including commercial service, reliever, and GA facilities, accounting for 64 TASP airports. Additional information regarding specific minimum criteria for annual aviation activity is provided in the **Reevaluation of Federal Classifications** later in this chapter.

Table 2. GA Airport ASSET Role Descriptions

Asset Role	Role in the System
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.
Regional	Support regional economies by connecting communities to regional and national markets. They are 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.
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.
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.

Asset Role	Role in the System
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, the airport will be reclassified in the next published NPIAS.

Source: ASSET 1, 2012

In 2014, the FAA conducted a targeted reevaluation of airports deemed Unclassified in the 2012 study. The results of this analysis were published in *ASSET 2: In-depth Review of the 497 Unclassified Airports* (referred to as ASSET 2). **Table 3** presents the number of unclassified airports in the U.S. and Tennessee in ASSET 1 and the results of the recategorization effort undertaken as part of ASSET 2.

Table 3. Unclassified Airports in ASSET 1 and ASSET 2 (U.S. and Tennessee)

Geography	ASSET 1	ASSET 2					
	Unclassified	National	Regional	Local	Basic	Closed or Private Use	Unclassified
U.S.	497	0	1	27	184	4	281
Tennessee	9	0	0	3	4	0	2

Source: ASSET 2 2014

ASSET roles (including unclassified airports) are reevaluated biennially in conjunction with the NPIAS report. The number of nonprimary airports by ASSET role in Tennessee is provided in **Table 4**.² The latest NPIAS report (2021-2025) identified James Tucker Airport (M15) as the only airport still deemed Unclassified in the state. **Figure 2** provides a map of Tennessee's current ASSET airports.

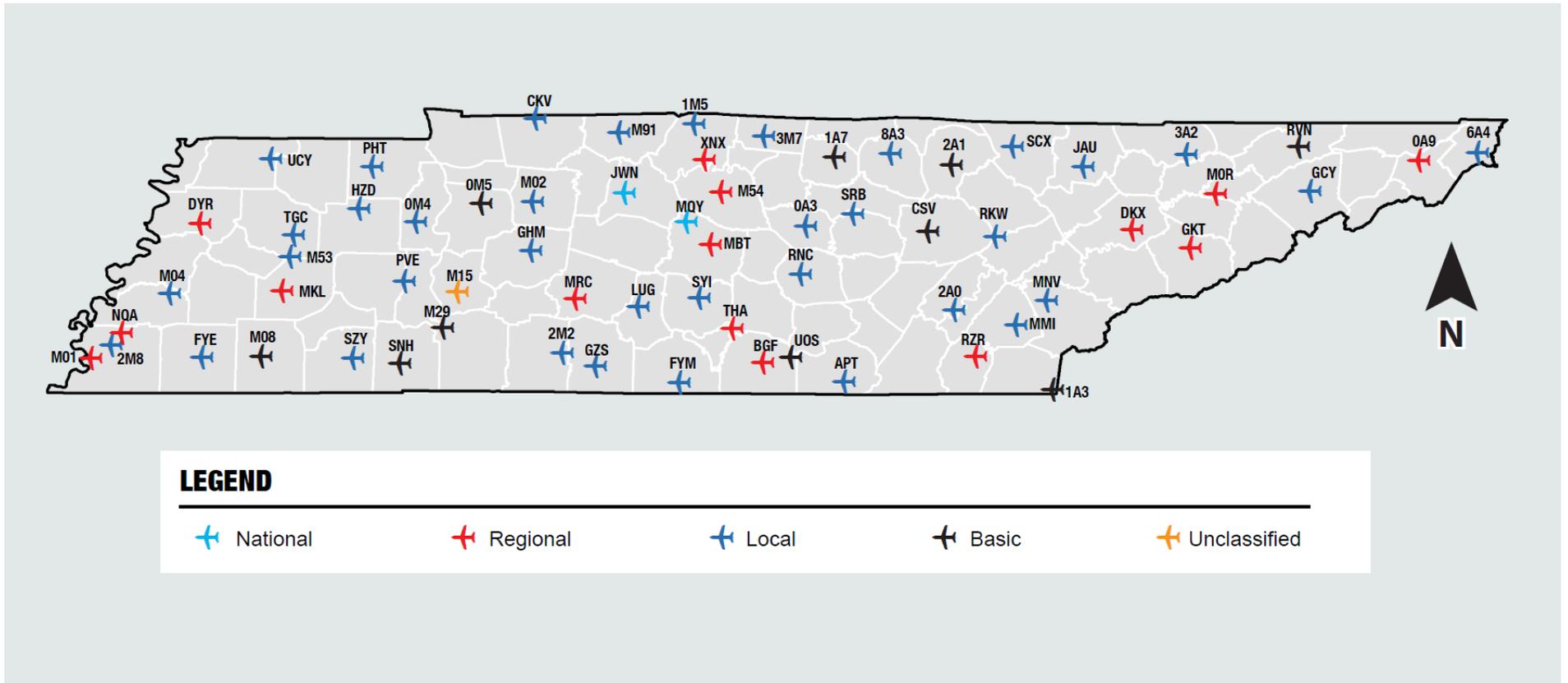
Table 4. Number of Airports by ASSET Role

ASSET Role	No. of Tennessee Nonprimary Airports
National	2
Regional	15
Local	36
Basic	10
Unclassified	1
Total	64

Source: 2021-2025 NPIAS

² ASSET roles by individual airport are presented in the detail tables provided at the end of this chapter (see **Table 14**).

Figure 2: Tennessee ASSET Airports



Reevaluation of Federal Classifications

As part of the TASP process, it is important to not only review airports' current federal classifications, but also to evaluate their continuing ability to meet minimum NPIAS entry criteria. Airports that fall below minimum criteria are in jeopardy of becoming Unclassified, limiting funding eligibility to only state apportionment funding for very specific types of maintenance and safety projects. As a State Block Grant Program (SBGP) participant, an airport becoming Unclassified may reduce the amount of funding allocated to the state of Tennessee, with associated implications for airports across the system. The TASP also evaluates the state's nine non-NPIAS facilities in terms of their eligibility to pursue NPIAS designation in the future.

These evaluations apply the most current NPIAS guidance criteria provided in *FAA Order 5090.5, Formulation of the NPIAS and ACIP* (issued September 3, 2019). This Order canceled the previous FAA Orders 5090.3C, *Formulation of the NPIAS* and 5100.39A, *Airports Capital Improvement Plan*, both issued in 2000.

According to the FAA, revised guidance was necessary because of modifications to the FAA's authorizing statutes and policies, as well as changes within the airport and airline industry itself.³ Furthermore, combining the previous NPIAS and ACIP orders into one comprehensive document supports the streamlined flow of airport development data, "from planning through the identification of potential federal funding."⁴ Among several other revisions, *FAA Order 5090.5*:

- ◆ Updates the eligibility requirements for airports requesting entry into and withdrawal from the NPIAS
- ◆ Defines the roles of nonprimary airports in statute that had not been defined in previous orders⁵
- ◆ Revises the National Priority System (NPS) equation—the numerical system for prioritizing airport development—to consider an airport's role in the national airport system⁶

An airport's classification in the NPIAS is a multi-step process. To be considered for inclusion in the NPIAS, airports must first meet minimum standards designed to assure entry is in accordance with the FAA's mandate to "provide a safe, efficient, and integrated system of public-use airports." Once accepted into the national airport system, airports are classified as Primary (commercial service only) or Nonprimary (commercial service, reliever, or GA). Nonprimary airports are then categorized based on their functions in the system (see [Table 2](#)). The following section is organized in accordance with this process and provides a detailed look into the potential and ongoing ability of Tennessee's non-NPIAS and NPIAS airports to meet the minimum criteria for NPIAS inclusion.

³ https://www.faa.gov/airports/planning_capacity/npias_acip_order/media/Order-5090-5-Summary.pdf

⁴ *Ibid.* p.ii

⁵ This update refers to the ASSET roles described in the preceding section of this chapter. However, *FAA Order 5090.5* does not use the "ASSET role" in its lexicon. For continuity with this statutory update, the TASP will use "Nonprimary airport categories" in the following analyses.

⁶ FAA (September 3, 2019). *Formulation of the NPIAS and the ACIP*. Available online at https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.current/documentNumber/5090.5 (accessed July 2020)

ENTRY PROCESS FOR NPIAS INCLUSION

According to *FAA Order 5090.5*, entry into the NPIAS is based on quantitative and qualitative factors. Airports are first evaluated in terms of a series of objective data points regarding the type and frequency of aviation activities that generally occur there. The FAA then looks at factors such as geographic location, role within the overall multimodal transportation network, and the airport sponsor's willingness and ability to meet economic and other responsibilities associated with the airport's long-term viability. As a result, the NPIAS entry evaluation process takes a holistic and comprehensive approach to evaluating an airport's potential to enhance and support the national airport system. The initial screening requirements for inclusion in the NPIAS and additional factors for consideration are provided below.

Initial Screening Requirements for NPIAS Inclusion

The initial screening requirements for NPIAS inclusion by airport type are as follows:

Existing commercial service airports must meet all the following criteria:

- ◆ Publicly owned, publicly accessible airport
- ◆ Receives scheduled air carrier service
- ◆ Annually enplanes 2,500 or more passengers

Existing GA airports must meet all the following criteria:

- ◆ Operated by a sponsor eligible to receive federal funds and meet [grant] obligations
- ◆ Used by at least 10 operational and airworthy aircraft based at the airport validated against the FAA Aircraft Registry (i.e., basedaircraft.com)
- ◆ Located at least 30 miles from the nearest NPIAS airport (including airports located in adjacent states)
- ◆ Demonstrates an identifiable role in the national system (such as Basic, Local, Regional, or National)
- ◆ Included in a state or territory aviation system plan with a role similar to the federal role and recommended by the airport's state or territory aviation authority to be part of the NPIAS
- ◆ Has no significant airfield design standard deficiencies, compliance violations, or wetland or wildlife issues based on a review by the FAA

Proposed commercial service or GA airports must meet the applicable eligibility criteria listed above (for existing airports) and meet the following additional requirements:

- ◆ Demonstrates how it will meet the operational activity required [for its proposed role] within the first five years of operations through a forecast validated by the FAA (the operational activity cannot be based on attracting demand from other airports, unless there is safety or standard deficiencies at these other airports)
- ◆ Provides enhanced facilities that will accommodate the current aviation activity and improve functionality, as well as provide room for future development based on imminent justified demand
- ◆ Shows a benefit-cost analysis rating of 1.0 or more (information on when and how to conduct a benefit-cost analysis is in *FAA Order 5100.38*, *Airport Improvement Program Handbook*, and *FAA Airport Benefit-Cost Analysis Guidance*)
- ◆ Presents a detailed financial plan for the proposed airport to accomplish its construction and ongoing maintenance

- ◆ Achieve adequate level of local support/consensus to develop the new airport

“Special justification” may be given to an existing or proposed airport that does not meet all criteria listed above in the following cases:⁷

- ◆ Owned by or serves the needs of 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
- ◆ Opened as anew or replacement public-owned airport within the last 10 years
- ◆ Has unique circumstances related to special aeronautical use

Existing publicly owned, public-use heliports may be considered for inclusion if deemed to provide a significant contribution to the public transportation system and meet the following criteria:

- ◆ Operated by a sponsor eligible to receive federal funding and meet obligations
- ◆ Used by at least four based rotorcraft for at least two years prior to its request for inclusion
- ◆ Experiences 400 annual instrument flight rule (IFR) operations
- ◆ Included in the state airport system plan (such as the 2020 TASP)

Additional FAA Considerations in Reviewing NPIAS Entry Requests

In addition to these specific screening requirements, *FAA Order 5090.5* provides 11 considerations that the FAA employs when reviewing NPIAS entry requests.⁸ These considerations generally pertain to:

- ◆ Level of financial self-reliance
- ◆ Historic trends at the airport and in the communities it would service
- ◆ Airport sponsor’s ability and willingness to support the airport
- ◆ Ownership structure (i.e., public versus private)
- ◆ Diversity of potential future aviation users
- ◆ Current design standard deficiencies or other potential federal compliance issues (e.g., non-aeronautical activity on airport property)
- ◆ Role in meeting current and projected future aviation demands (and, in the case of proposed airports, how a proposed airport would meet unmet aviation demand without attracting demand from existing facilities)
- ◆ Number and classifications of other NPIAS airports within a 30-mile radius of the airport

NPIAS entry requests are reviewed at the FAA Airports District Office (ADO), regional, and headquarter levels. Once an airport is approved for inclusion, it is classified in accordance with the process outlined in the following section.

FEDERAL CLASSIFICATION PROCESS

The FAA annually reviews NPIAS airports to determine if they are Primary or Nonprimary and adjusts service levels and hub designations as necessary. Nonprimary airport categories are

⁷ Airports included in the NPIAS using “special justification” are considered Unclassified until it can meet the criteria for a role shown in Table 5.

⁸ See Table 3.4 of *FAA Order 5090.5*

evaluated every two years with results published in the biennial NPIAS report. **Table 5** provides activity criteria for each of the nonprimary airport categories.

Table 5. Nonprimary Airport Categories

Nonprimary Airport Category	Minimum Activity Criteria (airports must meet one criterion)
National	<ul style="list-style-type: none"> - 5,000 or more instrument operations, 11 or more validated based jets, and 20 or more international flights or 500 or more interstate departures - 10,000 or more enplanements and at least one carrier enplanement by a large certificated air carrier - 500 million pounds or more of landed cargo weight
Regional	<ul style="list-style-type: none"> - In a Metropolitan or Micropolitan Statistical Area, 10 or more domestic flights over 500 miles, 1,000 or more instrument operations, and one or more validated based jet or 100 or more validated based aircraft - Nonprimary commercial service airport (requiring scheduled service) within a Metropolitan Statistical Area - Currently designated by the FAA as a Reliever with 90 or more validated based aircraft
Local	<ul style="list-style-type: none"> - Publicly owned and 10 or more instrument operations and 15 or more validated based aircraft - Publicly owned and 2,500 or more annual enplanements
Basic	<ul style="list-style-type: none"> - Publicly owned with 10 or more validated based aircraft or four or more validated based helicopters, if a heliport - Publicly owned and 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

Source: FAA Order 5090.5

NPIAS airports that do not meet one of the criteria listed in **Table 5** are considered Unclassified. The FAA reviews the activity data for these facilities in accordance with the normal biennial NPIAS review cycle, and airports are reclassified in the next published NPIAS, as warranted.

TENNESSEE NPIAS ANALYSIS

The FAA’s airport classification system is important to recognize and understand because NPIAS airports are deemed vital to the NAS and are eligible to receive federal AIP funding for certain project types. As part of the TASP, an evaluation of the NPIAS and non-NPIAS airports in the system was completed using the criteria described in previous sections for NPIAS classifications and nonprimary airport categories. These evaluations utilized the most current data available (base year 2019) that was obtained during the airport inventory process or by

using FAA or third-party sources. Although the latest NPIAS report is dated 2021-2025, the data used is primarily from 2016 and therefore does not necessarily reflect current conditions for some facilities.

It is important to note that any changes to the NPIAS must be closely coordinated with the airport and FAA. Furthermore, NPIAS airports that receive AIP funding are obligated to comply with 39 federal grant assurances. These obligations require the recipients to maintain and operate their facilities safely, efficiently, and in accordance with specified conditions. If obligations cannot be met through the life of the project, the airport sponsor must pay back the grant to the FAA. As such, grant assurances can present challenges for some small communities. The pros and cons of inclusion in the NPIAS should be carefully considered by airport sponsors prior to seeking a NPIAS designation, even if their facility meets the minimum requirements for inclusion.

Non-NPIAS Airport Evaluation

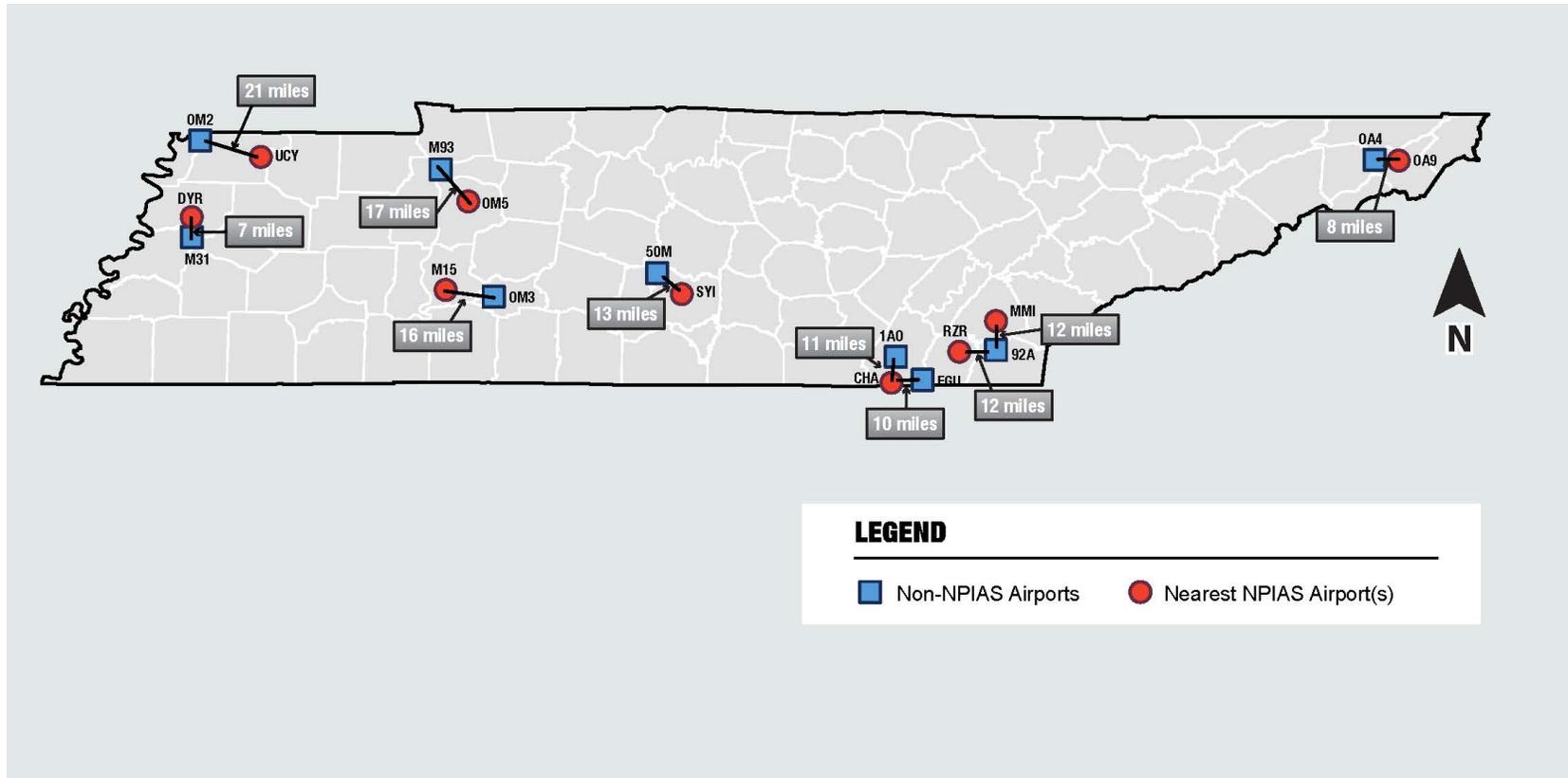
The Tennessee airport system includes nine non-NPIAS airports, all of which are open for public use. For the purposes of determining if any of these nine facilities would be eligible for inclusion in the NPIAS, it is assumed that the airports are operated by a sponsor eligible to receive federal funds and meet grant obligations. **Table 6** summarizes non-NPIAS airports' performance in meeting the FAA's initial screening requirements. This evaluation shows that none of the nine airports currently meet the requirements for potential NPIAS inclusion. **Figure 3** shows the location of Tennessee's non-NPIAS airports and their nearest NPIAS airport.

Table 6. Evaluation of Non-NPIAS Airports for Potential Inclusion in the NPIAS

Associated City	Airport	FAA Identifier	Included in the TASP	10+ Based Aircraft	Design Deficiencies, Compliance Violations, and/or Wetland or Wildlife Issues	Located 30+ Miles from the Nearest NPIAS Airport	Meets FAA's Initial Screen Requirements
Benton	Chilhowee Gliderport	92A	Yes	Yes	Yes	No	No
Chattanooga	Dallas Bay Sky Park	1A0	Yes	Yes	Yes	No	No
Collegedale	Collegedale Municipal Airport	FGU	Yes	Yes	Yes	No	No
Eagleville	Puckett Field	50M	Yes	Yes	Yes	No	No
Halls	Arnold Field	M31	Yes	Yes	Yes	No	No
Hohenwald	John A Baker Field	0M3	Yes	Yes	Yes	No	No
Johnson City	Johnson City	0A4	Yes	Yes	Yes	No	No
McKinnon	Houston County Airport	M93	Yes	No	Yes	No	No
Tiptonville	Reelfoot Lake Airpark	0M2	Yes	No	Yes	No	No

Sources: National Based Aircraft Inventory 2019, Airport Manager Data Form 2019, FAA 2019, ArcGIS 2019, NPIAS 2021-2025

Figure 3: Non-NPIAS Airports



NPIAS Airport Evaluation

Just as it is important to review the potential for additional TASP airports to be included in the NPIAS, it is also vital that the existing TASP airports in the NPIAS be assessed for their ability to continue meeting their required NPIAS criteria. As noted previously, Tennessee has 69 NPIAS airports comprising five primary and 64 nonprimary facilities. The TASP evaluated these airports in terms of their ability to achieve the minimum criteria to be classified as ‘Basic’. It is important to note that this set of criteria is different than the FAA’s initial screening requirements for inclusion in the NPIAS, which are significantly more stringent once accepted into the system.

Airports that no longer meet one of the activity criteria indicated for a Basic airport may remain in the NPIAS as Unclassified until activity levels improve and they can be reclassified as Basic (or higher). The FAA may remove an Unclassified airport from the NPIAS if both of the following conditions are met:⁹

- ◆ The airport is within 30 miles of another NPIAS airport
- ◆ The sponsor is incapable of accepting or maintaining any new grant assurance obligations

The FAA will consult with the state aviation agency before removing an airport from the NPIAS. Because the FAA regularly reviews airport activity levels, it is important for airports to maintain current based aircraft counts in the Airport Master Record (FAA Form 5010).¹⁰ This is particularly important in Tennessee, as all NPIAS airports are within 30 miles of another NPIAS airport and few meet any other Basic criteria. With that said, 68 NPIAS airports in Tennessee continue to meet at least one activity level criteria for federal classification. James Tucker Airport (M15) is the only airport that is currently not meeting the minimum criteria for classification. Because the airport is already Unclassified in the *2021-2025 NPIAS*, no further action is warranted at this time. An analysis of each airport’s compliance with the Basic criteria is provided in the airport detail tables at the end of this chapter (see [Table 15](#)).

State Airport Classifications

Federal classifications provide a systematic and objective way for the FAA to plan for a safe, effective, and efficient national airport system as well as allocate limited resources to their maintenance and improvement. The purpose of establishing state classifications is generally the same. State classification systems offer an established process for state aviation agencies and other decision makers to ensure the state’s transportation goals are being met in an efficient and equitable manner. State airport classifications offer a methodical way to understand the types of aviation uses supported by each airport and the associated facility and service objectives typically associated with those uses. In many states, these methodologies have important implications for funding and resource allocation decisions. Classifying airports at the state level recognizes the important roles they serve at local, regional, and statewide levels, regardless of their inclusion in the national airport system.

To provide context and examples for a classification methodology update, other state classification systems were evaluated for applicability, along with the previous system employed in the last TASP.

⁹ FAA Order 5090.5, Section 3.4.3

¹⁰ FAA Order 5090.5, Section 3.4.3

COMPARISON OF POTENTIAL STATE CLASSIFICATION METHODOLOGIES

Many state system plans utilize unique methodologies to develop and define airport roles within the state aviation system. Some state methodologies incorporate federal classifications to varying degrees, then layer on additional variables to reflect the needs of their respective state and airports.¹¹ Beyond the use of the federal system, there are three general types of role determination methodologies that are utilized to classify airports at the state level:

- ◆ Strict set of role criteria
- ◆ Flow chart
- ◆ Points system

A brief overview of each of these methodologies is provided in the following pages.

Strict Set of Role Criteria

The strict set of role criteria methodology is the most straightforward airport classification process a state agency can employ. This system relies on specific facilities, services, and other factors to meet clear and established criteria associated with each system role. As roles become less demanding, so too does the criteria associated with that role. Generally, this methodology uses the same types of criteria across each role; for example, each airport's primary runway length may be measured as a criteria type. The highest roles will have the longest runway length requirements, and the least demanding role will have the shortest runway length requirements.

While the strict set of role criteria is straightforward, easily updated as conditions change over time, and understandable by airports and airport sponsors, this methodology can lead to airports being under classified should there be any misalignment between facilities, services, and activity levels. An airport may support frequent business or corporate operations, but not meet one of the criteria for a more demanding airport role. In this case, its role may not accurately depict its operations and purpose within the state system. For this reason, the strict set of role criteria methodology can be adjusted so an airport only needs to meet a certain number of the criteria, instead of all.

Flow Chart

The flow chart methodology uses a string of "Yes/No" questions that, when answered in order, identifies the airport's role in the system. The flow chart methodology also uses clear and established criteria to determine airport roles; however, using a series of questions allows for the prioritization of criteria. The criteria identified as most important or impactful in the process of determining airport roles is asked first in the series of questions. The flow chart methodology organizes airports into tiers based on how their facilities or services align with how the criteria is organized in the flow chart. Based on a review of other states' methodologies, the flow chart methodology generally relies on few criteria and is more customizable than the strict set of role criteria methodology.

¹¹ Some state aviation agencies, such as the Florida Department of Transportation (FDOT), do classify airports based on the NPIAS methodology, although this full-scale adoption is uncommon.

Points System

The points system methodology similarly relies on selecting certain criteria; however, airports are awarded points depending on how their facilities or services perform in terms of that criteria. For example, if one of the criteria is the availability of aircraft fuel, airports with 24-hour Jet A fuel may receive five points, airports with 24-hour self-service 100LL fuel may receive three points, and an airport with no fuel availability receives zero points. Once airports have been assigned points by factor, airports are sorted into their roles in terms of how they perform relative to other airports. The points system methodology is the most customizable methodology of the three common systems discussed and can accommodate the most complex systems. However, points systems can be subjective, and the process of ranking airports can be complex and time consuming. Airports are generally not reclassified between system plan updates, so points systems can quickly become dated. Because of the number of factors involved, airports and airport sponsors may not be able to prioritize improvements or actions to increase their roles in the systems.

Table 7 summarizes the pros and cons of the common role classification methodologies discussed in this section.

Table 7. Role Classification Methodology Pros and Cons

Methodology	Pros	Cons	Example State System Plans
Strict Set of Role Criteria	<ul style="list-style-type: none"> - Easily presented to stakeholders and audience - Straightforward and easy to use 	<ul style="list-style-type: none"> - Lacks flexibility and customization - Overly simple, not as well suited for complex systems 	<ul style="list-style-type: none"> - Indiana - South Dakota
Flow Chart	<ul style="list-style-type: none"> - Easily presented to stakeholders and audience - Uses few criteria but yields detailed results 	<ul style="list-style-type: none"> - Less customizable or nuanced for complex systems 	<ul style="list-style-type: none"> - Arizona - Idaho - Kentucky
Points System	<ul style="list-style-type: none"> - Captures nuances of complex systems - Very customizable 	<ul style="list-style-type: none"> - Difficult to clearly communicate with stakeholders and audience - Can be subjective (depending on the criteria) - Difficult to update between system plans 	<ul style="list-style-type: none"> - Kansas - Montana - North Carolina - Wyoming

Source: Kimley-Horn 2020

Table 8 provides a summary and comparison of nine different state aviation system plans that use one of the three role methodologies discussed in this section. While these nine states rely on one of these methodologies, no two states are identical. Some have opted to integrate NPIAS classifications or adopt more flexible guidelines within their methodology to capture the unique conditions of their state. A more detailed overview of each state’s classification methodology is presented in the table.

Table 8. Comparison of Role Methodologies

State	No. of Airports	Study Year	Roles Methodology	Number of Criteria	Overview of Criteria	Is Socioeconomic Data Considered?
Arizona	86	2018	Flow chart	8	Scheduled commercial service, FAA reliever designation, based aircraft, operations, fuel availability	No
Idaho	75	2020	Flow chart + NPIAS	NPIAS + 5	NPIAS classifications, fuel, based aircraft, grant awards, runway type	No
Indiana	69	2012	Strict set of role criteria	NPIAS + 7	NPIAS classifications, airside facilities, fuel	No
Kansas	80	2016	Points system + NPIAS	NPIAS (commercial service only) + 14	NPIAS classifications, airport facilities, based aircraft, socioeconomic factors	Yes
Kentucky	86	2017	Flow chart	5	Scheduled commercial service, runway length, visibility minimums, jet departures	No
Montana	126	2015	Points system	11	Access (population coverage), airport facilities and services	Yes
North Carolina	72	2015	Points system	14	Socioeconomic factors, airspace constraints, airport facilities, local support	Yes
South Dakota	56	2020	Strict set of role criteria	6	Airport facilities and services	No
Wyoming	40	2016	Strict set of role criteria	5 + subset criteria under one type	Airport facilities and services, based aircraft, economic factors	Yes

Sources: 2018 Arizona State Aviation System Plan (SASP), 2020 Idaho Aviation System Plan (IASP) Update, 2012 Indiana State Aviation System Plan (ISASP), 2016 Kansas Aviation System Plan (KASP) Update, 2017 Kentucky SASP, 2015 Montana SASP, 2015 North Carolina SASP (NCSASP) Update, 2020 South Dakota SASP, 2016 Wyoming SASP (WYSASP)

Arizona

The Arizona 2018 SASP introduced a flow chart methodology to classify the state's 86 system airports. The new methodology was designed for simplicity, objectivity, and to provide the Arizona Department of Transportation (ADOT) with the ability to update airports' state classifications prior to the next SASP update. As shown in **Figure 4**, the flow chart methodology evaluates a total of eight criteria: two criteria pertain only to commercial service airports, while the remaining six pertain only to GA airports. Commercial service airports are separated by whether they offer scheduled commercial service to international destinations or have supported such service within the past five years. GA airports are sorted into classifications based on the following six criteria:

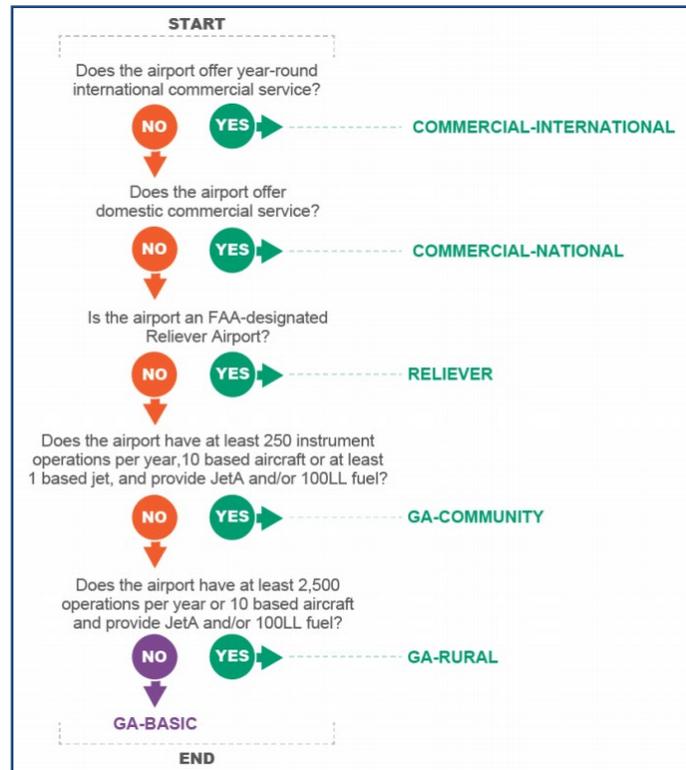
- ◆ FAA-designated Reliever status
- ◆ Number of instrument approach operations
- ◆ Number of based aircraft
- ◆ Number of based jets
- ◆ Availability of Jet A and/or AvGas (100LL)
- ◆ Total number of operations

The last two questions of the flow chart provide various options for airports falling within the GA-Community or GA-Rural classifications (e.g., a GA-Community airport must provide fuel and have at least 250 instrument approach operations *or* 10 based aircraft *or* one based jet). This allows the model to capture the complexities within the system and ensure an airport is not classified into a lower role based on not meeting just one criterion. If an airport does not meet any of the criteria, it is classified as GA-Basic (least demanding airport role in the system). The flow chart methodology of the 2018 AZ SASP redistributed airports between GA classifications more evenly than the previous SASP (completed in 2010).

Idaho

Idaho uses a unique hybrid system that first applies federal classification for NPIAS airports then relies on a flow chart methodology to sort the non-NPIAS airports within the system. The flow chart is established to categorize non-NPIAS airports based on several different factors, including:

Figure 4. 2018 Arizona SASP Flow Chart Classification Methodology



Source: ADOT 2018

- ◆ 100LL fuel availability
- ◆ Number of based aircraft
- ◆ Number of Idaho Airport Aid Program (IAAP) grants received
- ◆ Runway surface type
- ◆ Seaplane base

The Idaho flow chart methodology is depicted in **Figure 5**. Like the Arizona method, questions in the flow chart are written to be multifaceted, such that an airport could meet one criterion or another and still be placed in the same classification. This helps to capture nuances in the airport system so airports are not too quickly excluded from an airport role without considering other factors that may impact the role they serve in the system and the functions they serve within their communities.

Indiana

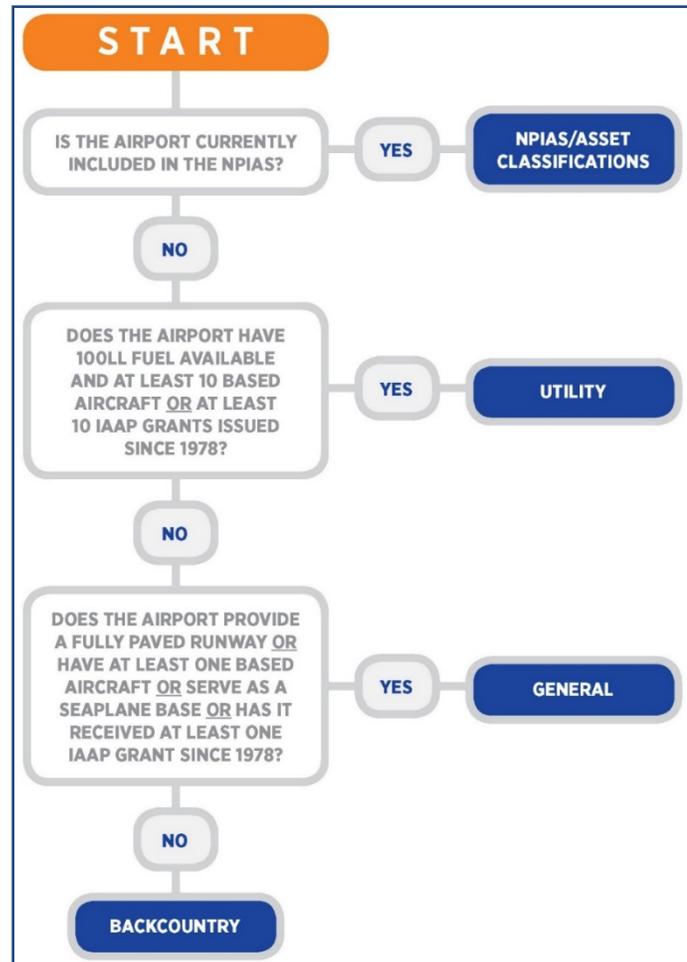
The Indiana SASP classifies the state's primary airports in accordance with their NPIAS classifications and employs a strict set of role criteria methodology to classify the system's nonprimary facilities. Nonprimary airports are classified using two levels of criteria referred to as Level 1 and Level 2.

As shown in **Figure 6**, Indiana established state-specific factors associated with each ASSET role. If airports meet these state-specific factors, they are considered Level 1 airports. The factors considered in Level 1 are as follows:

- ◆ Minimum standards (determined minimums for on- and off-airport facilities and services)
- ◆ Pavement maintenance management program
- ◆ Weather reporting
- ◆ Runway lights
- ◆ Full parallel taxiway
- ◆ 24-hour fuel availability
- ◆ Taxiway lights

Airports that do not achieve these additional factors are considered Level 2 airports. Accordingly, airports in Indiana are considered either Level 1 or Level 2 airports within their respective roles of Primary, National, Regional, Local, or Basic.

Figure 5. 2020 IASP Update Flow Chart Classification Methodology



Source: Idaho Transportation Department 2019

Figure 6: 2012 Indiana System Plan Strict Set of Role Criteria Classification Methodology

LEVEL 1 REQUIREMENTS	PRIMARY	NATIONAL	REGIONAL	LOCAL	BASIC
Minimum Standards	√	√	√	√	√
Pavement Maintenance Management Program	√	√	√	√	√
Weather Reporting	√	√	√	√	√
Runway Lights	High Intensity Rwy Lights	Medium Intensity Rwy Lights	Medium Intensity Rwy Lights	Medium Intensity Rwy Lights	Low Intensity Rwy Lights
Full Parallel Taxiway	√	√	√	√	
24 Hr. Fuel Availability	√	√	√	√	
Taxiway Lights	√	√	√	√	
OTHERWISE LEVEL 2					

Source: 2012 ISASP

The ISASP roles methodology was adapted for the 2012 plan to better align the state system with the federal classifications, while also supporting state specific conditions with the introduction of Level 1 and Level 2 criteria.

Kansas

The 2016 KASP Update combines federal NPIAS classifications with a point system to classify the 80 airports that comprise the Kansas airport system. The point system methodology was first introduced in 2008; NPIAS classifications were incorporated in the 2016 update. Commercial service airports are first classified based on the NPIAS. GA airports earn certain number of points based on a wide range of criteria including airport facilities (runway length, weather reporting, and fuel), operations, number of based aircraft, and six different socioeconomic criteria.

Airports are awarded points for each criterion, and airports are scored relative to one another on a scale of zero to ten points. For example, an airport with the longest runway would receive a score of ten for the runway category, and the airport with the shortest runway would receive a score of zero, and an airport with a runway length in the middle would receive a score of five. The scores awarded within each performance category are weighted and then summed to determine an airport's individual score. Kansas has more socioeconomic criteria categories than other states evaluated in this comparison as follows:

- ◆ Population: NPIAS airports are evaluated in terms of total population within a 30-minute drivetime
- ◆ Employees: Total employment within a 30-minute drivetime
- ◆ Geographic area: Number of square miles within a 30-minute drivetime
- ◆ Industry groups served: Number of businesses that have a propensity to use aviation services within each airport's geographic area
- ◆ Gross Regional Product (GRP): GRP captured within a 30-minute drivetime
- ◆ Retail sales: Total retail sales captured within a 30-minute drive

Capturing a combination of both socioeconomic and quantitative on-airport data helps to capture nuances and complexities of how Kansas airports serve their communities in terms of economic support; type, frequency, and diversity of aviation uses; and quality-of-life benefits.

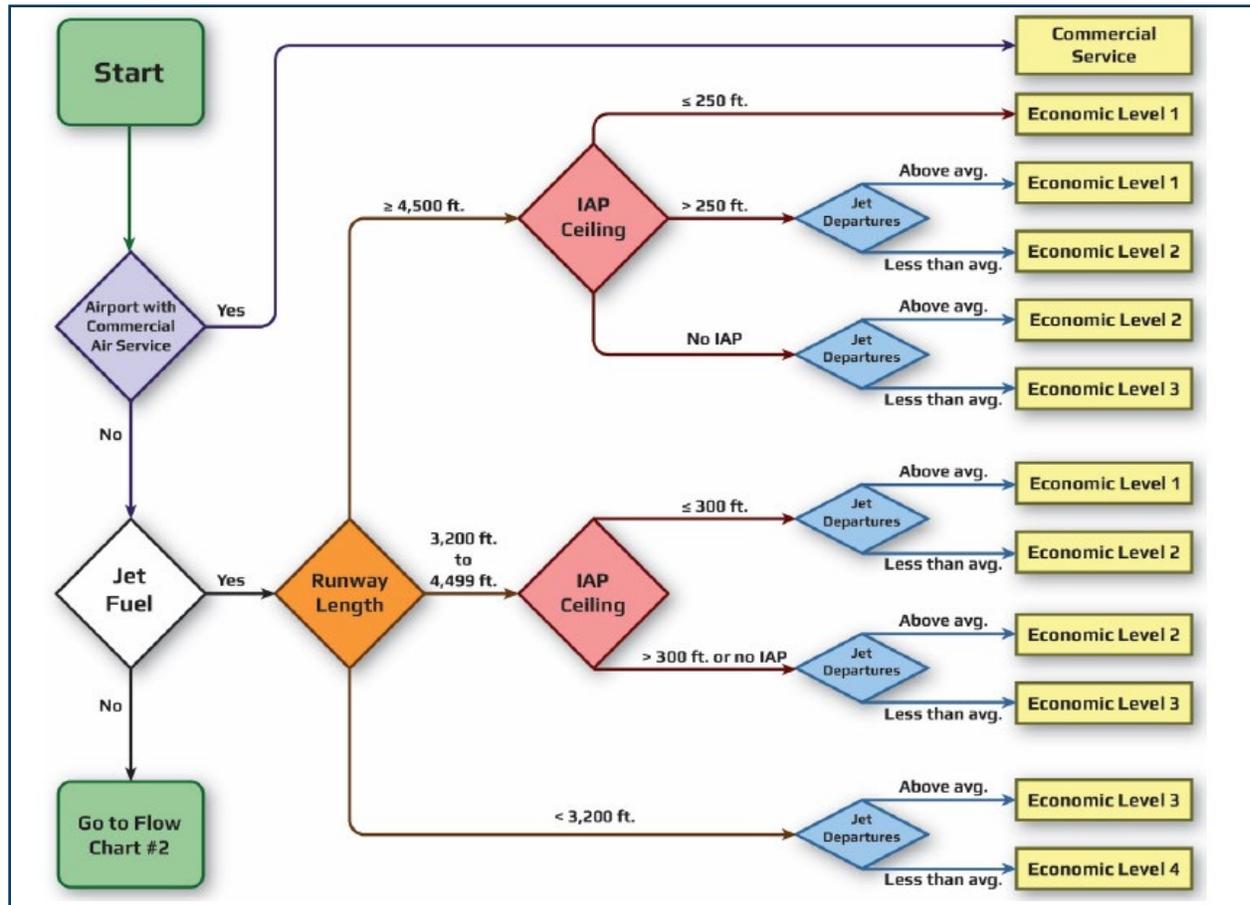
Kentucky

The Kentucky SASP uses a flow chart methodology to determine state-specific airport roles. The flow chart system first distinguishes between commercial service and GA airports, with commercial service airports all grouped into one role. The remaining GA airports are then filtered using the flow chart system to determine classifications based on the following factors:

- ◆ Fuel availability
- ◆ Runway length
- ◆ Ceiling minimums for the airport's best instrument approach
- ◆ Relative number of jet departures (defined as airports having jet departures that are either above or less than the average number of jet departures [20.9 departures])

As shown in **Figure 7**, the flow chart uses multiple options for runway length, approach minimums, and jet departures, while the fuel category is binary and determined by whether an airport does or does not have Jet-A fuel. If an airport does not have Jet-A fuel then it is classified using a modified flow chart that considers the same factors, except it determines first whether an airport does or does not have 100LL fuel (referred to as Flow Chart #2 in the graphic below). Using two flow charts distinguished by fuel type allows the methodology to be more complex because it captures more detailed information about an airport. For example, an airport without Jet-A fuel can still be classified in a more demanding role because the flow chart considers how runway length and approach minimums can impact an airport's ability to support demand in the system.

Figure 7: 2017 Kentucky System Plan Flow Chart #1 Classification Methodology



Note: Flow Chart #2 not featured but can be found in Chapter 8 of the 2017 KY SASP. Source: 2017 KASP

Montana

The 2015 Montana SASP uses a point system to determine the roles of the 126 airports in the state system. The points structure is based on 11 factors organized into the following categories:

- ◆ Access (i.e., population coverage)
- ◆ Airport facilities
 - Primary runway length
 - Primary runway surface
 - Instrument approach capabilities
 - Automated weather reporting
- ◆ Airport services
 - Full-service fixed base operator (FBO)
 - Aircraft fuel sales
- ◆ Airport activity

- Commercial service
- Total based aircraft
- Total based jets
- Aerial firefighting

Airports can earn points within each of the 11 factors, and points within each factor can range from zero to 12. An example of the primary runway length point system is shown in [Figure 8](#). The more demanding airport roles are associated with the highest number of points. The point system focuses most on classifying GA airports; however, the point system does calculate scores for commercial service airports, as well. Montana has 126 airports in their system, so the point system methodology provided a necessary level of complexity to capture the differences and similarities amongst the airports.

Figure 8: 2015 Montana SASP Point System Classification Methodology Example

Primary Runway Length		Score	Number of Airports
Low	High		
0	2,999	2	21
3,000	3,999	4	39
4,000	4,999	6	31
5,000	5,999	8	19
6,000	7,999	10	7
8,000	and up	12	8

Source: 2015 Montana SASP

North Carolina

The 2015 North Carolina Aviation System Plan (NCASP) uses a point system methodology to determine airport roles for GA airports. The model developed for the NCASP is adopted from the General Aviation Airport Development Plan (GAADP); however, the model is adapted to also evaluate commercial service airports in the state. The model used for the NCASP focuses solely on socioeconomic indicators within the county where the airport is located, which is unique compared to other methodologies reviewed in this section. The factors considered in the model include:

- ◆ Total population
- ◆ Population growth rate (2000-2010)
- ◆ Annual per capita income
- ◆ Gross retail sales
- ◆ Tourism revenues

Each county is first ranked in terms of the factors listed above. These ranks are then applied in the formula shown in [Figure 9](#). Based on the outcomes of this formula, each county is assigned a cumulative rank (organized by color in the NCASP). Airports are then assigned a color group based on the county where they are located. In instances where multiple airports were within the same county, a 20-mile radius rule was applied to further filter airport differences that are

close to one another. The airport with the highest score stayed in its colored group, while the lower-scored airport is moved down to the next lowest group.

Figure 9: 2015 North Carolina System Plan Example of Points System Formula for Role Classification Methodology

$$\begin{array}{c}
 \text{Total Population Rank} \\
 + \\
 (0.5 \times \% \text{ Population Change (growth rate) 2001-2010 Rank}) \\
 + \\
 \text{Annual Per Capita Income Rank} \\
 + \\
 (0.25 \times \text{Tourism Revenues/Gross Retail Sales Rank})
 \end{array}$$

Source: 2015 NCASP

Following this filtering, airports are then assessed based on nine other factors that look at airspace constraints, local support, utilities infrastructure, airport infrastructure, and more. Applying this third filter allows for a more nuanced understanding of how airports differ from one another, and how they can be appropriately grouped.

South Dakota

The South Dakota SASP(SDSASP) classifies the state's Primary airports in accordance with their NPIAS classifications and employs a strict set of role criteria methodology to classify the system's Nonprimary facilities. The 2020 SDSASP uses the same criteria categories from their previous 2010 study; however, the 2020 SDSASP updated the methodology so that an airport only needed to meet four of any six of the criteria within a more demanding role in order to be classified as that role. Prior to this update to the methodology, an airport had to meet all six minimums within the criteria category to be considered for that role. The criteria categories used to differentiate between airport roles, include:

- ◆ Runway length
- ◆ Approach type
- ◆ Weather reporting facilities
- ◆ Maintenance and repair service availability
- ◆ Fuel availability
- ◆ Airport Reference Code (ARC)

Figure 10 shows the breakdown of minimum facilities and services needed for an airport to be classified within that role, and an airport only needs to meet four of the six criteria within the role to be considered as such.

Figure 10: 2020 SDSASP, Strict Set of Role Criteria Classification Methodology

Role	Runway (min)	Approach	Weather	Services	Fuel	ARC
Commercial Service	6,500ft	Precision	Yes	Major	JetA/100LL	C-II
Large General Aviation	5,000ft	Non-precision	Yes	Minor	JetA/100LL	C-I
Medium General Aviation	4,200ft	Non-precision	Yes	On-call	100LL	B-II
Small General Aviation	3,000ft	Visual	No	No	No	B-I
Basic Service	No Min	Visual	No	No	No	A-I

Source: 2020 SDSASP

Adapting to allow for an airport to meet any four of the six criteria was important for the South Dakota system because some airports support more demanding functions than would be reflected if they had to meet all six criteria. Accordingly, a more flexible system was developed to accurately classify airports' role within the aviation system.

Wyoming

The 2016 Wyoming SASP (WYSASP) uses a point system methodology to determine airport roles using criteria first developed during the state's 2009 system plan. The 2016 WYSASP updated the methodology to make the criteria more specific and quantifiable. The update was also designed to help airport sponsors understand what improvements could be made to trigger an upgrade to a higher role. As shown in **Figure 11**, the methodology includes five criteria categories. The facilities and services category have a subset of criteria within it. Criteria categories are:

- ◆ Facilities and services offered
 - Ground transportation
 - Weather reporting
 - 24-hour restroom
 - Phone/cell coverage
 - Fuel availability
- ◆ Types of aircraft accommodated
- ◆ Type of community served
- ◆ Economic impact
- ◆ Number of based aircraft

Figure 11: 2016 Wyoming System Plan Example of Role Classification

Criteria	WYSASP Classification			
	Commercial Service	Business	Intermediate	Local
Types of Facilities and Services Offered	4 of the following 5, Plus Scheduled Commercial Service: <ul style="list-style-type: none"> • Ground Transportation • Weather Reporting • 24 Hour Restroom • Phone/Cell Coverage • Fuel 	4 of the following 5: <ul style="list-style-type: none"> • Ground Transportation • Weather Reporting • 24 Hour Restroom • Phone/Cell Coverage • Fuel 	3 of the following 5: <ul style="list-style-type: none"> • Ground Transportation • Weather Reporting • 24 Hour Restroom • Phone/Cell Coverage • Fuel 	2 of the following 5: <ul style="list-style-type: none"> • Ground Transportation • Weather Reporting • 24 Hour Restroom • Phone/Cell Coverage • Fuel
Type of Aircraft Accommodated	C-III or better	C-II or better	B-II or better	A-I / B-I or better
Type of Community Served*	Large Economic Centers (\$200M+ annual retail sales)	Medium Economic Centers (\$80M-\$200M annual retail sales)	Small Economic Centers (\$30M-\$80M in annual retail sales)	Smallest Economic Centers (<\$30M in annual retail sales)
Economic Impact**	Support a minimum of 200 local jobs, and statewide impact of more than \$18 million	Support a minimum of 20 local jobs, and a statewide impact of more than \$3 million	Support a minimum of 5 local jobs, and a statewide impact of more than \$1 million	Support a minimum of 2 local jobs, and a statewide impact of more than \$500,000
Based Aircraft	50+ based aircraft	30+ based aircraft	15+ based aircraft	<15 based aircraft

Source: 2016 WYSASP

The WYSASP methodology is unique because of the subset of criteria found under the facilities and services offered criteria. Within this category, airports only need to meet a certain number of subset criteria to count towards that classification. For example, an airport considered to be commercial service will need to meet four of the five facilities and services offered subset criteria, while a local airport only needs to meet two of five within this criteria category. This allows for the methodology to consider a broader range of criteria without overcrowding the model. The WYSASP methodology also considers socioeconomic factors for airports, including the type of community served and its statewide economic impact.

Summary of State Comparisons

While all the state methodologies included in the comparison are quite varied, they do share some similarities, particularly in terms of the criteria established. **Table 9** summarizes the common criteria used to evaluate airports' state classifications and shows their frequency of use among the states included in this analysis.

Table 9. Frequent Criteria Used in State Role Classification Methodologies

States	Runway Length/Type	Approach	Fuel Availability	Based Aircraft	Airport Operations	Weather Reporting	Population Coverage	Economic Data
Arizona		✓	✓	✓	✓			
Idaho	✓		✓	✓				✓
Indiana	✓		✓			✓		
Kansas							✓	✓
Kentucky	✓	✓	✓		✓			
Montana	✓	✓	✓	✓		✓	✓	
North Carolina							✓	✓
South Dakota	✓	✓	✓					
Wyoming		✓	✓	✓			✓	✓

Sources: 2018 Arizona SASP, 2020 IASP Update, 2012 ISASP, 2016 KASP Update, 2017 Kentucky SASP, 2015 Montana SASP, 2015 NCSASP Update, 2020 SDSASP, 2016 WYSASP

TASP Update Classification Methodology

The following section provides an overview of the process used to develop the TASP Update methodology and the outcome of that process.

CLASSIFICATION CONSIDERATIONS

As evidenced in the review of other state airport classification systems, state airport classifications are highly dependent on the unique needs, priorities, and preferences of state aviation agencies as well as the airports they support. These factors can also change over time. The most appropriate and effective way for any state to categorize its airports depends on numerous factors, which can change and evolve over time. These factors can include, but are not limited to, the agency’s guiding policies, procedures, and regulations; the type and frequency of aviation activities occurring at system airports; and aviation trends affecting the industry more broadly.

TDOT Aeronautics Division determined that the methodology to determine airport roles should be based on the following key considerations:

- ◆ **Data-driven.** Tennessee’s airports should be classified using a quantitative, objective approach that is defensible and clear to all audiences.
- ◆ **Ability to conduct ongoing updates.** The TASP Update should provide the TDOT Aeronautics Division with a straightforward process for reevaluating airports between system plan updates.
- ◆ **Simplicity.** The revised methodology should be straightforward so that airports can understand why they are classified in a certain way, as well as the condition(s) that need to be met to change classifications.

TDOT Aeronautics Division wanted to identify a way to right-size its airports based on current operational levels. Furthermore, the revised methodology should have the ability to pinpoint areas where enhancements may be warranted to fill gaps in the existing system while better supporting underserved populations in terms of access to the full range of aviation services. For example, the agency noted an area in western Tennessee where the population does not have access to a relatively sophisticated GA airport supporting regional economic needs. The TASP Update methodology should have the ability to help TDOT determine what improvements may be required at an existing facility to fill this gap or if a new airport should be proposed. **Table 10** summarizes the various criteria that were proposed for classifying Tennessee's airports, as well as their ability to meet the key considerations outlined above.

Table 10. Potential Criteria for the Classification of Tennessee’s System Airports

Proposed Criteria	Summary	Potential Data Source	Key Considerations					Used in the TASP Update
			Data-driven	Updatable	Simplicity	Right-size Facilities	Fill Potential Gaps	
Based Jets	Based and transient jets require specific facilities and services to support these sophisticated and generally larger aircraft, including Jet fuel, 5,000-foot or longer runways, published Instrument Approach Procedures (IAPs), and (in most cases) conventional hangar facilities. Based jets are a reliable sign of economic activity within the markets that they serve. This criterion was ultimately removed from the analysis in favor of jet operations, which require many of the same facilities and provide a better indication of the activities and functions the airport is actually supporting.	Airport manager survey, National Based Aircraft Inventory Program (basedaircraft.com), FAA 5010 Master Record	✓	✓	✓	✓		No
IFR Operations	IFR operations refer to flights conducted using a strict set of rules and procedures when flight by visual reference is not safe. Flights operating under IFR must file a flight plan with information including the origin and destination airport and type of aircraft. As such, IFR operations provide an estimate of activity and the general sophistication of the aircraft using a facility. However, this criterion was ultimately rejected because IFR operations alone do not serve as an indication of specific facility needs.	FAA’s Operational Network (OPSNET) for towered airports and TFMSC for non-towered facilities	✓	✓	✓		✓	No
Jet Operations	Like the Based Jet criterion, the number of jet operations an airport annually supports is indicative of the facilities and services it offers and the type of aircraft it can support. Specific operational thresholds provide an adequate indication of an airport’s role within the market(s) that it serves.	FAA Traffic Flow Management System Counts (TFMSC)	✓	✓	✓	✓	✓	Yes
Reliever Status	GA airports with FAA-designated Reliever status provide pilots with alternatives to using congested commercial service airports. This criterion was ultimately rejected because Reliever status does not adequately indicate the type and frequency of airport operations actually occurring at a specific airport.	NPIAS Report	✓	✓	✓			No
Scheduled Commercial Service	This criterion considers if the airport is classified as Primary or Nonprimary Commercial Service in the NPIAS. These airports are well-defined by the federal classification system and do support scheduled passenger service.	NPIAS Report	✓	✓	✓	✓	✓	Yes

Sources: Kimley-Horn 2020, TDOT Aeronautics Division 2020

OUTCOMES – REVISED TASP UPDATE METHODOLOGY

Based on the primary objectives of the TDOT Aeronautics Division and the key considerations outlined in **Table 10**, the TASP Update employs a straightforward approach to classify the state’s 78 system airports:

The specific criteria to classify Tennessee’s airports into these five roles is presented in **Table 11**. A description of each classification’s functional role in the aviation system is also provided.

Table 11. TASP Update Classification Methodology

State Classification	Criteria	Functional Role
Commercial Service	Primary and nonprimary commercial service airports as defined in the most current NPIAS report	Provides scheduled commercial service and supports economic activity with markets located across the globe
Regional Service	At least 350 jet operations annually, which represents an average of approximately one jet takeoff or landing per day during a calendar year	Supports regional populations with high-performance aircraft during all weather conditions and supports economic activity with domestic markets outside of the state
Community Business	At least 100 jet operations per year and/or a NPIAS airport with 100 or more based aircraft	Supports local populations with moderate jet activity and serves economic needs within the state
Community Service	All other airports with a paved runway	Supports local communities with limited or no jet activity and supports economic needs within regions and communities
Turf	All other airports with a turf runway	Supports emergency access, medical flights, recreational, and other quality of life benefits for local populations and visitors

Sources: TDOT Aeronautics Division 2020, Kimley-Horn 2020

Jet operations were determined using Traffic Flow Management System Counts (TFMSC) data. TFMSC counts “true jet” traffic, which does not include turboprop aircraft operations, such as a King Air 350. An operation is either a takeoff or a landing of an aircraft. This methodology was applied to the public-use airports that comprise the Tennessee aviation system. **Table 12** summarizes the number of airports within each classification and **Figure 13** provides a graphical representation of the roles criteria. **Table 16** provides a comparison between TASP role and NPIAS classification, and **Table 17** lists airports by 2020 classification and provides the number of jet operations (as applicable) at each facility in 2019 as reported in the TFMSC. This figure was used to classify airports in this 2020 TASP Update.

Figure 12: 2020 TASP Roles



Table 12. TASP Classification Summary

Classification	2020 TASP Update
Commercial Service	6
Regional Service	17
Community Business	15
Community Service	38
Turf	2
Total	78

Sources: TDOT Aeronautics Division 2020, Kimley-Horn 2020

Facility and Service Objectives

One of the primary objectives of the TASP is to assist the TDOT Aeronautics Division in “right sizing” its airport system to align the facilities and services each airport provides with the operational activity that occurs there. For example, airports that generally support demanding jets need longer runways; wider, full parallel taxiways; and greater pavement strengths to optimally support the operational needs of these large aircraft. Airports that typically serve small, piston-powered aircraft used for recreational flying need more limited airside and landside facilities to safely and efficiently support the movement of aircraft and provide the services required by GA pilots and their passengers.

As such, the TASP has developed a series of recommended objectives for airports and their users. Established in close coordination with the TDOT Aeronautics Division, these objectives outline the airside and landside facilities an airport should provide to fulfill its functions within the aviation system. Airport planning objectives are also provided. These recommendations help airports maintain safe and secure conditions for aircraft and their passengers, compliance with aviation regulations, and up-to-date master plans and/or airport layout plans (ALPs) that align with current conditions.

As part of this process, the TDOT Aeronautics Division will also use these objectives to identify airports that exceed the recommended targets for their classifications. Airports will not necessarily lose facilities and services that surpass objectives, but justification through an airport planning study will be required to fulfill TDOT’s objective of aligning the facilities and services an airport provides with the type and frequency of activity it supports.

The TASP facility and service objectives are presented in **Table 13**. As shown, each classification receives its own targets in 31 categories. Airports have been evaluated against these objectives to identify surpluses and gaps at individual airports. The results of this analysis are presented in the Airport Report Cards included as **Appendix X**. This analysis also serves as the basis for the identification of airport-specific project needs and costs during subsequent system plan tasks. A guide to the acronyms in the table is listed underneath it.

Table 13. TASP Update Facility and Service Objectives

	Category	Classifications				
		Commercial Service	Regional Service	Community Business	Community Service	Turf
Airside Facilities	Primary Runway Length	>6,000'	5,000' – 6,000'	4,500' – 5,500'	1,800' < 4,500'	1,800' or greater
	Primary Runway Width	100' - 150'	100' - 150'	75' - 100'	60' - 75'	40' - 60'
	Primary Runway Surface	Paved	Paved	Paved	Paved	Turf (mowed)
	Primary Runway Strength	Per ALP	> 60,000 lbs. SW or DW OR Based on ALP if Part 139	> 30,000 lbs. SW or DW AND <60,000 lbs. SW or DW	<30,000 lbs. SW or DW AND > 12,500 lbs. SW or DW	N/A
	Minimum Runway PCI	>70	>70	>70	>70	N/A
	Full Parallel Taxiway	Yes	Yes	Yes	No	N/A
	Minimum Airfield Pavement PCI (not including runway)	>65	>65	>65	>65	N/A
	Type of Runway Approach and Minima	Precision - 200 & 1/2 Minima (both ends)	Non-Precision - 300 & 3/4 Minima (one end)	Non-Precision - 400 & 1 Minima (one end)	Visual	Visual
	Unobstructed Approaches	Clear Approaches in accordance with type of approach and State obstruction standards/criteria				
	Runway Lighting	MIRL	MIRL	MIRL	Not a Target	N/A
	Taxiway Lighting	MITL	MITL	MITL	Reflectors	N/A
	Runway Visual Aids	PAPI/REIL or ALS (both ends)	PAPI/REIL or ALS (both ends)	PAPI/REIL or ALS (both ends)	PAPI/REIL(both ends)	Cones
	Airport Visual Aids	Beacon and Lighted Windcone	Beacon and Lighted Windcone	Beacon and Lighted Windcone	Windcone (daytime operations only) Lighted Windcone (day-time & night-time operations). Beacon (day-time & night-time operations)	Windcone
	Aircraft Apron	Accommodate regular transient activity and local parking	Accommodate regular transient activity and local parking	Accommodate regular transient activity and local parking	Accommodate regular transient activity and local parking	N/A
	24-Hour Fuel	Yes	Yes	Yes	Not a Target	Not a Target
Weather Reporting	Yes	Yes	Yes	Not a Target	Not a Target	
Landside Facilities and Services	Terminal/Administration Building/Facility	Yes	Yes	Yes	Yes	Not a Target
	Ground Transportation Services	At least one available courtesy car/rental car/TNC	At least one available courtesy car/rental car/TNC	At least one available courtesy car/rental car/TNC	Not a Target	Not a Target
	After-Hours Food and Beverage	Vending	Vending	Vending	Not a Target	Not a Target
	Posted Contact Information	Yes	Yes	Yes	Yes	Not a Target
	Internet Access	Yes	Yes	Yes	Yes	Not a Target
	24-Hour Restrooms	Yes	Yes	Yes	Not a Target	Not a Target
	Pilot Area	Yes	Yes	Yes	Yes	Not a Target
Conference Room/Classroom	Yes	Yes	Yes	Not a Target	Not a Target	
Planning	Height Zoning	Yes	Yes	Yes	Yes	Yes
	Compatible Land Use Plan	Yes	Yes	Yes	Yes	Yes
	Emergency Plan	Yes	Yes	Yes	Yes	Yes
	Security Plan	Yes	Yes	Yes	Yes	Yes
	Airport Master Plan/ALP with Exhibit A	ALP Update within last 8 years	ALP Update within last 10 years	ALP Update within last 10 years	ALP update within last 10 years	Not a Target
	RPZ Ownership	Yes	Yes	Yes	Yes	Yes
Minimum Standards	Yes	Yes	Yes	Yes	Yes	

Sources: Kimley-Horn 2020, TDOT Aeronautics Division 2020

The acronyms presented in **Table 13** are as follows:

ALP = Airport layout plan

ALS = Approach lighting system

DW = Dual wheel

MIRL = Medium intensity runway lights

MITL = Medium intensity taxiway lights

N/A = Not applicable

PAPI = Precision approach path indicator

PCI = Pavement condition index

REIL = Runway end identifier lights

RPZ = Runway protection zone

SW = Single wheel

TNC = Transportation Network Company

Conclusion

Airport roles are one of the most foundational steps of the system planning process, as they provide the groundwork for nearly all subsequent evaluations that are conducted. Classifications help identify areas of duplication and gaps within the system and can help stakeholders like TDOT prioritize and allocate funds in a manner that supports each airport's established role within communities, regions, and statewide.

Furthermore, classifications can be used to evaluate the ability of Tennessee's airports to function as a system instead of as siloed facilities. The objective, data-driven approach used to classify airports in the state offers the ability to conduct ongoing reevaluations of airport needs. As such, airport classifications will remain current even as the system itself evolves over time.

Individual Airport Detail Tables

The following section provides all airport-level results of the analyses presented in this chapter.

Table 14. Tennessee's NPIAS Airport Federal Classifications

Associated City	FAA ID	Airport	NPIAS Classification	Nonprimary Category
Primary				
Bristol / Johnson / Kingsport	TRI	Tri-Cities	Nonhub	NA
Chattanooga	CHA	Lovell Field	Small hub	NA
Knoxville	TYS	McGhee Tyson	Small hub	NA
Memphis	MEM	Memphis International	Small hub	NA
Nashville	BNA	Nashville International	Medium hub	NA
Nonprimary				
Athens	MMI	McMinn County	GA	Local
Bolivar	M08	William L Whitehurst Field	GA	Basic
Camden	0M4	Benton County	GA	Local
Centerville	GHM	Centerville Municipal	GA	Local
Clarksville	CKV	Outlaw Field	GA	Local
Cleveland	RZR	Cleveland Regional Jetport	GA	Regional
Clifton	M29	Hassell Field	GA	Basic
Columbia/Mount Pleasant	MRC	Maury County	GA	Regional
Copperhill	1A3	Martin Campbell Field	GA	Basic
Covington	M04	Covington Municipal	GA	Local
Crossville	CSV	Crossville Memorial-Whitson Field	GA	Basic
Dayton	2A0	Mark Anton	GA	Local
Dickson	M02	Dickson Municipal	GA	Local

Associated City	FAA ID	Airport	NPIAS Classification	Nonprimary Category
Dyersburg	DYR	Dyersburg Regional	GA	Regional
Elizabethton	0A9	Elizabethton Municipal	GA	Regional
Fayetteville	FYM	Fayetteville Municipal	GA	Local
Gainesboro	1A7	Jackson County	GA	Basic
Gallatin	XNX	Music City Executive	GA	Regional
Greeneville	GCY	Greeneville Municipal	GA	Local
Humboldt	M53	Humboldt Municipal	GA	Local
Huntingdon	HZD	Carroll County	GA	Local
Jacksboro	JAU	Colonel Tommy C Stiner Airfield	GA	Local
Jackson	MKL	McKellar-Sipes Regional	Commercial Service	Regional
Jamestown	2A1	Jamestown Municipal	GA	Basic
Jasper	APT	Marion County-Brown Field	GA	Local
Knoxville	DKX	Knoxville Downtown Island	Reliever	Regional
Lafayette	3M7	Lafayette Municipal	GA	Local
Lawrenceburg	2M2	Lawrenceburg-Lawrence County	GA	Local
Lebanon	M54	Lebanon Municipal	GA	Regional
Lewisburg	LUG	Ellington	GA	Local
Lexington-Parsons	PVE	Beech River Regional	GA	Local
Linden	M15	James Tucker Airport	GA	Unclassified
Livingston	8A3	Livingston Municipal	GA	Local
Madisonville	MNV	Monroe County	GA	Local
McMinnville	RNC	Warren County Memorial	GA	Local
Memphis	M01	General Dewitt Spain	Reliever	Regional
Millington	2M8	Charles W Baker	Reliever	Local
Millington	NQA	Millington-Memphis	GA	Regional

Associated City	FAA ID	Airport	NPIAS Classification	Nonprimary Category
Morristown	MOR	Moore-Murrell	GA	Regional
Mountain City	6A4	Johnson County	GA	Local
Murfreesboro	MBT	Murfreesboro Municipal	GA	Regional
Nashville	JWN	John C Tune	Reliever	National
Oneida	SCX	Scott Municipal	GA	Local
Paris	PHT	Henry County	GA	Local
Portland	1M5	Portland Municipal	GA	Local
Pulaski	GZS	Abernathy Field	GA	Local
Rockwood	RKW	Rockwood Municipal	GA	Local
Rogersville	RVN	Hawkins County	GA	Basic
Savannah	SNH	Savannah-Hardin County	GA	Basic
Selmer	SZY	Robert Sibley	GA	Local
Sevierville	GKT	Gatlinburg-Pigeon Forge	GA	Regional
Sewanee	UOS	Franklin County	GA	Basic
Shelbyville	SYI	Bomar Field-Shelbyville Municipal	GA	Local
Smithville	0A3	Smithville Municipal	GA	Local
Smyrna	MQY	Smyrna	Reliever	National
Somerville	FYE	Fayette County	GA	Local
Sparta	SRB	Upper Cumberland Regional	GA	Local
Springfield	M91	Springfield Robertson County	GA	Local
Tazewell	3A2	New Tazewell Municipal	GA	Local
Trenton	TGC	Gibson County	GA	Local
Tullahoma	THA	Tullahoma Regional Airport/Wm Northern Field	GA	Regional
Union City	UCY	Everett-Stewart Regional	GA	Local

Associated City	FAA ID	Airport	NPIAS Classification	Nonprimary Category
Waverly	OM5	Humphreys County	GA	Basic
Winchester	BGF	Winchester Municipal	GA	Regional

Source: 2021-2025 NPIAS

Table 15. NPIAS Airports' Achievement of Minimum Criteria

Associated City	Airport	FAA Identifier	10+ Based Aircraft	30+ Miles from Nearest NPIAS Airport	Owned or Serving a Native American Community	Special Government Designation*	New or Replacement Airport within Last 10 Years	Meets Requirements for Basic Airport
Primary								
Bristol / Johnson / Kingsport	Tri-Cities	TRI	Yes	No	No	Yes	No	Yes
Chattanooga	Lovell Field	CHA	Yes	No	No	Yes	No	Yes
Knoxville	McGhee Tyson	TYS	Yes	No	No	Yes	No	Yes
Memphis	Memphis International	MEM	Yes	No	No	Yes	No	Yes
Nashville	Nashville International	BNA	Yes	No	No	Yes	No	Yes
Nonprimary								
Athens	McMinn County	MMI	Yes	No	No	No	No	Yes
Bolivar	William L Whitehurst Field	M08	Yes	No	No	No	No	Yes
Camden	Benton County	0M4	Yes	No	No	No	No	Yes
Centerville	Centerville Municipal	GHM	Yes	No	No	No	No	Yes
Clarksville	Outlaw Field	CKV	Yes	No	No	No	No	Yes
Cleveland	Cleveland Regional Jetport	RZR	Yes	No	No	No	Yes	Yes
Clifton	Hassell Field	M29	Yes	No	No	No	No	Yes
Columbia / Mount Pleasant	Maury County	MRC	Yes	No	No	No	No	Yes
Copperhill	Martin Campbell Field	1A3	Yes	No	No	Yes	No	Yes

Associated City	Airport	FAA Identifier	10+ Based Aircraft	30+ Miles from Nearest NPIAS Airport	Owned or Serving a Native American Community	Special Government Designation*	New or Replacement Airport within Last 10 Years	Meets Requirements for Basic Airport
Covington	Covington Municipal	M04	Yes	No	No	No	No	Yes
Crossville	Crossville Memorial-Whitson Field	CSV	Yes	No	No	No	No	Yes
Dayton	Mark Anton	2A0	Yes	No	No	No	No	Yes
Dickson	Dickson Municipal	M02	Yes	No	No	No	No	Yes
Dyersburg	Dyersburg Regional	DYR	Yes	No	No	No	No	Yes
Elizabethton	Elizabethton Municipal	0A9	Yes	No	No	Yes	No	Yes
Fayetteville	Fayetteville Municipal	FYM	Yes	No	No	No	No	Yes
Gainesboro	Jackson County	1A7	Yes	No	No	No	No	Yes
Gallatin	Music City Executive	XNX	Yes	No	No	No	No	Yes
Greeneville	Greeneville Municipal	GCY	Yes	No	No	No	No	Yes
Humboldt	Humboldt Municipal	M53	Yes	No	No	No	No	Yes
Huntingdon	Carroll County	HZD	Yes	No	No	No	No	Yes
Jacksboro	Colonel Tommy C Stiner Airfield	JAU	Yes	No	No	No	No	Yes
Jackson	McKellar-Sipes Regional	MKL	Yes	No	No	No	No	Yes
Jamestown	Jamestown Municipal	2A1	Yes	No	No	No	No	Yes
Jasper	Marion County-Brown Field	APT	Yes	No	No	No	No	Yes
Knoxville	Knoxville Downtown Island	DKX	Yes	No	No	No	No	Yes
Lafayette	Lafayette Municipal	3M7	Yes	No	No	No	No	Yes
Lawrenceburg	Lawrenceburg-Lawrence County	2M2	Yes	No	No	No	No	Yes
Lebanon	Lebanon Municipal	M54	Yes	No	No	No	No	Yes
Lewisburg	Ellington	LUG	Yes	No	No	No	No	Yes
Lexington-Parsons	Beech River Regional	PVE	Yes	No	No	No	No	Yes
Linden	James Tucker Airport	M15	No	No	No	No	No	No

Associated City	Airport	FAA Identifier	10+ Based Aircraft	30+ Miles from Nearest NPIAS Airport	Owned or Serving a Native American Community	Special Government Designation*	New or Replacement Airport within Last 10 Years	Meets Requirements for Basic Airport
Livingston	Livingston Municipal	8A3	Yes	No	No	No	No	Yes
Madisonville	Monroe County	MNV	Yes	No	No	No	No	Yes
McMinnville	Warren County Memorial	RNC	Yes	No	No	No	No	Yes
Memphis	General Dewitt Spain	M01	Yes	No	No	No	No	Yes
Millington	Charles W Baker	2M8	Yes	No	No	No	No	Yes
Millington	Millington-Memphis	NQA	Yes	No	No	No	No	Yes
Morristown	Moore-Murrell	MOR	Yes	No	No	No	No	Yes
Mountain City	Johnson County	6A4	Yes	No	No	Yes	No	Yes
Murfreesboro	Murfreesboro Municipal	MBT	Yes	No	No	No	No	Yes
Nashville	John C Tune	JWN	Yes	No	No	No	No	Yes
Oneida	Scott Municipal	SCX	Yes	No	No	No	No	Yes
Paris	Henry County	PHT	Yes	No	No	No	No	Yes
Portland	Portland Municipal	1M5	Yes	No	No	No	No	Yes
Pulaski	Abernathy Field	GZS	Yes	No	No	No	No	Yes
Rockwood	Rockwood Municipal	RKW	Yes	No	No	No	No	Yes
Rogersville	Hawkins County	RVN	Yes	No	No	No	No	Yes
Savannah	Savannah-Hardin County	SNH	Yes	No	No	No	No	Yes
Selmer	Robert Sibley	SZY	Yes	No	No	No	No	Yes
Sevierville	Gatlinburg-Pigeon Forge	GKT	Yes	No	No	No	No	Yes
Sewanee	Franklin County	UOS	Yes	No	No	No	No	Yes
Shelbyville	Bomar Field-Shelbyville Municipal	SY1	Yes	No	No	No	No	Yes
Smithville	Smithville Municipal	0A3	Yes	No	No	No	No	Yes
Smyrna	Smyrna	MQY	Yes	No	No	No	No	Yes

Associated City	Airport	FAA Identifier	10+ Based Aircraft	30+ Miles from Nearest NPIAS Airport	Owned or Serving a Native American Community	Special Government Designation*	New or Replacement Airport within Last 10 Years	Meets Requirements for Basic Airport
Somerville	Fayette County	FYE	Yes	No	No	No	No	Yes
Sparta	Upper Cumberland Regional	SRB	Yes	No	No	No	No	Yes
Springfield	Springfield Robertson County	M91	Yes	No	No	No	No	Yes
Tazewell	New Tazewell Municipal	3A2	Yes	No	No	No	No	Yes
Trenton	Gibson County	TGC	Yes	No	No	No	No	Yes
Tullahoma	Tullahoma Regional Airport/Wm Northern Field	THA	Yes	No	No	No	No	Yes
Union City	Everett-Stewart Regional	UCY	Yes	No	No	No	No	Yes
Waverly	Humphreys County	0M5	Yes	No	No	No	No	Yes
Winchester	Winchester Municipal	BGF	Yes	No	No	No	No	Yes

Note: For this criterion, the TASP identified airports located on or adjacent to Tribal or U.S. Forest Service land; designed by U.S. Customs and Border Protection for international landings; and/or eligible to receive Essential Air Service. Data is not available to identify airports used by the U.S. Marshals or U.S. Postal Service as air stops. Sources: National Based Aircraft Inventory 2019, FAA 2019, ArcGIS 2019, NPIAS 2021-2025, TDOT 2020, U.S. Department of Transportation 2020, U.S. Customs and Border Protection 2020, U.S. Forest Service 2020

Table 16. Tennessee State Classifications by Associated City (2020 TASP Update versus NPIAS)

Associated City	Airport	FAA ID	2020 TASP Update	NPIAS
Athens	McMinn County	MMI	Community Business	Local
Benton	Chilhowee Gliderport	92A	Turf	Non-NPIAS
Bolivar	William L Whitehurst Field	M08	Community Service	Basic
Bristol/Johnson/Kingsport	Tri-Cities	TRI	Commercial Service	Nonhub
Camden	Benton County	0M4	Community Service	Local
Centerville	Centerville Municipal	GHM	Community Service	Local
Chattanooga	Lovell Field	CHA	Commercial Service	Small hub
Chattanooga	Dallas Bay Sky Park	1A0	Community Service	Non-NPIAS
Clarksville	Outlaw Field	CKV	Regional Service	Local
Cleveland	Cleveland Regional Jetport	RZR	Regional Service	Regional
Clifton	Hassell Field	M29	Community Service	Basic
Collegedale	Collegedale Municipal	FGU	Community Service	Non-NPIAS
Columbia/Mount Pleasant	Maury County	MRC	Regional Service	Regional
Copperhill	Martin Campbell Field	1A3	Community Service	Basic
Covington	Covington Municipal	M04	Community Service	Local
Crossville	Crossville Memorial-Whitson Field	CSV	Community Business	Basic
Dayton	Mark Anton	2A0	Community Service	Local
Dickson	Dickson Municipal	M02	Community Business	Local
Dyersburg	Dyersburg Regional	DYR	Regional Service	Regional
Eagleville	Puckett Field	50M	Turf	Non-NPIAS
Elizabethton	Elizabethton Municipal	0A9	Regional Service	Regional
Fayetteville	Fayetteville Municipal	FYM	Community Service	Local
Gainesboro	Jackson County	1A7	Community Service	Basic
Gallatin	Music City Executive	XNX	Regional Service	Regional

Associated City	Airport	FAA ID	2020 TASP Update	NPIAS
Greeneville	Greeneville Municipal	GCY	Regional Service	Local
Halls	Arnold Field	M31	Community Service	Non-NPIAS
Hohenwald	John A Baker Field	0M3	Community Service	Non-NPIAS
Humboldt	Humboldt Municipal	M53	Community Service	Local
Huntingdon	Carroll County	HZD	Community Business	Local
Jacksboro	Colonel Tommy C Stiner Airfield	JAU	Community Service	Local
Jackson	McKellar-Sipes Regional	MKL	Commercial Service	Regional
Jamestown	Jamestown Municipal	2A1	Community Service	Basic
Jasper	Marion County-Brown Field	APT	Community Service	Local
Johnson City	Johnson City	0A4	Community Service	Non-NPIAS
Knoxville	McGhee Tyson	TYS	Commercial Service	Small hub
Knoxville	Knoxville Downtown Island	DKX	Community Business	Regional
Lafayette	Lafayette Municipal	3M7	Community Service	Local
Lawrenceburg	Lawrenceburg-Lawrence County	2M2	Community Service	Local
Lebanon	Lebanon Municipal	M54	Regional Service	Regional
Lewisburg	Ellington	LUG	Community Business	Local
Lexington-Parsons	Beech River Regional	PVE	Community Business	Local
Linden	James Tucker Airport	M15	Community Service	Unclassified
Livingston	Livingston Municipal	8A3	Community Service	Local
Madisonville	Monroe County	MNV	Community Service	Local
McKinnon	Houston County	M93	Community Service	Non-NPIAS
McMinnville	Warren County Memorial	RNC	Community Service	Local
Memphis	Memphis International	MEM	Commercial Service	Small hub
Memphis	General Dewitt Spain	M01	Community Business	Regional
Millington	Charles W Baker	2M8	Community Service	Local

Associated City	Airport	FAA ID	2020 TASP Update	NPIAS
Millington	Millington-Memphis	NQA	Regional Service	Regional
Morristown	Moore-Murrell	MOR	Regional Service	Regional
Mountain City	Johnson County	6A4	Community Service	Local
Murfreesboro	Murfreesboro Municipal	MBT	Regional Service	Regional
Nashville	Nashville International	BNA	Commercial Service	Medium hub
Nashville	John C Tune	JWN	Regional Service	National
Oneida	Scott Municipal	SCX	Community Business	Local
Paris	Henry County	PHT	Community Business	Local
Portland	Portland Municipal	1M5	Community Service	Local
Pulaski	Abernathy Field	GZS	Community Business	Local
Rockwood	Rockwood Municipal	RKW	Community Service	Local
Rogersville	Hawkins County	RVN	Community Service	Basic
Savannah	Savannah-Hardin County	SNH	Community Business	Basic
Selmer	Robert Sibley	SZY	Community Service	Local
Sevierville	Gatlinburg-Pigeon Forge	GKT	Regional Service	Regional
Sewanee	Franklin County	UOS	Community Service	Basic
Shelbyville	Bomar Field-Shelbyville Municipal	SYI	Community Business	Local
Smithville	Smithville Municipal	0A3	Community Service	Local
Smyrna	Smyrna	MQY	Regional Service	National
Somerville	Fayette County	FYE	Community Service	Local
Sparta	Upper Cumberland Regional	SRB	Regional Service	Local
Springfield	Springfield Robertson County	M91	Community Business	Local
Tazewell	New Tazewell Municipal	3A2	Community Service	Local
Tiptonville	Reelfoot Lake Airpark	0M2	Community Service	Non-NPIAS
Trenton	Gibson County	TGC	Community Service	Local

Associated City	Airport	FAA ID	2020 TASP Update	NPIAS
Tullahoma	Tullahoma Regional Airport/Wm Northern Field	THA	Regional Service	Regional
Union City	Everett-Stewart Regional	UCY	Community Business	Local
Waverly	Humphreys County	0M5	Community Service	Basic
Winchester	Winchester Municipal	BGF	Regional Service	Regional

Sources: Kimley-Horn 2020, TDOT Aeronautics Division 2020, NPIAS 2021 – 2025

Table 17. Jet Operations by TASP Update Airport Classifications

Associated City	Airport	FAA ID	Jet Operations (TFMSC - 2019)
Commercial Service (Primary or Non-Primary Commercial Service)			
Bristol/Johnson/Kingsport	Tri-Cities	TRI	14,258
Chattanooga	Lovell Field	CHA	32,649
Jackson	McKellar-Sipes Regional	MKL	1,160
Knoxville	McGhee Tyson	TYS	64,289
Memphis	Memphis International	MEM	214,588
Nashville	Nashville International	BNA	206,668
Regional Service (350+ jet operations)			
Clarksville	Outlaw Field	CKV	464
Cleveland	Cleveland Regional Jetport	RZR	735
Columbia/Mount Pleasant	Maury County	MRC	435
Dyersburg	Dyersburg Regional	DYR	407
Elizabethton	Elizabethton Municipal	0A9	778
Gallatin	Music City Executive	XNX	624
Greeneville	Greeneville Municipal	GCY	580
Lebanon	Lebanon Municipal	M54	526
Millington	Millington-Memphis	NQA	1,768
Morristown	Moore-Murrell	MOR	419
Murfreesboro	Murfreesboro Municipal	MBT	363
Nashville	John C Tune	JWN	10,521
Sevierville	Gatlinburg-Pigeon Forge	GKT	1,145
Smyrna	Smyrna	MQY	4,826
Sparta	Upper Cumberland Regional	SRB	638
Tullahoma	Tullahoma Regional Airport/Wm Northern Field	THA	363

Associated City	Airport	FAA ID	Jet Operations (TFMSC - 2019)
Winchester	Winchester Municipal	BGF	367
Community Business (100+ jet operations and/or NPIAS airport with 100+ based aircraft)			
Athens	McMinn County	MMI	315
Crossville	Crossville Memorial-Whitson Field	CSV	264
Dickson	Dickson Municipal	M02	109
Huntingdon	Carroll County	HZD	143
Knoxville	Knoxville Downtown Island	DKX	22
Lewisburg	Ellington	LUG	257
Lexington-Parsons	Beech River Regional	PVE	105
Memphis	General Dewitt Spain	M01	175
Oneida	Scott Municipal	SCX	251
Paris	Henry County	PHT	261
Pulaski	Abernathy Field	GZS	105
Savannah	Savannah-Hardin County	SNH	244
Shelbyville	Bomar Field-Shelbyville Municipal	SYI	244
Springfield	Springfield Robertson County	M91	132
Union City	Everett-Stewart Regional	UCY	273
Community Service (All other airports with a paved runway)			
Bolivar	William L Whitehurst Field	M08	28
Camden	Benton County	0M4	16
Centerville	Centerville Municipal	GHM	4
Chattanooga	Dallas Bay Sky Park	1A0	1
Clifton	Hassell Field	M29	-
Collegedale	Collegedale Municipal	FGU	NA

Associated City	Airport	FAA ID	Jet Operations (TFMSC - 2019)
Copperhill	Martin Campbell Field	1A3	-
Covington	Covington Municipal	M04	26
Dayton	Mark Anton	2A0	61
Fayetteville	Fayetteville Municipal	FYM	59
Gainesboro	Jackson County	1A7	-
Halls	Arnold Field	M31	-
Hohenwald	John A Baker Field	0M3	-
Humboldt	Humboldt Municipal	M53	2
Jacksboro	Colonel Tommy C Stiner Airfield	JAU	36
Jamestown	Jamestown Municipal	2A1	-
Jasper	Marion County-Brown Field	APT	10
Johnson City	Johnson City	0A4	-
Lafayette	Lafayette Municipal	3M7	10
Lawrenceburg	Lawrenceburg-Lawrence County	2M2	30
Linden	James Tucker Airport	M15	-
Livingston	Livingston Municipal	8A3	55
Madisonville	Monroe County	MNV	8
McKinnon	Houston County	M93	-
McMinnville	Warren County Memorial	RNC	68
Millington	Charles W Baker	2M8	1
Mountain City	Johnson County	6A4	36
Portland	Portland Municipal	1M5	59
Rockwood	Rockwood Municipal	RKW	21
Rogersville	Hawkins County	RVN	-
Selmer	Robert Sibley	SZY	10

Associated City	Airport	FAA ID	Jet Operations (TFMSC - 2019)
Sewanee	Franklin County	UOS	3
Smithville	Smithville Municipal	0A3	8
Somerville	Fayette County	FYE	48
Tazewell	New Tazewell Municipal	3A2	40
Tiptonville	Reelfoot Lake Airpark	0M2	-
Trenton	Gibson County	TGC	10
Waverly	Humphreys County	0M5	30
Turf (All other airports with a turf runway)			
Benton	Chilhowee Gliderport	92A	-
Eagleville	Puckett Field	50M	-

Sources: Kimley-Horn 2020, TFMSC 2015 – 2019 (accessed June 2020), NPIAS 2021 - 2025