Chapter 2 – ISASP Facility Categories

2.1. Introduction

Indiana's aviation system consists of 69 public-use facilities made up of commercial service and general aviation (GA) airports, as well as one heliport. The general public is likely most familiar with commercial service airports, which are equipped with a variety of sophisticated facilities and services that support passenger jet traffic and accommodate a range of user needs. The sophisticated facilities and services offered at commercial service airports are essential to Indiana's aviation system; however, these same facilities and services are not needed at every airport or heliport. For example, the passenger concourses, expansive parking structures, and other facilities typical to a bustling commercial service airport, like Indianapolis International Airport (IND), would go underutilized at a GA airport that supports typical GA activities, such as flight training, air cargo feeder operations, recreational flying, aerial agricultural application, or corporate jet traffic. Moreover, GA airports that support a heavy flow of corporate jet traffic may need more sophisticated services and facilities than that of a rural GA airport that supports seasonal aerial agricultural operations.

Consideration to the diversity amongst system facilities and users is prudent to effectively plan for facility needs now and in the future to meet the overarching goals of the system. Many factors contribute to an aviation facility's operational ability and level of activity, including physical characteristics such as airfield dimensions, aircraft storage facilities, and navigational aids (NAVAIDs), as well as external factors such as geographic location, population density of nearby communities, and proximity to local markets. Using these factors, both physical and external, to better understand how system facilities serve similar user groups or meet similar needs across different communities provides important context for the system planning process. The identification of categories for individual facilities supports the development of an integrated system, where each facility can effectively support a subset of aviation activities without generating redundancy of services.

In addition to classifying Indiana's public-use airports and heliport into appropriate categories, this chapter also presents the Minimum Service Level Recommendations (MSLRs) by facility category that are defined in **Chapter 3 - Inventory of Existing Conditions.** MSLRs outline the minimum suggested level of facilities and services recommended to achieve optimal performance within a facility's assigned category. MSLRs are benchmarks that Indiana Department of Transportation's (INDOT) Office of Aviation staff and airport/heliport sponsors can use to determine how an individual facility is performing in terms of its facility category and what improvements can be made if the aviation facility is found to be deficient. The MSLRs are presented by 2022 Indiana State Aviation System Plan (ISASP) facility category in this chapter and analyzed in **Chapter 5 - Existing System Performance.**

The analysis documented in this chapter is presented as follows:

- 2.2 National Plan of Integrated Airport Systems
- 2.3 Indiana System Facility Inclusion Criteria
- 2.4 Indiana System Facility Categories
- 2.5 Non-NPIAS Airport Evaluation
- 2.6 Minimum Service Level Recommendations (MSLRs)
- 2.7 Summary

2.2. National Plan of Integrated Airport Systems

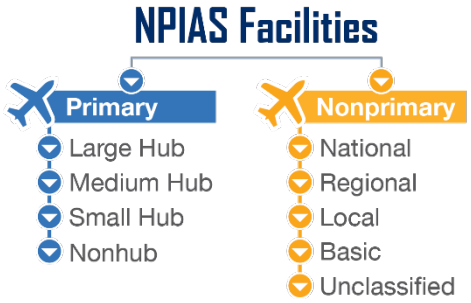
The FAA is responsible for conducting aviation facility planning at the federal level, and part of those planning efforts includes developing the National Plan of Integrated Airport Systems (NPIAS). The FAA publishes the NPIAS in accordance with *Title 49 United States Code (U.S.C.), Section 47103* every two years, with the most recent version (2021-2025 NPIAS) being released in September 2020. The NPIAS identifies the aviation facilities across the United States (U.S.) that are considered essential to the National Airspace System (NAS) and classifies these facilities into distinct roles that indicate the level of service and facilities they provide. The NPIAS also summarizes the amount and type of airport infrastructure development needs a facility is eligible to receive from the Airport Improvement Program (AIP) for that funding period. AIP funding is distributed at the federal level, and only NPIAS facilities are eligible to receive this funding. The 2021-2025 NPIAS identifies 3,310 public-use aviation facilities and estimates approximately $43.6 billion in AIP-eligible aviation facility needs for capital improvement projects between 2021 and 2025. It is important to note that primary airport classifications assigned in the 2021-2025 NPIAS rely on calendar year (CY) 2018 data and roles for nonprimary airports were reexamined between October 2019 and February 2020, prior to the impacts of the novel coronavirus (COVID-19). The 2021-2025 NPIAS does not reflect the activity-level impacts of COVID-19 nor does the 2021-2025 NPIAS report consider the three economic relief acts passed since March 2020. Those acts include the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) passed in March 2020 that included $10 billion in economic relief funds to eligible U.S. airports, the Coronavirus Response and Relief Supplemental Act (CRSSA Act) passed in December 2020 that appropriated nearly $2 billion to eligible U.S. airports, and the American Rescue Plan Act (ARP Act) passed in March 2021 that appropriated nearly $8 billion to eligible U.S. airports.

NPIAS facilities include designated landing sites for fixed-wing aircraft, helicopters, and seaplane bases, with 65 percent of public-use aviation facilitates in the U.S. being included in the NPIAS. Only two percent of all NPIAS facilities are privately owned, and Indiana represents a portion of that percentage as the Hoosier state is home to one privately owned NPIAS airport, Griffith-Merrillville Airport (05C). Indiana is also home to a heliport, Indianapolis Downtown (8A4), that is included in the NPIAS.

2.2.1. NPIAS Classification Process

In order to identify landing facilities for inclusion in the NPIAS, facilities are evaluated using a set of criteria established in Federal Aviation Administration (FAA) Order 5090.5, *Formulation of the NPIAS and Airport Capital Improvement Plan (ACIP)* (issued September 3, 2019). This updated order cancelled the previous FAA Orders 5090.3C, *Formulation of the NPIAS* and 5100.39A, *ACIP*, both issued in 2000. Classifying facilities for the NPIAS is a multi-step process as facilities must first be deemed eligible for inclusion based on an initial screening process, then the facilities are sorted into two categories: primary and nonprimary facilities. From there, the airport or heliport is further classified into a distinct role under the umbrella of their primary or nonprimary designation. **Figure 2.1** presents an organizational chart of the federal classifications. Further details regarding the function of these classifications and the criteria associated with each is discussed later in this section.

Figure 2.1. Federal Classification Hierarchy



Sources: FAA Order 5090.5; Kimley-Horn, 2022.

Before airports or heliports can be sorted into their appropriate federal classification, they must first be evaluated using the initial screening process. The initial screening process is used to determine whether existing or proposed aviation facilities not currently included in the NPIAS are eligible for inclusion. Facilities currently in the NPIAS went through this initial screening process prior to being included in the plan. Details of the initial screening process for inclusion into the NPIAS are provided here[1]:

Existing commercial service airports must meet 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 of the following criteria:

- Operated by a sponsor eligible to receive federal funds and meet FAA 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 a Basic, Local, Regional, or National[2])
- 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 a part of the NPIAS
- No significant airfield design standard deficiencies, compliance violations, or wetland or wildlife issues based on a review by the FAA

[1] Initial screening requirements sourced from Table 3-3 of FAA Order 5090.5, *Formulation of the NPIAS and ACIP*, 2019.

[2] If an existing NPIAS airport does not meet the criteria for at least a Basic role, it is identified as Unclassified, which is not considered an official FAA "role." An airport will be considered Unclassified until it can meet criteria for a role presented in **Table 2.2**.

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 operation through a forecast validated by the FAA
- Provides enhanced facilities that will accommodate the current aviation activity and improve the 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 (FAA Order 5100.38, *Airport Improvement Program Handbook* and *FAA Airport Benefit Cost Analysis Guidance* provide information on when and how to conduct a benefit-cost analysis.)
- Presents a detailed financial plan for the proposed airport to accomplish its construction and ongoing maintenance
- Level of local support/consensus is adequate to achieve the development of 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:

- Operated by or serving needs of a Native American Community
- Identified and used by the U.S. Forest Service, U.S. Marshals, U.S. Customs and Border Patrol, U.S. Postal Service, or has Essential Air Service

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 funds 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 2022 ISASP)

Facilities that meet their respective initial screening requirements are further classified into one of the roles presented above in **Figure 2.1**. As mentioned previously, airports are first classified as either primary or nonprimary airports. Primary airports support scheduled airline service and must accommodate 10,000 or more annual enplanements. Primary airports are then classified into different hub sizes depending on the percentage of total annual enplanements that airport accommodates of the total U.S. enplanements. **Table 2.1** summarizes each primary airport hub type, description, and criteria.

Table 2.1. Primary Airport Hub Sizes

Hub Size	Hub Description	Hub Criteria
Large Hub	These airports tend to concentrate on commercial airline and freight operations and experience limited GA activity	Receives 1.0 percent or more of the annual U.S. commercial enplanements
Medium Hub	These airports usually have sufficient capacity to accommodate air carrier operations and a substantial amount of GA activity	Receives 0.25 to 1.0 percent of the annual U.S. commercial enplanements
Small Hub	These airports are typically uncongested and do not have significant air traffic delays and may experience significant GA activity	Receives 0.05 to 0.25 percent of the annual U.S. commercial service enplanements
Nonhub	These airports constitute the largest group of primary airports and account for almost 15 percent of development needs	Receives less than 0.05 percent but more than 10,000 of the annual U.S. commercial enplanements

Sources: FAA Order 5090.5; Kimley-Horn, 2022.

If an airport does not provide scheduled air service or provides scheduled air service with fewer than 10,000 annual enplanements, it is considered a nonprimary facility. Nonprimary facilities are classified into five distinct roles that indicate the level of service they provide and the type of users they typically serve. These five roles and the criteria associated with each are presented in **Table 2.2**.

Table 2.2. Nonprimary Airport Roles

Facility Classification	Facility Description	Facility Criteria (Must Meet at Least One Criterion)
National	Provides communities access to national and international markets throughout the U.S. National airports have very high levels of aviation activity with many jets and multiengine propeller aircraft.	■ 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	Supports regional economies by connecting communities to regional and national markets. Located in metropolitan areas serving relatively large populations. Regional airports have high levels of activity with some jets and multiengine propeller aircraft.	■ In a metropolitan or micropolitan statistical area, 10 or more domestic flights over 500 miles, 1,000 or more instrument operations, and 1 or more validated based jets 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

Facility Classification	Facility Description	Facility Criteria (Must Meet at Least One Criterion)
Local	Supports local communities by providing access to markets within a state or immediate region. Most often located near larger population centners, but not necessarily in a metro or micropolitan area. Most activity is by piston aircraft in support of business and personal needs. Typically accommodate flight training, emergency services, and charter passenger service.	■ Publicly owned, 10 or more instrument operations, and 15 or more validated based aircraft ■ Publicly owned and 2,500 or more annual enplanements
Basic	Provides a means for GA flying and links the community to the national airport system. Support GA 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.	■ 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 by or serving a Native American Community ■ Identified and used by the U.S. Forest Service, U.S. Marshals, U.S. Customs and Border Protection, U.S. Postal Service, or has Essential Air Service ■ A new or replacement publicly owned airport that has opened within the last 10 years ■ Unique circumstances related to special aeronautical use
Unclassified	Currently within the NPIAS but experience limited activity.	■ Airports that do not meet one of the criteria in other nonprimary roles are considered Unclassified. These facilities are evaluated with the normal biennial NPIAS review cycle and reclassified accordingly.

Sources: FAA Order 5090.5; Kimley-Horn, 2022.

It is important to note that the criteria presented in this section are used in conjunction with a close review of other factors and considerations by the FAA during the biennial review cycle. Moreover, facilities cannot be removed or included in the NPIAS without close coordination between the facility, FAA, and INDOT Office of Aviation.

2.3. Indiana System Facility Inclusion Criteria

Similar to the initial screening process for airports to be included in the NPIAS, INDOT Office of Aviation has eligibility criteria to determine which airports in the state should be included in Indiana's aviation system.

According to INDOT Office of Aviation, new or proposed primary, commercial, and reliever airports will be held to the same criteria that the FAA has set for their inclusion into the NPIAS, which is highlighted in **Section 2.2.1**. New GA airports must have at least 10 based aircraft and meet at least one of the following criteria:

- **Provide airspace relief to another facility** — The new facility is required to demonstrate its ability to reduce operations at a nearby reliever or commercial service airport that are causing airspace difficulties for the affected airport.
- **Provide additional capacity that is lacking at an existing airport** — The new facility is required to demonstrate its ability to reduce operations at another facility that is over 60 percent capacity and cannot be expanded in a cost-effective manner to meet the additional demand.
- **Provide a cost-effective solution to accommodate a social or environmental problem** — The new facility is required to demonstrate that aviation demand at an existing facility cannot be accommodated in a cost-effective manner for social or environmental reasons.
- **Provide access for a population, employment, or income base** — The new facility is required to provide aviation facilities for a significant segment of population, employment, or income base currently located outside a 20-mile radius or 30-minute drive time of another facility included in the ISASP. The new facility is also required to demonstrate demand equivalent to that required to meet federal eligibility and not be competitive with another system plan airport.
- **Provide emergency services to a geographic region or a specific facility** — The new facility must demonstrate a critical need for the service.
- **Provide substantial economic development to a geographic region** — The new facility must demonstrate its economic impact, including the jobs it creates/sustains.[3]

In addition to the above criteria, any new or proposed airport must be able to demonstrate the facility can function long term, and no airport will be added if its operation would harm the commercial health or long-term future of an existing facility already included in the ISASP, unless that facility is scheduled to close. Finally, any new or proposed airport must be backed by a public or private sponsor that is willing to undertake responsibility for its long-term development.

2.4. Indiana System Facility Categories

As part of the state system planning process, airports and heliports within the system are classified into distinct categories. States have the option to adopt the NPIAS classifications as their own state categories or develop a unique methodology that evaluates the state system facilities independent of the NPIAS classification process. Many states developed their own facility categories prior to the publication of the FAA's *General Aviation Airports: A National Asset* (ASSET 1) study in 2012 and the updated study, *ASSET 2: In Depth Review of the 497 Unclassified Airports* published in 2014. The ASSET studies were developed by the FAA to provide further classification of nonprimary facilities.

Originally, the nonprimary facility classifications (National, Regional, Local, Basic, and Unclassified) were only published in the ASSET documents; however, in 2017, the NPIAS adopted the ASSET classification criteria and process into their standard biennial evaluations. Considering the expanded classifications that were introduced in the ASSET studies and integrated into the NPIAS, some states adopt, in whole or in part, the NPIAS classifications at the state level to provide cohesion between the federal and state planning efforts. Indiana is one of these states.

[3] Indiana facility system inclusion requirements were adopted from the 2012 Indiana State Aviation System Plan.

The following subsections provide an overview of the facility categories identified in the 2012 ISASP and go on to identify the facility categories that are used in the 2022 ISASP, as published in the 2021-2025 NPIAS.

2.4.1. 2012 ISASP Facility Categories

When the 2012 ISASP was being developed, the first ASSET study had been recently published and, in an effort to streamline planning efforts and create cohesion between state and federal plans, INDOT Office of Aviation opted to adopt the NPIAS and ASSET classifications and implemented an alternative methodology to classify the non-NPIAS facilities included in the system. According to the 2012 ISASP, if a facility was not included in the NPIAS[4] or ASSET study, it was still classified based on NPIAS/ASSET criteria as if it were publicly owned or existing within the NPIAS already. It is important to note that Primary airports were not classified using their hub size and instead only classified as Primary airports. **Table 2.3** presents a list of the facilities included in the 2012 ISASP and their facility categories.

Table 2.3. 2012 ISASP Facility Categories

Associated City	Facility Name	FAA ID	Primary Hub Size
Primary			
Evansville	Evansville Regional	EVV	Nonhub
Fort Wayne	Fort Wayne International	FWA	Nonhub
Indianapolis	Indianapolis International	IND	Medium Hub
South Bend	South Bend International	SBN	Nonhub
National			
Gary	Gary/Chicago International	GYY	N/A
Regional			
Auburn	DeKalb County	GWB	N/A
Bloomington	Monroe County	BMG	N/A
Columbus	Columbus Municipal	BAK	N/A
Elkhart	Elkhart Municipal	EKM	N/A
Goshen	Goshen Municipal	GSH	N/A
Huntingburg	Huntingburg	HNB	N/A
Indianapolis	Eagle Creek Airpark	EYE	N/A
Indianapolis	Indianapolis Executive	TYQ	N/A
Indianapolis	Indianapolis Metropolitan	UMP	N/A
Indianapolis	Indianapolis Regional	MQJ	N/A
Jeffersonville	Clark Regional	JVY	N/A
Lafayette	Purdue University	LAF	N/A
Marion	Marion Municipal-McKinney Field	MZZ	N/A
Muncie	Delaware County Regional	MIE	N/A
Valparaiso	Porter County Regional	VPZ	N/A

[4] Brazil Clay County was new to the NPIAS during development of the 2012 ISASP and was not classified in the ASSET study. This airport was treated like the other non-NPIAS airports in the 2012 ISASP.

Associated City	Facility Name	FAA ID	Primary Hub Size
Local			
Anderson	Anderson Municipal-Darlington Field	AID	N/A
Angola	Tri-State Steuben County	ANQ	N/A
Bedford	Virgil I Grissom Municipal	BFR	N/A
Brazil	Brazil Clay County*	0I2	N/A
Crawfordsville	Crawfordsville Regional	CFJ	N/A
Fort Wayne	Smith Field	SMD	N/A
Greencastle	Putnam County Regional	GPC	N/A
Greensburg	Greensburg Municipal	I34	N/A
Griffith	Griffith-Merrillville*	05C	N/A
Huntington	Huntington Municipal	HHG	N/A
Indianapolis	Hendricks County-Gordon Graham Field	2R2	N/A
Indianapolis	Indy South Greenwood	HFY	N/A
Kendallville	Kendallville Municipal	C62	N/A
Knox	Starke County	OXI	N/A
Kokomo	Kokomo Municipal	OKK	N/A
La Porte	La Porte Municipal	PPO	N/A
Madison	Madison Municipal	IMS	N/A
Michigan City	Michigan City Municipal-Phillips Field	MGC	N/A
Monticello	White County	MCX	N/A
New Castle	New Castle Henry County Marlatt Field	UWL	N/A
North Vernon	North Vernon	OVO	N/A
Paoli	Paoli Municipal	I42	N/A
Peru	Peru Municipal	I76	N/A
Plymouth	Plymouth Municipal	C65	N/A
Portland	Portland Municipal	PLD	N/A
Rensselaer	Jasper County	RZL	N/A
Richmond	Richmond Municipal	RID	N/A
Salem	Salem Municipal	I83	N/A
Seymour	Freeman Municipal	SER	N/A
Shelbyville	Shelbyville Municipal	GEZ	N/A
Sheridan	Sheridan*	5I4	N/A
Sullivan	Sullivan County	SIV	N/A
Terre Haute	Terre Haute Regional	HUF	N/A
Wabash	Wabash Municipal	IWH	N/A
Washington	Daviess County	DCY	N/A
Basic			
Clinton	Clinton	1I7	N/A
Connersville	Mettel Field	CEV	N/A

Associated City	Facility Name	FAA ID	Primary Hub Size
Delphi	Delphi Municipal	1I9	N/A
Frankfort	Frankfort Municipal	FKR	N/A
French Lick	French Lick Municipal	FRH	N/A
Indianapolis	Indianapolis Downtown Heliport	8A4	N/A
Kentland	Kentland Municipal	50I	N/A
Lebanon	Boone County*	6I4	N/A
Logansport	Logansport/Cass County	GGP	N/A
Rochester	Fulton County	RCR	N/A
Tell City	Perry County Municipal	TEL	N/A
Winamac	Arens Field	RWN	N/A
Winchester	Randolph County	I22	N/A

*Notes: *Airports were not included in the 2013-2017 NPIAS or ASSET when the 2012 ISASP was published and were assigned categories as if they were publicly owned or existing within the NPIAS already. ** Airport was not included in the 2012 ISASP. Sources: 2012 ISASP; Kimley-Horn, 2022.*

2.4.2. 2022 ISASP Facility Categories

To maintain consistency between ISASP updates and to maintain cohesion between federal and state plans, the 2021-2025 NPIAS classifications were adopted for the 2022 ISASP facility categories. Since the 2012 plan, the ASSET 2 study was published (and adopted into the NPIAS in 2017) which allowed NPIAS facilities not meeting the criteria for the Basic classification to be considered Unclassified. It was determined that the four non-NPIAS airports included in the 2022 ISASP will be classified as Unclassified and grouped with the NPIAS Unclassified facilities. As was done in the 2012 ISASP, Primary airports were not classified using their hub size and instead only classified as Primary airports. **Table 2.4** presents the facility categories assigned to system facilities for the 2022 ISASP. The categories identified in this table will be used for subsequent analyses throughout the 2022 ISASP. This table is followed by **Figure 2.2**, which presents a map of the 2022 ISASP facility categories.

Table 2.4. 2022 ISASP Facility Categories

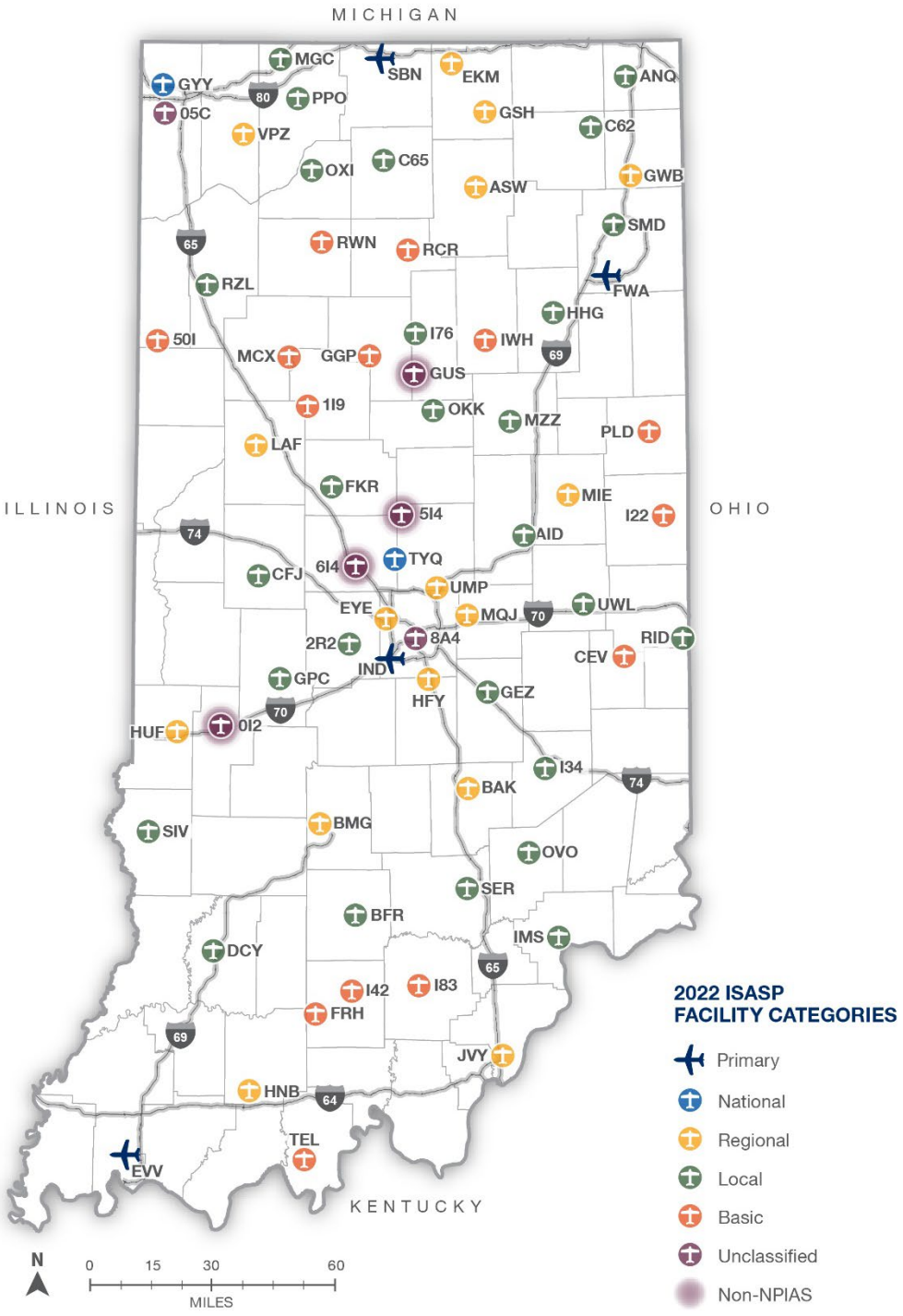
Associated City	Facility Name	FAA ID	Primary Hub Size
Primary			
Indianapolis	Indianapolis International	IND	Medium Hub
Evansville	Evansville Regional	EVV	Nonhub
Fort Wayne	Fort Wayne International	FWA	Nonhub
South Bend	South Bend International	SBN	Nonhub
National			
Gary	Gary/Chicago International	GYY	N/A
Indianapolis	Indianapolis Executive	TYQ	N/A
Regional			
Auburn	DeKalb County	GWB	N/A
Bloomington	Monroe County	BMG	N/A
Columbus	Columbus Municipal	BAK	N/A
Elkhart	Elkhart Municipal	EKM	N/A

Associated City	Facility Name	FAA ID	Primary Hub Size
Goshen	Goshen Municipal	GSH	N/A
Huntingburg	Huntingburg	HNB	N/A
Indianapolis	Eagle Creek Airpark	EYE	N/A
Indianapolis	Indianapolis Metropolitan	UMP	N/A
Indianapolis	Indianapolis Regional	MQJ	N/A
Indianapolis	Indy South Greenwood	HFY	N/A
Jeffersonville	Clark Regional	JVY	N/A
Lafayette	Purdue University	LAF	N/A
Muncie	Delaware County Regional	MIE	N/A
Terre Haute	Terre Haute Regional	HUF	N/A
Valparaiso	Porter County Regional	VPZ	N/A
Warsaw	Warsaw Municipal	ASW	N/A
Local			
Anderson	Anderson Municipal-Darlington Field	AID	N/A
Angola	Tri-State Steuben County	ANQ	N/A
Bedford	Virgil I Grissom Municipal	BFR	N/A
Crawfordsville	Crawfordsville Regional	CFJ	N/A
Fort Wayne	Smith Field	SMD	N/A
Frankfort	Frankfort Municipal	FKR	N/A
Greencastle	Putnam County Regional	GPC	N/A
Greensburg	Greensburg Municipal	I34	N/A
Huntington	Huntington Municipal	HHG	N/A
Indianapolis	Hendricks County-Gordon Graham Field	2R2	N/A
Kendallville	Kendallville Municipal	C62	N/A
Knox	Starke County	OXI	N/A
Kokomo	Kokomo Municipal	OKK	N/A
La Porte	La Porte Municipal	PPO	N/A
Madison	Madison Municipal	IMS	N/A
Marion	Marion Municipal - McKinney Field	MZZ	N/A
Michigan City	Michigan City Municipal-Phillips Field	MGC	N/A
New Castle	New Castle Henry County Marlatt Field	UWL	N/A
North Vernon	North Vernon	OVO	N/A
Peru	Peru Municipal	I76	N/A
Plymouth	Plymouth Municipal	C65	N/A
Rensselaer	Jasper County	RZL	N/A
Richmond	Richmond Municipal	RID	N/A
Seymour	Freeman Municipal	SER	N/A
Shelbyville	Shelbyville Municipal	GEZ	N/A
Sullivan	Sullivan County	SIV	N/A
Washington	Daviess County	DCY	N/A

Associated City	Facility Name	FAA ID	Primary Hub Size
Basic			
Connersville	Mettel Field	CEV	N/A
Delphi	Delphi Municipal	1I9	N/A
French Lick	French Lick Municipal	FRH	N/A
Kentland	Kentland Municipal	50I	N/A
Logansport	Logansport/Cass County	GGP	N/A
Monticello	White County	MCX	N/A
Paoli	Paoli Municipal	I42	N/A
Portland	Portland Municipal	PLD	N/A
Rochester	Fulton County	RCR	N/A
Salem	Salem Municipal	I83	N/A
Tell City	Perry County Municipal	TEL	N/A
Wabash	Wabash Municipal	IWH	N/A
Winamac	Arens Field	RWN	N/A
Winchester	Randolph County	I22	N/A
Unclassified			
Griffith	Griffith-Merrillville	05C	N/A
Indianapolis	Indianapolis Downtown Heliport	8A4	N/A
Brazil	Brazil Clay County*	0I2	N/A
Lebanon	Boone County*	6I4	N/A
Peru	Grissom Air Reserve Base (ARB)*	GUS	N/A
Sheridan	Sheridan*	5I4	N/A

*Note: *These airports are not included in the 2021-2025 NPIAS but for the purposes of the 2022 ISASP are classified with other Unclassified facilities. Sources: 2021-2025 NPIAS; Kimley-Horn, 2022.*

Figure 2.2. 2022 ISASP Facilities by Category



Sources: 2021-2025 NPIAS; ArcMap, 2021; Kimley-Horn, 2022.

The aviation industry is an ever-changing landscape, with external and internal factors at facilities impacting changes to aviation activity levels. For this reason, it is typical that facilities will experience category changes over time, which is why the NPIAS and other system planning efforts are conducted routinely. Several facility category changes occurred between the 2012 and 2022 ISASP. As shown in **Table 2.5,** 15 facilities experienced a change to their federal classification and ISASP facility category since the 2012 ISASP. Eleven of the 15 facilities were recategorized into a less demanding role (shown in red), while the other four airports were recategorized into a more demanding role (shown in green).

Table 2.5. Changes to ISASP Facility Categories from 2012 to 2022

Associated City	Facility Name	FAA ID	2012 ISASP Facility Category	2022 ISASP Facility Category
Brazil	Brazil Clay County	0I2	Local	Unclassified
Frankfort	Frankfort Municipal	FKR	Basic	Local
Griffith	Griffith-Merrillville	05C	Local	Unclassified
Indianapolis	Indianapolis Downtown Heliport	8A4	Basic	Unclassified
Indianapolis	Indianapolis Executive	TYQ	Regional	National
Indianapolis	Indy South Greenwood	HFY	Local	Regional
Lebanon	Boone County	6I4	Basic	Unclassified
Marion	Marion Municipal-McKinney Field	MZZ	Regional	Local
Monticello	White County	MCX	Local	Basic
Paoli	Paoli Municipal	I42	Local	Basic
Portland	Portland Municipal	PLD	Local	Basic
Salem	Salem Municipal	I83	Local	Basic
Sheridan	Sheridan	5I4	Basic	Unclassified
Terre Haute	Terre Haute Regional	HUF	Local	Regional
Wabash	Wabash Municipal	IWH	Local	Basic

Sources: 2012 ISASP; 2021-2025 NPIAS; Kimley-Horn, 2022.

2.5. Non-NPIAS Airport Evaluation

An analysis was conducted for the non-NPIAS airports included in the 2022 ISASP to determine their potential for inclusion in a future NPIAS publication. The four non-NPIAS airports included in the 2022 ISASP were evaluated using up-to-date data and the minimum entry criteria for GA airports as presented in **Section 2.2.1**. This evaluation was conducted under the assumption that each of these airports has an airport sponsor that is eligible to receive federal funds and able to comply with FAA grant assurances. Airports were evaluated based on the number of based aircraft, their distance from the nearest NPIAS airport, whether they are included in the 2012 ISASP, and whether the airfield is free of design deficiencies and compliance violations. The design deficiencies and compliance violations included in this evaluation are related to FAA design standards outlined in FAA Advisory Circular (AC) 150/5300-13B, *Airport Design* including:

- Runway Safety Areas (RSAs)
- Taxiway Geometry Design Standards (wide expanse of pavement, three-node concepts, direct access)
- Runway Separation Standards:
    - Runway centerline to holding position
    - Runway centerline to parallel taxiway/taxilane centerline

- Runway centerline to aircraft parking area

As shown in **Table 2.6**, none of the non-NPIAS airports in the 2022 ISASP meet the minimum requirements to be included in the NPIAS. While these airports meet the requirement of being included in the 2022 ISASP (public use), none of them have 10 or more based aircraft, none are 30 or more miles from the nearest NPIAS airport, and only one of the four is free from design deficiencies.

Table 2.6. NPIAS Re-evaluation Results for Non-NPIAS Airports in the 2022 ISASP

Associated City	Airport Name	FAA ID	10+ Based Aircraft	30+ Miles from Nearest NPIAS	Included in ISASP	Design Deficiencies and/or Compliance Violations	Eligible for NPIAS Inclusion
Non-NPIAS Airports							
Brazil	Brazil Clay County	0I2	Yes	No	Yes	Yes	No
Lebanon	Boone County	6I4	Yes	No	Yes	No	No
Peru	Grissom ARB	GUS	Yes	No	Yes	Yes	No*
Sheridan	Sheridan	5I4	Yes	No	Yes	Yes	No

*Notes: Airports were considered as having design deficiencies and/or compliance violations if they have non-compliant RSAs, if there are taxiway design standard deficiencies, or if the airport does not meet FAA separation standards. Based aircraft counts are not validated by the FAA as these airports are not currently included in the NPIAS. These based aircraft counts came from FAA Form 5010 and airport representatives were given an opportunity to revise that data on the 2022 ISASP Airport Manager Survey. Brazil Clay County (0I2) was the only airport that reported based aircraft counts different than what was shown on FAA Form 5010. *Grissom ARB (GUS) is currently undergoing a NPIAS Feasibility Study with the FAA. Sources: 2022 ISASP Airport Manager Survey; FAA Form 5010; 2021-2025 NPIAS; BasedAircraft.com; FAA 5090.5; FAA AC 150/5300-13B; Google Earth; Kimley-Horn, 2022.*

2.6. Minimum Service Level Recommendations (MSLRs)

MSLRs were briefly introduced in **Chapter 1 – Study Design and Goals** when providing an overview of the 2022 ISASP framework and are presented by facility category in this section. MSLRs provide the minimum suggested level of facilities and services recommended to optimally support the type and volume of aviation activity that is typical for the NPIAS/2022 ISASP facility category. MSLRs are not considered requirements; rather, airport/heliport representatives can use these recommendations to aid in responsible aviation development. MSLRs are not intended to replace or supersede local planning efforts. ISASP facilities should continue to conduct capital improvement planning based on local airport conditions and continue to provide justification based on airport activity per FAA eligibility requirements. It is important to note that a facility may still be fulfilling its role within the state system even if its facilities or services are exceeding or below the MSLR. A facility will not be moved to another category based on their MSLR performance as a part of the 2022 ISASP. However, future updates of the 2022 ISASP may take MSLR performance into account when determining airport/heliport categories. MSLRs were developed from the following 2012 ISASP components that were not adopted as a Performance Measure (PM) or Performance Indicator (PI) in the 2022 update:

- 2012 ISASP Level 1 Requirements
- 2012 Minimum Service Level Recommendations
- 2012 ISASP Minimum Instrument Approach Procedures (IAP) Recommendations

Table 2.7 presents the MSLRs by facility category. MSLRs will be analyzed at the facility level in **Chapter 5 – Existing System Performance.**

Table 2.7. 2022 ISASP MSLRs for Primary Runway

MSLR	Primary	National	Regional	Local	Basic	Unclassified
Runway Length	7,000'	7,000'	5,000'	3,400'	3,400’	Maintain Existing
Runway Strength	SW: 100,000 lb. DW: 175,000 lb.	100,000 lb.	60,000 lb.	30,000 lb.	12,500 lb.	Maintain Existing
Runway Grooving	Yes	Yes	Yes	Maintain Existing	Maintain Existing	Maintain Existing
Runway Lights	MIRL	MIRL	MIRL	MIRL	MIRL	Maintain Existing
Full Parallel Taxiway	Full Parallel	Full Parallel	Full Parallel	Recommended	Recommended	Maintain Existing
Taxiway Lights	Yes	Yes	Yes	Yes	Maintain Existing	Maintain Existing
Visibility Minimums (One End Minimum)	1/2 mile	<3/4 mile	<1 mile	1 mile	> 1 mile	Maintain Existing
Ceiling Minimums (One End Minimum)	200'	250'	300'	350'	400'	Maintain Existing
Visual Guide Slope Indicator (VGSI) (or Approach Lighting System [ALS])	ALS	ALS	VGSI or ALS	VGSI	Maintain Existing	Maintain Existing
Runway End Identifier Lights (REILs)	REILs (if no ALS)	REILs (if no ALS)	REILs (if no ALS)	REILs	Maintain Existing	Maintain Existing
Runway Markings and Signage	Precision	Precision	Precision	Non-precision	Non-Precision or Visual	Maintain Existing
Clear Precision Obstacle Free Zone (POFZ)	Yes	Yes	If Applicable	If Applicable	Not Applicable	Not Applicable

Notes: SW = single wheel, DW = dual wheel, MIRL = Medium Intensity Runway Lights. Source: Kimley-Horn, 2022.

2.7. Summary

Identifying the roles and/or assigning categories that system facilities serve is an essential component of the aviation system planning process as it allows for coordinated and informed decision-making that leads to targeted project and policy recommendations. This chapter provided an overview of the NPIAS classification process, identified the NPIAS classifications of Indiana airports in 2022, and included a re-evaluation of NPIAS classifications to identify possible reclassifications in the future. This chapter also provided an overview of the 2012 ISASP facility categories and presented the updated 2022 ISASP facility categories, which were adopted from the 2021-2025 NPIAS classifications to create cohesion between state and federal planning efforts. The facility categories presented in this chapter are relied upon in later chapters to present results from the evaluation of PMs and PIs, as well as to inform recommendations. Additionally, the MSLRs presented in this chapter were used to identify how well each facility is performing its role.