

Chapter 2. Airport Classifications

2.1. Introduction

Illinois is home to a diverse and varied system of airports, including 85 public-use facilities that vary in physical and/or operational size, location, as well as type of users they serve. These facilities consist of general aviation (GA) and commercial service airports; however, there are also two heliports included in the system. Given the large variations among these facilities, it is critical to identify how each function within Illinois's system, grounded on the understanding that each has their own unique set of opportunities and challenges.

Commercial service airports accommodate a large assortment of passenger jets and provide sophisticated facilities and services to support the heavy flow of traffic and range of user needs. Though critical to the service and function of commercial service airports, these facilities and services are not necessary at all airports across the system. For example, Chicago O'Hare International's facilities include numerous passenger concourses, automated people movers, and several 10,000'-plus long runways while smaller commercial service airports, such as Quincy Regional have no passenger concourses and much shorter runway facilities.

Similarly, GA airports typically offer a completely different set of facilities and services that are designed to accommodate diverse types of aircraft. GA facilities serve a wide range of users that vary from corporate jets that traverse the globe to rural facilities providing agricultural support services and recreational flying opportunities.

A variety of factors contribute to an airport's operational ability and level of activity. These factors include the physical characteristics of an airport such as the runway dimensions, taxiway types, and aircraft storage as well as external factors such as the geographic location, the density of the surrounding population, proximity to economic centers, different surrounding land uses, and more. As described, classifying the function or role that each airport plays in the statewide aviation system, driven by different physical or external factors, is a critical component of the aviation system planning process.

The airport classification process helps to identify like-airports that serve similar users, experience comparable levels of activity, offer similar facilities or services, and overall, function alike within the system. Classifying airports into distinctive roles at the state level allows for coordinated and informed decisions to be made about future development and resource allocation. It is important to note that classifying airports into different roles occurs at both the national level by the Federal Aviation Administration (FAA) and at the state level through the system planning process.

In addition to federal and state airport classification processes, this chapter introduces Facility and Service Objectives (FSOs). FSOs outline the minimum suggested level of facilities and services needed within each airport role to optimally support the type and volume of aviation activity typified by that state role. FSOs can be thought of as benchmarks that airport managers and IDOT Aeronautics can use to determine how an airport is performing in terms of its state role, and where improvements can be made.

The sections in this chapter are presented as follows:

- ◆ Federal Airport Classifications
- ◆ Re-evaluation of Federal Classifications
- ◆ Illinois System Airport Classifications
- ◆ Facility and Service Objectives
- ◆ Summary

2.2. Federal Airport Classifications

Airports play different roles at the local, regional, state, and national level. An airport may not be considered essential to the National Airspace System (NAS) but is still considered a critical asset within a statewide aviation system. Federal and state classifications can be identical, partially overlap, or be completely different. The following section explains the FAA's federal classification system, referred to as the National Plan of Integrated Airport Systems (NPIAS), and identifies the federal roles of IASP airports.

2.2.1. National Plan of Integrated Airport Systems

The FAA publishes a NPIAS report in accordance with Title 49 United States Code (U.S.C.), Section 47103. The current 2021-2025 NPIAS was published in September 2020 and is updated every three years. The purpose of this document is to identify the airports deemed critical to the NAS, categorize the roles those airports play, and summarize the amount and type of airport development eligible for Airport Improvement Program (AIP) funding during the period. AIP funding is distributed at the federal level and only NPIAS airports are eligible to receive this funding.

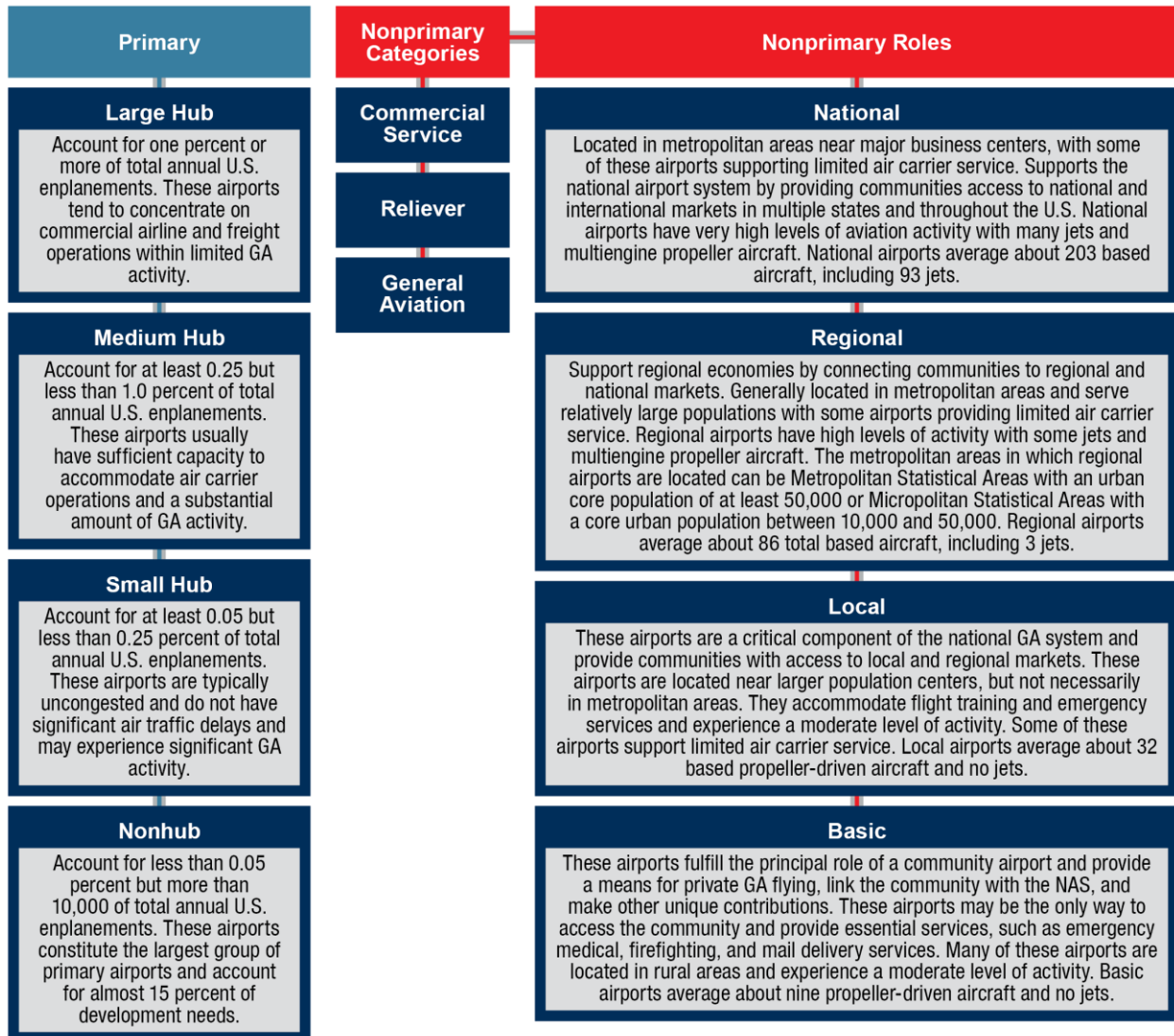
The 2021-2025 NPIAS identifies 3,310 public-use aviation facilities (3,304 existing and six proposed) and estimates approximately \$43.6 billion in AIP-eligible airport needs for airport projects between 2021 and 2025. One of the six proposed NPIAS facilities is in Illinois, located approximately 40 miles south of Chicago, and is referred to as the "South Suburban Airport". The airport is included in the NPIAS and recognized in IDOT Aeronautics' system of airports; however, it has been excluded from the subsequent analyses because it is still in its planning phase.

NPIAS airports represent approximately 65 percent of all public-use aviation facilities in the United States (U.S.) and include designated landing sites for fixed-wing aircraft, helicopters, and seaplane bases. The great majority of NPIAS facilities are publicly owned, with only two percent of NPIAS airports being privately owned. Illinois represents a portion of that percentage with four NPIAS airports that are privately owned. Those airports are:

- ◆ Galt Field
- ◆ Dacy
- ◆ Poplar Grove
- ◆ Tuscola

Airports are separated into two categories within the NPIAS: Primary and Nonprimary. Primary airports are classified as Large Hub, Medium Hub, Small Hub, and Nonhub airports. Nonprimary airports are classified as National, Regional, Local, Basic, or Unclassified airports. **Figure 2.1** provides detailed descriptions of each classification type within the NPIAS.

Figure 2.1. NPIAS Categories and Classifications

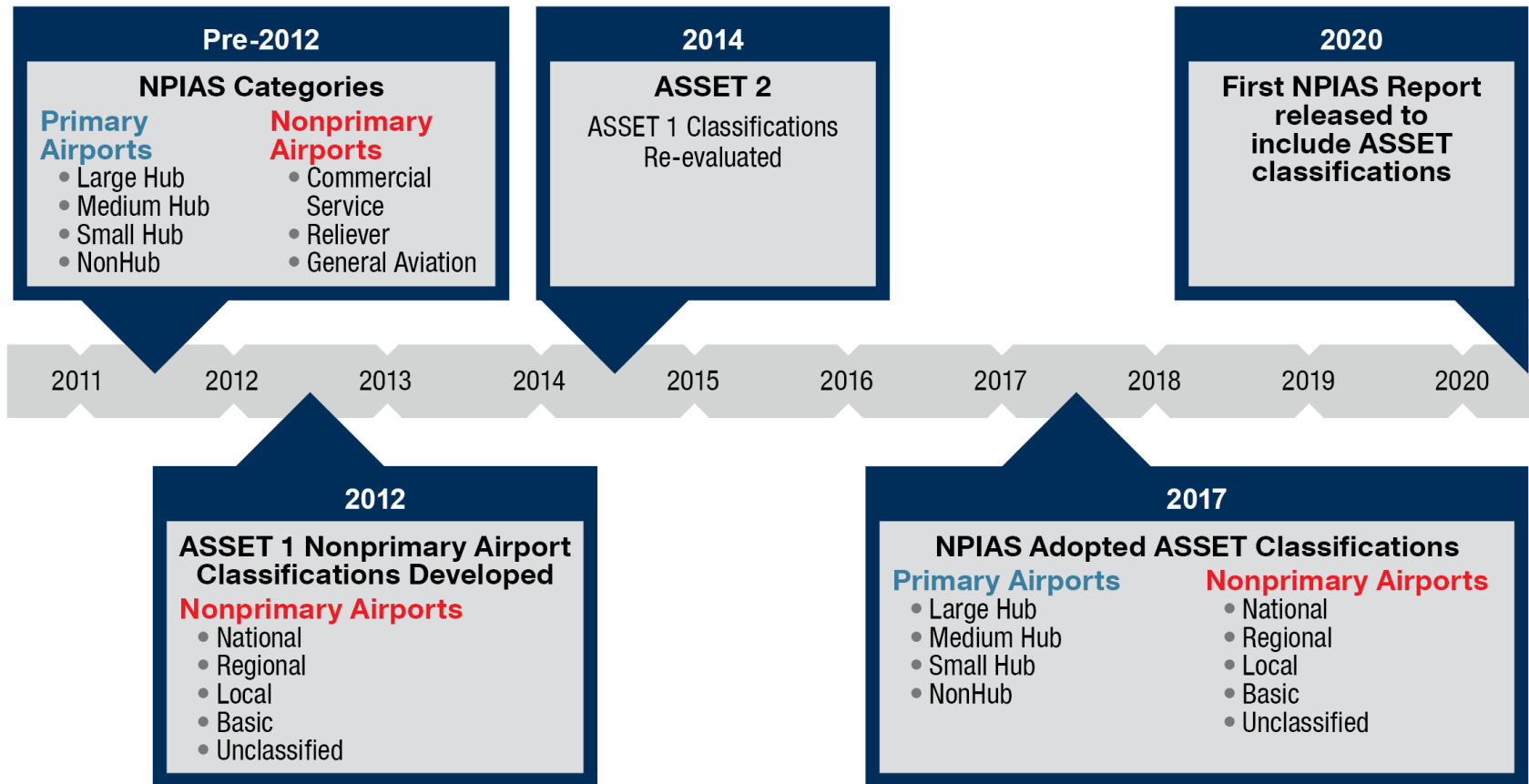


Sources: 2021-2025 NPIAS; Kimley-Horn, 2020

The NPIAS classification process has been updated over the last decade as the level of facilities, services, and activity at airports change over time. The most significant change occurred when the FAA initiated its “General Aviation Airports: A National Asset (ASSET 1) study in 2010, completed in 2012. “ASSET 2: In-Depth Review of the 497 Unclassified Airports” released in 2014 provided further evaluation and results. The airport categorization process was integrated into the NPIAS starting with the 2017-2019 NPIAS Report. **Figure 2.2** depicts the evolution of airport classifications since 2012.

Airport roles are re-evaluated every two years and as noted previously, were updated in September 2020 as part of the 2021-2025 NPIAS Report. **Table 2.1** shows the federal classifications for the 2020 IASP airports.

Figure 2.2. Evolution of NPIAS Classifications



Sources: 2021-2025 NPIAS; Kimley-Horn, 2020



Table 2.1. 2021-2025 NPIAS Classifications for 2020 IASP Airports

Associated City	Airport Name	FAA ID	Ownership	FAA Category	2021-2025 NPIAS Role
Primary Airports					
Belleville	Scott AFB/MidAmerica	BLV	Public	Primary	N/A
Bloomington/Normal	Central Illinois Regional Airport at Bloomington-Normal	BMI	Public	Primary	N/A
Chicago	Chicago Midway International	MDW	Public	Primary	N/A
Chicago	Chicago O'Hare International	ORD	Public	Primary	N/A
Chicago/Rockford	Chicago/Rockford International	RFD	Public	Primary	N/A
Champaign/Urbana	University of Illinois-Willard	CMI	Public	Primary	N/A
Marion	Veterans Airport of Southern Illinois	MWA	Public	Primary	N/A
Moline	Quad City International	MLI	Public	Primary	N/A
Peoria	General Downing-Peoria International	PIA	Public	Primary	N/A
Quincy	Quincy Regional-Baldwin Field	UIN	Public	Primary	N/A
Springfield	Abraham Lincoln Capital	SPI	Public	Primary	N/A
Nonprimary Airports					
Alton/St Louis	St Louis Regional	ALN	Public	Reliever	Regional
Beardstown	Greater Beardstown	K06	Public	General Aviation	Basic
Benton	Benton Municipal	H96	Public	General Aviation	Basic
Bolingbrook	Bolingbrook's Clow International	1C5	Public	General Aviation	Local
Cahokia/St Louis	St Louis Downtown	CPS	Public	Reliever	Regional
Cairo	Cairo Regional	CIR	Public	General Aviation	Basic
Canton	Ingersoll	CTK	Public	General Aviation	Local
Carbondale/Murphysboro	Southern Illinois	MDH	Public	General Aviation	Regional
Carmi	Carmi Municipal	CUL	Public	General Aviation	Local
Casey	Casey Municipal	1H8	Public	General Aviation	Local
Centralia	Centralia Municipal	ENL	Public	General Aviation	Local
Chicago	Lansing Municipal	IGQ	Public	Reliever	Local
Chicago/Aurora	Aurora Municipal	ARR	Public	Reliever	National
Chicago/Lake In The Hills	Lake In The Hills	3CK	Public	Reliever	Regional



Associated City	Airport Name	FAA ID	Ownership	FAA Category	2021-2025 NPIAS Role
Chicago/Prospect Heights/Wheeling	Chicago Executive	PWK	Public	Reliever	National
Chicago/Romeoville	Lewis University	LOT	Public	Reliever	Regional
Chicago/Schaumburg	Schaumburg Regional	06C	Public	General Aviation	Local
Chicago/Schaumburg	Schaumburg Municipal Helistop	4H1	Public	General Aviation	Unclassified
Chicago/Waukegan	Waukegan National	UGN	Public	Reliever	National
Chicago/West Chicago	Dupage	DPA	Public	Reliever	National
Danville	Vermilion Regional	DNV	Public	General Aviation	Local
Decatur	Decatur	DEC	Public	Commercial Service	Regional
DeKalb	DeKalb Taylor Municipal	DKB	Public	General Aviation	Local
Dixon	Dixon Municipal-Charles R Walgreen Field	C73	Public	General Aviation	Local
Effingham	Effingham County Memorial	1H2	Public	General Aviation	Local
Fairfield	Fairfield Municipal	FWC	Public	General Aviation	Basic
Flora	Flora Municipal	FOA	Public	General Aviation	Basic
Freeport	Albertus	FEP	Public	General Aviation	Local
Galesburg	Galesburg Municipal	GBG	Public	General Aviation	Local
Greenville	Greenville	GRE	Public	General Aviation	Local
Greenwood/Wonder Lake	Galt Field	10C	Private	General Aviation	Unclassified
Harrisburg	Harrisburg-Raleigh	HSB	Public	General Aviation	Local
Harvard	Dacy	0C0	Private	General Aviation	Unclassified
Havana	Havana Regional	910	Public	General Aviation	Basic
Jacksonville	Jacksonville Municipal	IJX	Public	General Aviation	Local
Joliet	Joliet Regional	JOT	Public	General Aviation	Local
Kankakee	Greater Kankakee	IKK	Public	General Aviation	Local
Kewanee	Kewanee Municipal	EZI	Public	General Aviation	Local
Lacon	Marshall County	C75	Public	General Aviation	Local
Lawrenceville	Lawrenceville-Vincennes International	LWV	Public	General Aviation	Local
Lincoln	Logan County	AAA	Public	General Aviation	Basic



Associated City	Airport Name	FAA ID	Ownership	FAA Category	2021-2025 NPIAS Role
Litchfield	Litchfield Municipal	3LF	Public	General Aviation	Local
Macomb	Macomb Municipal	MQB	Public	General Aviation	Local
Mattoon/Charleston	Coles County Memorial	MTO	Public	General Aviation	Regional
Metropolis	Metropolis Municipal	M30	Public	General Aviation	Basic
Monee	Bult Field	C56	Public	General Aviation	Local
Monmouth	Monmouth Municipal	C66	Public	General Aviation	Basic
Morris	Morris Municipal-James R Washburn Field	C09	Public	General Aviation	Local
Mount Carmel	Mount Carmel Municipal	AJG	Public	General Aviation	Local
Mount Sterling	Mount Sterling Municipal	I63	Public	General Aviation	Basic
Mount Vernon	Mount Vernon	MVN	Public	General Aviation	Local
Olney-Noble	Olney-Noble	OLY	Public	General Aviation	Local
Paris	Edgar County	PRG	Public	General Aviation	Basic
Pekin	Pekin Municipal	C15	Public	General Aviation	Local
Peoria	Mount Hawley Auxiliary	3MY	Public	General Aviation	Local
Peru	Illinois Valley Regional-Walter A Duncan Field	VYS	Public	General Aviation	Regional
Pinckneyville	Pinckneyville-Du Quoin Airport	PJY	Public	General Aviation	Local
Pittsfield	Pittsfield Penstone Municipal	PPQ	Public	General Aviation	Basic
Pontiac	Pontiac Municipal	PNT	Public	General Aviation	Local
Poplar Grove	Poplar Grove	C77	Private	General Aviation	Unclassified
Rantoul	Rantoul National Aviation Center-Frank Elliott Field	TIP	Public	General Aviation	Basic
Robinson	Crawford County	RSV	Public	General Aviation	Local
Rochelle	Rochelle Municipal Airport-Koritz Field	RPJ	Public	General Aviation	Local
Salem	Salem-Leckrone	SLO	Public	General Aviation	Basic
Savanna	Tri-Township	SFY	Public	General Aviation	Basic
Shelbyville	Shelby County	2H0	Public	General Aviation	Local
Sparta	Sparta Community-Hunter Field	SAR	Public	General Aviation	Local
Sterling/Rockfalls	Whiteside County-Jos H Bittorf Field	SQI	Public	General Aviation	Local
Taylorville	Taylorville Municipal	TAZ	Public	General Aviation	Basic



Associated City	Airport Name	FAA ID	Ownership	FAA Category	2021-2025 NPIAS Role
Tuscola	Tuscola	K96	Private	General Aviation	Unclassified
Vandalia	Vandalia Municipal	VLA	Public	General Aviation	Basic
Non-NPIAS Airports					
Chicago/Tinley Park	Tinley Park Helistop	TF8	Public	N/A	N/A
Paxton	Paxton	1C1	Public	N/A	N/A
Rushville	Schuy-Rush	5K4	Public	N/A	N/A

Source: 2021-2025 NPIAS

2.3. Re-evaluation of Federal Classifications

This section re-evaluates Illinois's NPIAS airports' ability to meet minimum NPIAS entry criteria, as well as Illinois's non-NPIAS facilities' ability or eligibility to pursue NPIAS status in the future. If an airport becomes unclassified within the NPIAS it may reduce the amount of funding allocated to the state of Illinois, which has implications across the system as Illinois participates in the State Block Grant Program (SBGP). States that participate in the SBGP assume responsibility for administering AIP grants at airports classified as nonprimary commercial service, reliever, and GA.

2.3.1. Entry Process for NPIAS Inclusion

The following evaluation applies to the most recent NPIAS guidance criteria provided in FAA Order 5090.5, *Formulation of the NPIAS and ACIP* (issued September 3, 2019). This order cancelled the previous FAA Orders 5090.3C, *Formulation of the NPIAS* and 5100.39A, *Airports Capital Improvement Plan*, both issued in 2000.

The FAA published revised guidance because of modifications to FAA's authorizing statutes and policies, as well as changes that occurred within the airport and airline industry itself.¹ Combining the NPIAS and ACIP orders into one document allows for a more streamlined flow of airport development data across the planning and identification of potential federal funding process.² Some important revisions within FAA Order 5090.5 are:

- ◆ 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 orders³
- ◆ Revises the National Priority System (NPS) equation—the numerical system for prioritizing airport development—to consider an airport's role in the national airport system⁴

Classifying airports for the NPIAS is a multi-step process. For an airport to be considered in the NPIAS it must first meet certain minimum standards so that inclusion in the NPIAS aligns with FAA mandates to “provide a safe, efficient, and integrated system of public use airports”. Once an airport has been considered eligible for NPIAS inclusion, airports are then further classified into their Primary and Nonprimary roles. Airports grouped in the Nonprimary category are further classified into roles based on

¹ https://www.faa.gov/airports/planning_capacity/npias_acip_order/media/Order-5090-5-Summary.pdf

² *Ibid*, p. ii

³ This update refers to the nonprimary roles of National, Regional, Local, Basic, and Unclassified

⁴ 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 December 2020)

their function within the system (see **Figure 2.1**). The following sections are organized in accordance with this process and concludes by evaluating Illinois's non-NPIAS and NPIAS airports in meeting the minimum criteria for NPIAS inclusion.

FAA Order 5090.5 considers several qualitative and quantitative factors when determining whether an airport should be included in the NPIAS. Initially, airports are evaluated by a series of data points related to the type and frequency of aviation activities that occur at the airport. Airports are then evaluated by other factors, including geographic location, role within the overall multimodal transportation network, and an airport sponsor's willingness and ability to meet economic and other responsibilities related to an airport's long-term viability. By considering both qualitative and quantitative factors, the NPIAS inclusion process is holistic in its approach and effectively evaluates an airport's potential to enhance and support the national airport system. The initial screening process for inclusion to the NPIAS and additional factors for consideration are provided below.⁵

2.3.1.1. 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 of 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 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
- ◆ 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

⁵ 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 December 2020)

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
- ◆ 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:⁶

- ◆ Owned by or serving 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
- ◆ New or replacement public-owned airport that has opened within the last 10 years
- ◆ 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 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 2020 IASP)

2.3.1.2. Additional FAA Considerations in Reviewing NPIAS Entry Requests

In addition to these specific screening requirements, *FAA Order 5090.5* provides 11 specific considerations that the FAA employs when reviewing NPIAS entry requests.⁷ 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)

⁶ Airports included in the NPIAS using “special justification” are considered Unclassified until it can meet the criteria for a role shown in **Table 2.2**.

⁷ See Table 3.4 of *FAA Order 5090.5*

- ◆ 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.

2.3.2. Federal Classification Process

NPIAS airports are reviewed annually by the FAA to determine if they are Primary or Nonprimary and adjust their hub or service level designations based on recent changes. Additionally, the Nonprimary roles are evaluated every two years with results published in the biennial NPIAS report. **Table 2.2** provides the activity criteria for each Nonprimary airport role.

Table 2.2. Minimum Criteria for Nonprimary Airport Classifications

Nonprimary Airport Role	Minimum Activity Criteria
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 1 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 1 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"> ◆ Public ownership and 10 or more instrument operations and 15 or more validated based aircraft ◆ Public ownership and 2,500 or more annual enplanements
Basic	<ul style="list-style-type: none"> ◆ Public ownership with 10 or more validated based aircraft, or 4 or more validated based helicopters if a heliport ◆ Public ownership 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
Unclassified	<ul style="list-style-type: none"> ◆ Airports that do not meet one of the criteria in the table listed above are considered Unclassified. These facilities are evaluated with the normal biennial NPIAS review cycle and reclassified accordingly.

Source: FAA Order 5090.5

It is important to keep in mind that the NPIAS roles and the associated criteria were developed to classify all NPIAS airports throughout the U.S. This methodology works well to compare large airports that primarily serve GA aircraft to those that are more rural from a national perspective, however, this methodology may not be as useful when looking at a smaller geography such as those airports in a state.

2.3.3. Illinois NPIAS Analysis

Airports included in the NPIAS are deemed essential to the NAS and are eligible to receive federal AIP funding for certain types of projects. Considering the importance of NPIAS classifications, an important component of the IASP process is to evaluate both NPIAS and non-NPIAS airports in the state using the criteria described above for NPIAS inclusion and Nonprimary airport roles. It is important to monitor potential changes to federal classifications so that IDOT Aeronautics can be better prepared for future updates, as NPIAS classifications could impact planning decisions made at the state and federal level. The evaluations included below use the most current data available (base year 2019).

It is important to note that any changes to the NPIAS must be closely coordinated with the airport and the FAA. Further, NPIAS airports are required to comply with over 30 federal grant assurances in order to be eligible for AIP funding. These obligations require that the airport sponsor maintain and operate their facility safely and efficiently, and in accordance with specified conditions. In the event an airport sponsor cannot meet these obligations, they become financially responsible to pay back the grant(s) they received. Therefore, grant assurances are a significant undertaking and can be cumbersome for some small communities. There are pros and cons associated with being included in the NPIAS so careful consideration prior to seeking NPIAS status is important.

2.3.3.1. Non-NPIAS Airport Evaluation

The IASP includes three public-use, non-NPIAS facilities (two GA airports and one heliport). The following evaluation assumes that these facilities are operated by an airport sponsor that can meet grant obligations and is eligible to receive federal funds. **Table 2.3** presents the results of the non-NPIAS evaluation that considers FAA's initial screening requirements for inclusion of GA airports and **Table 2.4** shows a similar evaluation for heliport facilities. These evaluations show that none of the non-NPIAS IASP facilities currently meet the requirements for potential inclusion in the national airport system. **Figure 2.3** illustrates the proximity of the three non-NPIAS airports to the nearest NPIAS facility(ies). As shown, the non-NPIAS airports are all within 30 miles of the nearest NPIAS airport.

It should be noted that Illinois is home to many privately owned, private-use/restricted airports. In some locations, these airports have hundreds of based aircraft and are critical to the state system. However, because they are private-use (i.e., restricted to the public), they are not part of IDOT Aeronautics' system nor are they included in the IASP analysis.



Table 2.3. Evaluation of Non-NPIAS Airports for Potential Inclusion in the National Airport System

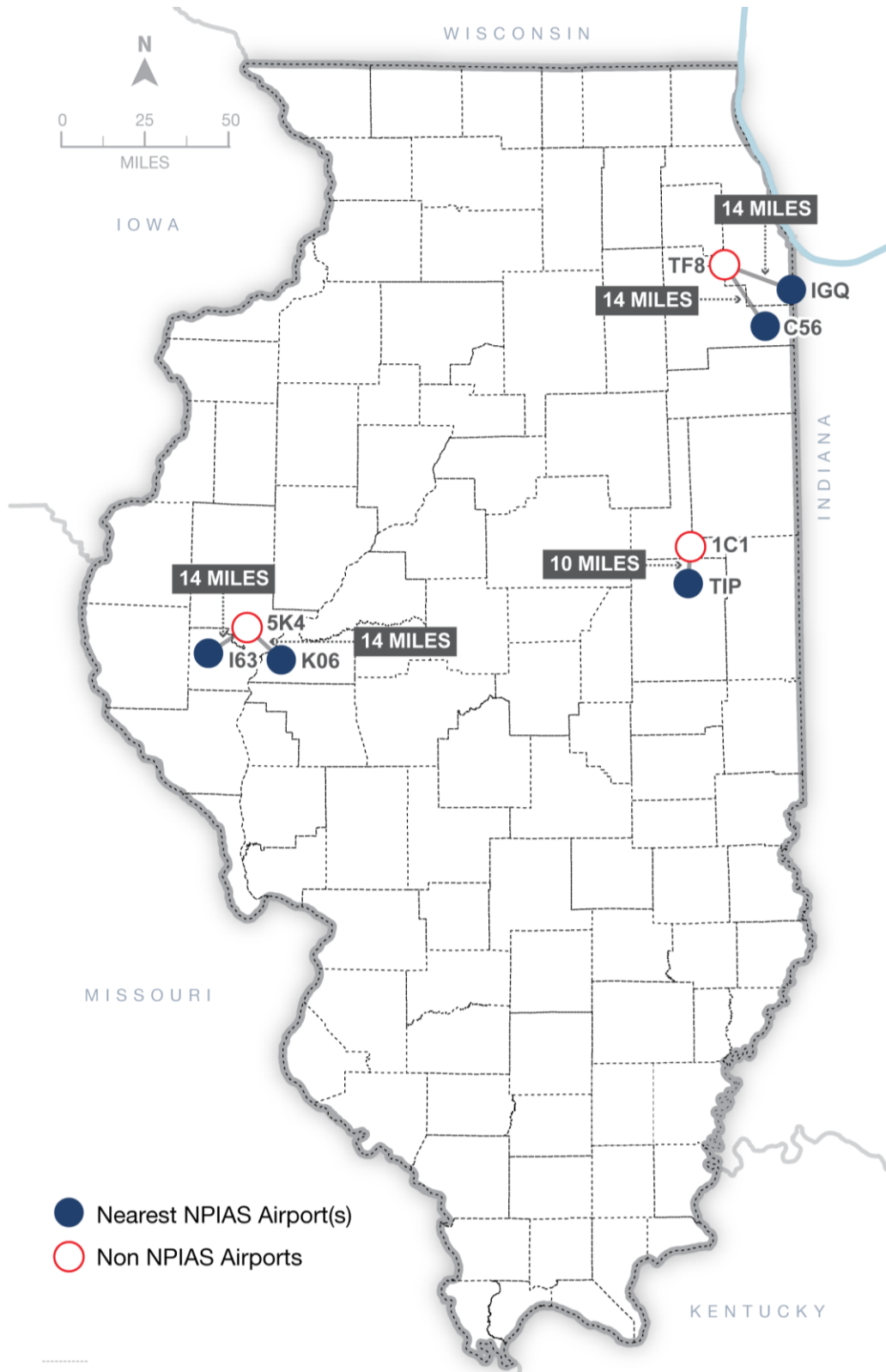
Associated City	Airport	FAA ID	Included in the IASP	10+ Based Aircraft	Design Deficiencies, Compliance Violations, and/or Wetland or Wildlife Issues	Located 30+ Miles from the Nearest NPIAS Airport	Meets FAA's Initial Screening Requirements
GA Airports							
Paxton	Paxton	1C1	Yes	Yes	Yes	No	No
Rushville	Schuy-Rush	5K4	Yes	No	Yes	No	No

Table 2.4. Evaluation of Non-NPIAS Heliports for Potential Inclusion in the National Airport System

Associated City	Airport	FAA ID	Included in the IASP	4+ Based Rotorcraft and 400 Annual IFR Flights	Meets FAA's Initial Screening Requirement
Heliport					
Chicago/Tinley Park	Tinley Park Helistop	TF8	Yes	No	No

Sources: FAA National Based Aircraft Inventory, 2020; IASP Inventory Form, 2020; FAA Order 5090.5; ArcGIS 2020; 2021-2025 NPIAS

Figure 2.3. Non-NPIAS Airports and Nearest NPIAS Airports



Sources: 2021-2025 NPIAS; ESRI ArcMap; Kimley-Horn, 2020

2.3.3.2. NPIAS Airport Evaluation

Of the 82 NPIAS airports in the Illinois system, 72 are Nonprimary. These 72 facilities are evaluated within the IASP to determine their ability to meet the minimum criteria of a federally classified Basic airport (reference **Table 2.2**). The criteria used to identify a Nonprimary role is different, and far less stringent, than the initial screening requirements for entry into the NPIAS. If an airport within the NPIAS no longer meets one of the activity criteria related to the Basic service level, they may remain in the NPIAS as Unclassified. If and when activity levels improve, or conditions at the airport change, they may be reclassified as Basic. The FAA may remove an Unclassified airport from the NPIAS if both of the following conditions are met:⁸

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

Airports will not be removed from the NPIAS without consultation and coordination between the FAA and the state agency. Since NPIAS classifications are regularly reviewed it is important for airports to maintain current based aircraft counts in the FAA's National Based Aircraft Inventory Program (basedaircraft.com). An analysis of each airport's compliance with Basic service level criteria is provided in **Table 2.5**.

As shown in **Table 2.5**, there are two airports that are currently considered Unclassified in the 2021-2025 NPIAS yet meet the minimum requirements of a NPIAS Basic airport. Both airports will be re-evaluated in the next NPIAS review process and may be eligible for reclassification to the Basic service level. These airports are:

- ◆ Dacy
- ◆ Galt Field

Additionally, as shown in **Table 2.5**, there are currently nine NPIAS airports that do not meet the minimum federal requirements for the Basic service level. Of those nine airports, three are already considered Unclassified so no recommendation or additional action is needed at this time. However, there are six other IASP airports that are considered NPIAS Basic but do not meet the minimum requirements for that level of service. These six airports will be reviewed again in the next NPIAS analysis for the 2023-2027 report and may experience a change in federal classification considering their current conditions. The six airports that are currently Basic but may change in the next NPIAS are:

- ◆ Greater Beardstown
- ◆ Benton Municipal
- ◆ Monmouth Municipal
- ◆ Mount Sterling Municipal
- ◆ Pittsfield Penstone Municipal
- ◆ Vandalia Municipal

These are **bolded and shown in red text** in the table below.

⁸ FAA Order 5090.5, Section 3.4.3

Table 2.5. NPIAS Airports' Achievement of Minimum Entry Criteria

Associated City	Airport Name	FAA ID	10+ Based Aircraft	Design Deficiencies	*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									
Belleville	Scott AFB/MidAmerica	BLV	No	Yes	No	No	Yes	No	Yes
Bloomington/Normal	Central Illinois Regional Airport at Bloomington-Normal	BMI	Yes	Yes	Yes	No	No	No	Yes
Champaign/Urbana	University of Illinois-Willard	CMI	Yes	Yes	No	No	No	No	Yes
Chicago	Chicago Midway International	MDW	No	Yes	No	No	Yes	No	Yes
Chicago	Chicago O'Hare International	ORD	No	Yes	No	No	Yes	No	Yes
Chicago/Rockford	Chicago/Rockford International	RFD	Yes	Yes	No	No	Yes	No	Yes
Marion	Veterans Airport of Southern Illinois	MWA	Yes	Yes	No	No	Yes	No	Yes
Moline	Quad City International	MLI	Yes	Yes	No	No	No	No	Yes
Peoria	General Downing-Peoria International	PIA	Yes	Yes	No	No	Yes	No	Yes
Quincy	Quincy Regional-Baldwin Field	UIN	Yes	Yes	No	No	Yes	No	Yes
Springfield	Abraham Lincoln Capital	SPI	Yes	Yes	No	No	No	No	Yes
Nonprimary – National									
Chicago/Aurora	Aurora Municipal	ARR	Yes	Yes	No	No	No	No	Yes
Chicago/Prospect Heights/Wheeling	Chicago Executive	PWK	Yes	Yes	No	No	Yes	No	Yes
Chicago/Waukegan	Waukegan National	UGN	Yes	Yes	No	No	Yes	No	Yes
Chicago/West Chicago	Dupage	DPA	Yes	Yes	No	No	Yes	No	Yes
Nonprimary – Regional									
Alton/St Louis	St Louis Regional	ALN	Yes	Yes	No	No	No	No	Yes
Cahokia/St Louis	St Louis Downtown	CPS	Yes	Yes	No	No	No	No	Yes
Carbondale/Murphysboro	Southern Illinois	MDH	Yes	Yes	No	No	No	No	Yes
Chicago/Lake In The Hills	Lake In The Hills	3CK	Yes	Yes	No	No	Yes	No	Yes
Chicago/Romeoville	Lewis University	LOT	Yes	Yes	No	No	No	No	Yes
Decatur	Decatur	DEC	Yes	Yes	Yes	No	Yes	No	Yes
Mattoon/Charleston	Coles County Memorial	MTO	Yes	Yes	No	No	No	No	Yes
Peru	Illinois Valley Regional-Walter A Duncan Field	VYS	Yes	Yes	No	No	No	No	Yes
Nonprimary – Local									
Bolingbrook	Bolingbrook's Clow International	1C5	Yes	Yes	No	No	No	No	Yes
Canton	Ingersoll	CTK	Yes	Yes	No	No	No	No	Yes
Carmi	Carmi Municipal	CUL	Yes	Yes	No	No	No	No	Yes
Casey	Casey Municipal	1H8	Yes	Yes	No	No	No	No	Yes
Centralia	Centralia Municipal	ENL	Yes	Yes	No	No	No	No	Yes
Chicago	Lansing Municipal	IGQ	Yes	Yes	No	No	No	No	Yes
Chicago/Schaumburg	Schaumburg Regional	06C	Yes	Yes	No	No	No	No	Yes
Danville	Vermilion Regional	DNV	Yes	Yes	Yes	No	No	No	Yes
DeKalb	DeKalb Taylor Municipal	DKB	Yes	Yes	No	No	No	No	Yes

Associated City	Airport Name	FAA ID	10+ Based Aircraft	Design Deficiencies	*30+ Miles from Nearest NPIAS Airporh	Owned or Serving a Native American Community	Special Government Designation*	New or Replacement Airport within Last 10 years	Meets Requirements for Basic Airport
Dixon	Dixon Municipal-Charles R Walgreen Field	C73	Yes	Yes	No	No	No	No	Yes
Effingham	Effingham County Memorial	1H2	Yes	Yes	No	No	No	No	Yes
Freeport	Albertus	FEP	Yes	Yes	No	No	No	No	Yes
Galesburg	Galesburg Municipal	GBG	Yes	Yes	No	No	No	No	Yes
Greenville	Greenville	GRE	Yes	Yes	No	No	Yes	No	Yes
Harrisburg	Harrisburg-Raleigh	HSB	Yes	Yes	No	No	No	No	Yes
Jacksonville	Jacksonville Municipal	IJX	Yes	Yes	No	No	No	No	Yes
Joliet	Joliet Regional	JOT	Yes	Yes	No	No	No	No	Yes
Kankakee	Greater Kankakee	IKK	Yes	Yes	No	No	No	No	Yes
Kewanee	Kewanee Municipal	EZI	Yes	Yes	Yes	No	No	No	Yes
Lacon	Marshall County	C75	Yes	Yes	No	No	No	No	Yes
Lawrenceville	Lawrenceville-Vincennes International	LWV	Yes	No	No	No	No	No	Yes
Litchfield	Litchfield Municipal	3LF	Yes	Yes	No	No	No	No	Yes
Macomb	Macomb Municipal	MQB	Yes	Yes	No	No	No	No	Yes
Monee	Bult Field	C56	Yes	No	No	No	No	No	Yes
Morris	Morris Municipal-James R Washburn Field	C09	Yes	No	No	No	No	No	Yes
Mount Carmel	Mount Carmel Municipal	AJG	Yes	Yes	No	No	No	No	Yes
Mount Vernon	Mount Vernon	MVN	Yes	Yes	No	No	No	No	Yes
Olney-Noble	Olney-Noble	OLY	Yes	Yes	No	No	No	No	Yes
Pekin	Pekin Municipal	C15	Yes	Yes	No	No	No	No	Yes
Peoria	Mount Hawley Auxiliary	3MY	Yes	Yes	No	No	No	No	Yes
Pinckneyville	Pinckneyville-Du Quoin Airport	PJY	Yes	Yes	No	No	No	No	Yes
Pontiac	Pontiac Municipal	PNT	Yes	Yes	Yes	No	No	No	Yes
Robinson	Crawford County	RSV	Yes	Yes	No	No	No	No	Yes
Rochelle	Rochelle Municipal Airport-Koritz Field	RPJ	Yes	Yes	No	No	No	No	Yes
Shelbyville	Shelby County	2H0	Yes	Yes	No	No	No	No	Yes
Sparta	Sparta Community-Hunter Field	SAR	Yes	Yes	No	No	No	No	Yes
Sterling/Rockfalls	Whiteside County-Jos H Bittorf Field	SQI	Yes	Yes	No	No	No	No	Yes
Nonprimary – Basic									
Beardstown	Greater Beardstown	K06	No	Yes	No	No	No	No	No
Benton	Benton Municipal	H96	No	Yes	No	No	No	No	No
Cairo	Cairo Regional	CIR	Yes	Yes	No	No	No	No	Yes
Fairfield	Fairfield Municipal	FWC	Yes	Yes	No	No	No	No	Yes
Flora	Flora Municipal	FOA	Yes	Yes	No	No	No	No	Yes
Havana	Havana Regional	9I0	Yes	Yes	No	No	No	No	Yes
Lincoln	Logan County	AAA	Yes	Yes	No	No	No	No	Yes
Metropolis	Metropolis Municipal	M30	Yes	Yes	No	No	No	No	Yes
Monmouth	Monmouth Municipal	C66	No	Yes	No	No	No	No	No

Associated City	Airport Name	FAA ID	10+ Based Aircraft	Design Deficiencies	*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
Mount Sterling	Mount Sterling Municipal	I63	No	Yes	No	No	No	No	No
Paris	Edgar County	PRG	Yes	Yes	No	No	No	No	Yes
Pittsfield	Pittsfield Penstone Municipal	PPQ	No	Yes	No	No	No	No	No
Rantoul	Rantoul National Aviation Center-Frank Elliott Field	TIP	Yes	Yes	No	No	No	No	Yes
Salem	Salem-Leckrone	SLO	Yes	Yes	No	No	No	No	Yes
Savanna	Tri-Township	SFY	Yes	Yes	No	No	No	No	Yes
Taylorville	Taylorville Municipal	TAZ	Yes	Yes	No	No	No	No	Yes
Vandalia	Vandalia Municipal	VLA	No	Yes	No	No	No	No	No
Nonprimary - Unclassified									
Chicago/Schaumburg	Schaumburg Municipal Helistop	4H1	No	No	No	No	No	No	No
Greenwood/Wonder Lake	Galt Field	10C	Yes	Yes	No	No	No	No	Yes
Harvard	Dacy	0C0	Yes	Yes	No	No	No	No	Yes
Poplar Grove	Poplar Grove	C77	No	Yes	No	No	No	No	No
Tuscola	Tuscola	K96	No	Yes	No	No	No	No	No

Note: Airports were considered as having design deficiencies if there are obstructions in the RPZs (as determined by a visual analysis using Google Earth) or if the airport does not meet FAA design separation standards. Airports were considered as having special government designation if the airport is located on or adjacent to Tribal or U.S. Forest Service land; designated 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. Previous NPIAS minimum entry requirements stated that the nearest NPIAS airport must be a 30-minute drivetime or more away, it has been updated to 30 or more miles. Sources: ArcGIS 2019; FAA National Based Aircraft Inventory 2019; FAA 5090.5; NPIAS 2021-2025; U.S. Department of Transportation, 2020; U.S. Customs and Border Protection, 2020; U.S. Forest Service, 2020

2.4. Illinois System Airport Classifications

Identifying airport classifications on a statewide level can support informed decision-making about resource allocation to ensure state transportation goals are being met in an efficient manner. State airport classifications group together like-airports that may support similar user activities, provide comparable levels of service, and have future development needs that are alike based on those activity and service levels within the state boundaries. It is important to classify airports at the state level because an airport may not be identified in the NPIAS as being critical to NAS, however that same facility (which is not in the NPIAS) may serve a critical role within the Illinois system. There are also other considerations specific to the state that may not be as critical to the federal classification system.

2.4.1. Methodology Overview

This section provides an overview of common methodologies for classifying airports at the state level. Classification methodologies and/or criteria at the state level often differ from the federal level. There are several options available to states when selecting a state classification methodology. The three most popular methodologies include:

- ◆ Strict Set of Role Criteria
- ◆ Flow Chart
- ◆ Points System

Strict Set of Role Criteria

The strict set of role criteria approach is the simplest form of state-specific airport classifications. The methodology identifies specific facilities, services, or other factors that are associated with each role in the system. As roles become less demanding, so too does the criteria associated with that role. For example, if a runway length is selected as a criterion for evaluation, the runway length considered the minimum need for a commercial service airport will be much longer than the minimum runway length need associated with a rural GA facility. While this methodology is easy to understand by airports and airport sponsors and fairly customizable, it can lead to airports being under-classified in the event that there is a misalignment between what facilities or services it provides and the types of activities that occur there. In the event that airports are under classified using this methodology, it can be adjusted so that an airport need only meet a certain number of the criteria, instead of all.

Flow Chart

The flow chart approach relies on a string of questions answered with a “Yes/No” response that determines which role is appropriate for the airport. This methodology also uses established criteria; however, the importance of the criteria can be prioritized based on the order the questions are posed within the flow chart. The criteria that are most impactful or important in the process of differentiating airports should be asked first in the series of questions. The flow chart can successfully organize airports into a tiered system with fewer criteria than other methodologies and is more customizable than the strict set of role criteria methodology. This methodology is also easily updated to reevaluate state roles intermittently, or between system plan updates.

Points System

Selecting criteria is also required when adopting the points system methodology. However, instead of making decisions for airport classification based solely on if the airport meets or does not meet the criteria, the point system allocates certain points based on airport performance within each criterion. For

example, an airport with a parallel taxiway may receive five points, an airport with a partial parallel taxiway may receive three points, and an airport with only a connector, or no taxiway, receives no points. Once points have been allocated to airports based on the selected criteria they are ranked in terms of their relative performance to other airports. Natural groupings will occur and thresholds for where the score ranges between roles should exist is determined. While the point system is the most customizable and can be tailored to unique state characteristics, it is the most complex and time consuming of the common methodologies and can be less transparent as other methodologies.

2.4.2. 2020 IASP State Classifications

Identifying state classifications can be as simple as adopting the NPIAS roles directly. Adopting NPIAS roles as state roles can help to align state objectives and goals with federal objectives and goals. However, directly adopting NPIAS roles means that non-NPIAS airports included in the state system would be excluded from the classification process, and any attributes important to the state that may not be considered at the federal level would also be excluded.

Based on discussions with IDOT Aeronautics and the Technical Advisory Committee (TAC), it was determined that the 2021-2025 NPIAS generally reflects the functionality of Illinois aviation system, except for the airports in the Local classification. Of the 85 IASP airports, 37 airports (44 percent) were classified as Local which is higher than the national average (37 percent). The 37 Local airports in Illinois reflect varying functions and activity levels within the state system, indicating they are not all alike in their state role. IDOT Aeronautics indicated their desire to re-evaluate the Local airports to determine if these airports should have a separate set of criteria to differentiate them in the state system.

Many different criteria were evaluated such as annual instrument operations, annual jet operations, the presence of AvGas and/or Jet A fueling facilities, and others for their potential use in stratifying between the 37 Local airports. Since airport activity is a crucial indicator of an airport's function, annual jet operations were selected as the data point that best differentiated between the Local airports. Annual jet operations were obtained from the FAA's Traffic Flow Management System Counts (TFMSC). Based on 2019 TFMSC annual jet operations data, there was a clear divide in Local airports that experienced a significant level of jet operations and those that did not. This discovery resulted in the decision to classify Local airports identified in the NPIAS as Illinois Regional airports at the state level.

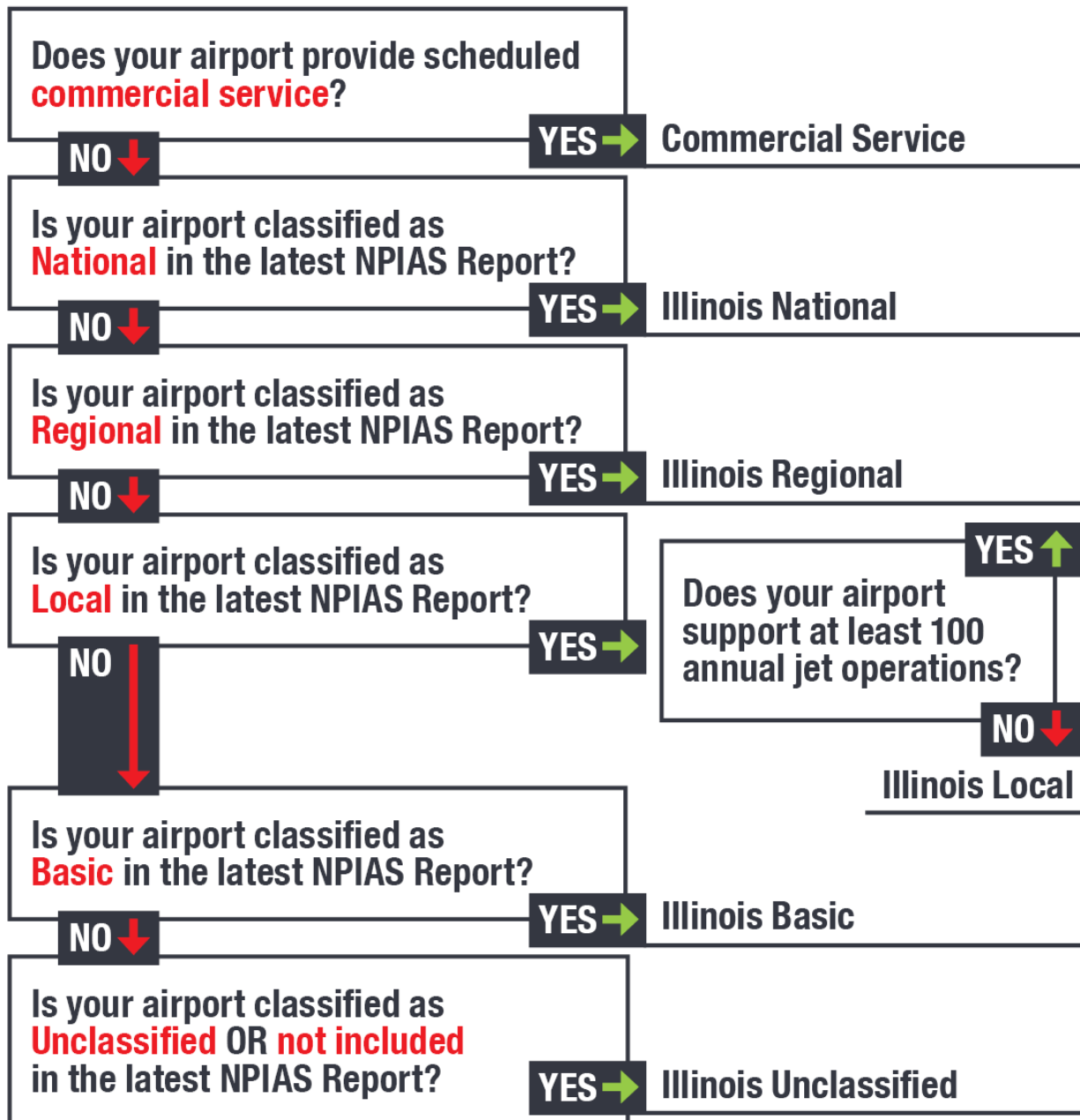
To effectively decipher between state and federal classifications, the IASP used "Illinois" as a descriptor in the 2020 IASP classification titles. The flow chart methodology used in the IASP closely followed the NPIAS criteria with a few exceptions:

- ◆ NPIAS roles were not considered if the airport supports scheduled air service. Airports with scheduled commercial service (Part 121 or 135) were classified as Commercial Service regardless of their NPIAS classification
- ◆ NPIAS Local airports were classified as Illinois Regional if the airport experienced 100 or more annual jet operations in 2019
- ◆ Non-NPIAS airports were included with Unclassified NPIAS airports and all are identified as Illinois Unclassified airports

Figure 2.4 illustrates the flow chart methodology developed for the IASP. The 2020 IASP classifications that resulted from the flow chart methodology are as follows:

- ◆ Commercial Service
- ◆ Illinois National
- ◆ Illinois Regional
- ◆ Illinois Local
- ◆ Illinois Basic
- ◆ Illinois Unclassified

Figure 2.4. 2020 IASP Flow Chart Methodology



Source: Kimley-Horn, 2020



Table 2.6 compares the 2020 IASP role classifications with the 2021-2025 NPIAS classifications. Note that the airports are presented by 2020 IASP role, with each group presented alphabetically by associated city. Airports that are in **bold green** have a higher state classification than their federal/NPIAS classification, with the NPIAS role identified in the column and the IASP role in the row headers by role category. It should be noted that no airport's state classification is lower than their federal classification. **Figure 2.5** depicts the 2020 IASP roles for each system airport.



Table 2.6. 2020 IASP Roles

Associated City	Airport Name	FAA ID	2021-2025 NPIAS Role	Annual Jet Ops*
Commercial Service				
Belleville	Scott AFB/MidAmerica	BLV	N/A	N/A
Bloomington/Normal	Central Illinois Regional Airport at Bloomington-Normal	BMI	N/A	N/A
Champaign/Urbana	University of Illinois-Willard	CMI	N/A	N/A
Chicago	Chicago Midway International	MDW	N/A	N/A
Chicago	Chicago O'Hare International	ORD	N/A	N/A
Chicago/Rockford	Chicago/Rockford International	RFD	N/A	N/A
Decatur	Decatur	DEC	Regional	N/A
Marion	Veterans Airport of Southern Illinois	MWA	N/A	N/A
Moline	Quad City International	MLI	N/A	N/A
Peoria	General Downing-Peoria International	PIA	N/A	N/A
Quincy	Quincy Regional-Baldwin Field	UIN	N/A	N/A
Springfield	Abraham Lincoln Capital	SPI	N/A	N/A
Illinois National				
Chicago/Aurora	Aurora Municipal	ARR	National	N/A
Chicago/Prospect Heights/Wheeling	Chicago Executive	PWK	National	N/A
Chicago/Waukegan	Waukegan National	UGN	National	N/A
Chicago/West Chicago	Dupage	DPA	National	N/A
Illinois Regional				
Alton/St Louis	St Louis Regional	ALN	Regional	N/A
Cahokia/St Louis	St Louis Downtown	CPS	Regional	N/A
Carbondale/Murphysboro	Southern Illinois	MDH	Regional	N/A
Chicago/Lake In The Hills	Lake In The Hills	3CK	Regional	N/A
Chicago/Romeoville	Lewis University	LOT	Regional	N/A
Danville	Vermilion Regional	DNV	Local	107
DeKalb	DeKalb Taylor Municipal	DKB	Local	233
Effingham	Effingham County Memorial	1H2	Local	702



Associated City	Airport Name	FAA ID	2021-2025 NPIAS Role	Annual Jet Ops*
Galesburg	Galesburg Municipal	GBG	Local	336
Jacksonville	Jacksonville Municipal	IJX	Local	115
Kankakee	Greater Kankakee	IKK	Local	231
Macomb	Macomb Municipal	MQB	Local	170
Mattoon/Charleston	Coles County Memorial	MTO	Regional	N/A
Monee	Bult Field	C56	Local	179
Morris	Morris Municipal-James R Washburn Field	C09	Local	158
Mount Vernon	Mount Vernon	MVN	Local	186
Peru	Illinois Valley Regional-Walter A Duncan Field	VYS	Regional	N/A
Sterling/Rockfalls	Whiteside County-Jos H Bittorf Field	SQI	Local	106
Illinois Local				
Bolingbrook	Bolingbrook's Clow International	1C5	Local	2
Canton	Ingersoll	CTK	Local	0
Carmi	Carmi Municipal	CUL	Local	11
Casey	Casey Municipal	1H8	Local	35
Centralia	Centralia Municipal	ENL	Local	32
Chicago	Lansing Municipal	IGQ	Local	33
Chicago/Schaumburg	Schaumburg Regional	06C	Local	37
Dixon	Dixon Municipal-Charles R Walgreen Field	C73	Local	0
Freeport	Albertus	FEP	Local	43
Greenville	Greenville	GRE	Local	4
Harrisburg	Harrisburg-Raleigh	HSB	Local	13
Joliet	Joliet Regional	JOT	Local	2
Kewanee	Kewanee Municipal	EZI	Local	7
Lacon	Marshall County	C75	Local	12
Lawrenceville	Lawrenceville-Vincennes International	LWV	Local	93
Litchfield	Litchfield Municipal	3LF	Local	34
Mount Carmel	Mount Carmel Municipal	AJG	Local	2



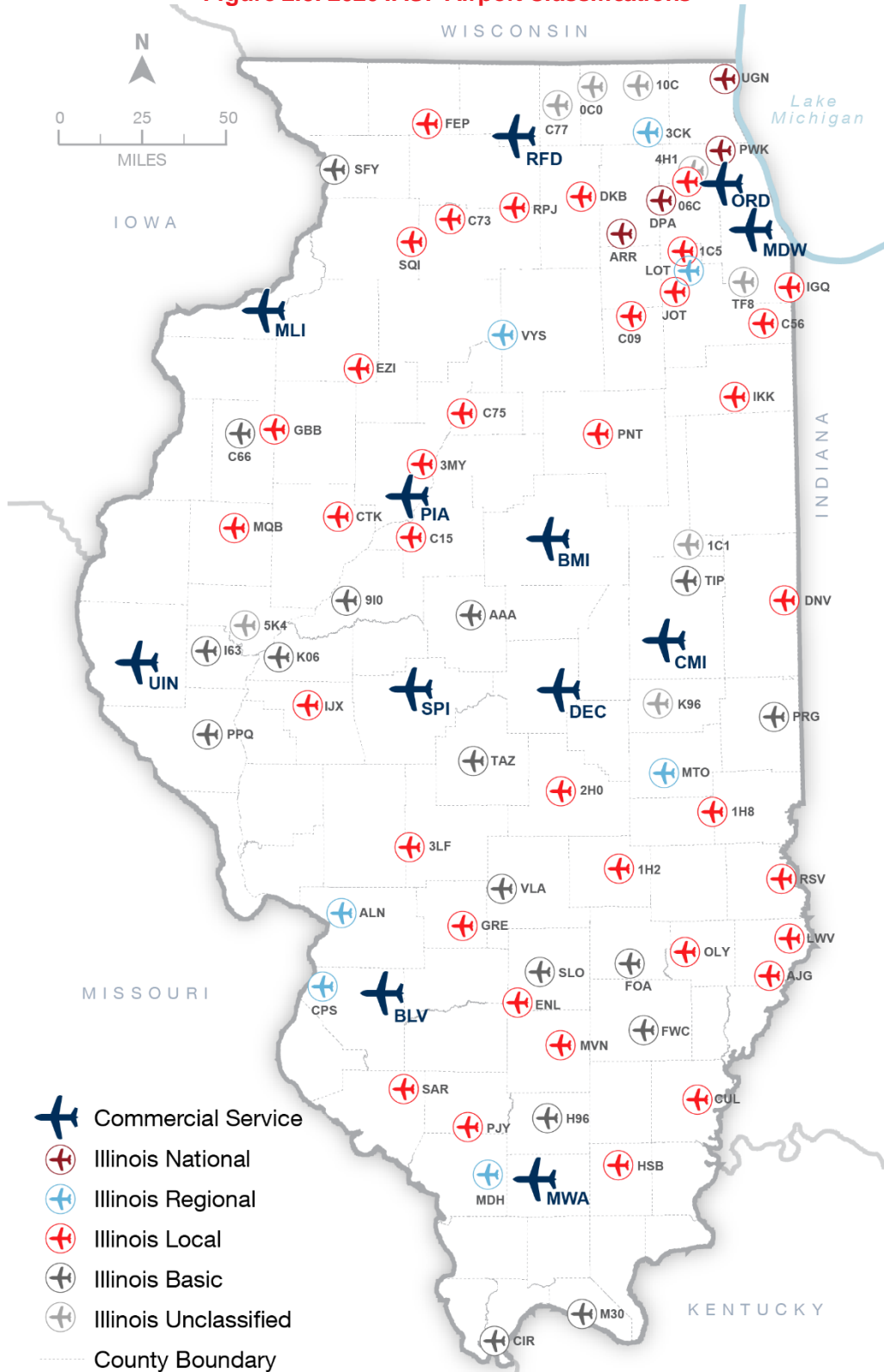
Associated City	Airport Name	FAA ID	2021-2025 NPIAS Role	Annual Jet Ops*
Olney-Noble	Olney-Noble	OLY	Local	24
Pekin	Pekin Municipal	C15	Local	21
Peoria	Mount Hawley Auxiliary	3MY	Local	17
Pinckneyville	Pinckneyville-Du Quoin Airport	PJY	Local	0
Pontiac	Pontiac Municipal	PNT	Local	20
Robinson	Crawford County	RSV	Local	22
Rochelle	Rochelle Municipal Airport-Koritz Field	RPJ	Local	20
Shelbyville	Shelby County	2H0	Local	2
Sparta	Sparta Community-Hunter Field	SAR	Local	22
Illinois Basic				
Beardstown	Greater Beardstown	K06	Basic	N/A
Benton	Benton Municipal	H96	Basic	N/A
Cairo	Cairo Regional	CIR	Basic	N/A
Fairfield	Fairfield Municipal	FWC	Basic	N/A
Flora	Flora Municipal	FOA	Basic	N/A
Havana	Havana Regional	9I0	Basic	N/A
Lincoln	Logan County	AAA	Basic	N/A
Metropolis	Metropolis Municipal	M30	Basic	N/A
Monmouth	Monmouth Municipal	C66	Basic	N/A
Mount Sterling	Mount Sterling Municipal	I63	Basic	N/A
Paris	Edgar County	PRG	Basic	N/A
Pittsfield	Pittsfield Penstone Municipal	PPQ	Basic	N/A
Rantoul	Rantoul National Aviation Center-Frank Elliott Field	TIP	Basic	N/A
Salem	Salem-Leckrone	SLO	Basic	N/A
Savanna	Tri-Township	SFY	Basic	N/A
Taylorville	Taylorville Municipal	TAZ	Basic	N/A
Vandalia	Vandalia Municipal	VLA	Basic	N/A



Associated City	Airport Name	FAA ID	2021-2025 NPIAS Role	Annual Jet Ops*
Illinois Unclassified				
Greenwood/Wonder Lake	Galt Field	10C	Unclassified	N/A
Harvard	Dacy	0C0	Unclassified	N/A
Paxton	Paxton	1C1	Non-NPIAS	N/A
Poplar Grove	Poplar Grove	C77	Unclassified	N/A
Rushville	Schuy-Rush	5K4	Non-NPIAS	N/A
Tuscola	Tuscola	K96	Unclassified	N/A

Sources: 2021-2025 NPIAS; Kimley-Horn, 2020

Figure 2.5. 2020 IASP Airport Classifications



Source: Kimley-Horn, 2020; ArcGIS, 2020

2.5. Facility and Service Objectives

Illinois's aviation system provides a comprehensive range of facilities and services that support a variety of user needs. FSOs provide the minimum suggested level of facilities and services needed to optimally support the type and volume of aviation activity typified by that state role. FSOs offer specific guidance as to how airports can better service their users and enhance performance at the statewide level.

It should be noted that while FSOs provide clear guidance to assist airport development decision-making, they are not considered requirements. Instead, FSOs should be used as a tool by the airport sponsor and IDOT Aeronautics to better determine project needs during the planning process. An airport that offers facilities and services above or below these recommendations may still fulfill its role based on local needs and context. However, an airport's inability to meet these objectives over time may impact future functionality of the statewide system, and these airports may need to be reclassified to a more suitable role in future system planning efforts.

The IASP FSOs were developed with the assistance of IDOT Aeronautics and the TAC. The facilities and/or services evaluated as part of the FSO analysis are separated by airfield facilities, landside facilities, and airport services. FSOs are analyzed at the systemwide level in **Chapter 3. Inventory and System Adequacy** and at the airport-level in the form of Airport Report Cards presented in **Appendix A. Table 2.7** presents the FSOs by IASP Classification.

Table 2.7. 2020 IASP Facility and Service Objectives

Objective Category	Commercial Service	Illinois National	Illinois Regional	Illinois Local	Illinois Basic	Illinois Unclassified
Airfield						
ARC	C-III	C-II	A/B-II	A/B-II Small Aircraft	A-I/B-I	A/B-I Small Aircraft
Primary Runway Length	7,000 ft	6,000 ft	5,000 ft.	5,000 ft.	Maintain Existing	Maintain Existing
Primary Runway Width	150 ft.	100 ft.	75 ft.	75 ft.	60 ft.	60 ft.
Primary Runway Surface	Paved	Paved	Paved	Paved	Paved	Maintain Existing
Skid Treatment (Groove/PFC)	Yes	Yes	Yes	Yes	Not an Objective	Not an Objective
Taxiway	Full Parallel	Full Parallel	Full Parallel	Full Parallel	Partial Parallel	Maintain Existing
Runway Markings	Precision	Precision	Precision	Non-Precision	Basic	Maintain Existing
Approach	Precision	Precision	Precision	Non-Precision	Maintain Existing	Maintain Existing
ALS	Yes	Yes	Yes	Not an Objective	Not an Objective	Not an Objective
Rotating Beacon	Yes	Yes	Yes	Yes	Yes	Not an Objective
VGSIs	Yes	Yes	Yes	Yes	Yes	Not an Objective
REILs	Yes	Yes	Yes	Yes	Yes	Not an Objective
Runway Lighting	Yes	Yes	Yes	Yes	Yes	Not an Objective
Weather Reporting (ASOS/AWOS)	Yes	Yes	Yes	Yes	Not an Objective	Not an Objective
Taxiway Lighting	Yes	Yes	Yes	Yes	Yes	Not an Objective
Covered Aircraft Storage	Hangars for 80% of based aircraft fleet and at least 25% available capacity for transient aircraft	Hangars for 60% of based aircraft fleet and at least 50% available capacity for transient aircraft	Hangars for 60% of based aircraft fleet and at least 50% available capacity for transient aircraft	Hangars for 60% of based aircraft fleet and at least 50% available capacity for transient aircraft	Hangars for 40% of based aircraft fleet and at least 25% available capacity for transient aircraft	Maintain Existing
Landside Facilities						
Terminal (GA)	Per ALP	Acceptable ratio of GA terminal square footage to peak hour passengers	Acceptable ratio of GA terminal square footage to peak hour passengers	Acceptable ratio of GA terminal square footage to peak hour passengers	500 sq. ft	Maintain Existing
Snow Removal Equipment (SRE)	Yes	Yes	Yes	Through mutual aid agreement	Through mutual aid agreement	Through mutual aid agreement
Dedicated Maintenance/SRE Storage Building	Yes	Yes	Yes	Yes - if SRE available No - if SRE unavailable	Yes - if SRE available No - if SRE unavailable	Yes - if SRE available No - if SRE unavailable
Airport Service						
24-Hour Fuel Service (AvGas or Jet A)	Yes	Yes	Yes	Yes	Yes	Not an Objective
Jet A Fuel	Yes	Yes	Yes	Yes	Not an Objective	Not an Objective
Aircraft Deicing	Yes	Yes	Not an Objective	Not an Objective	Not an Objective	Not an Objective
Pilot Area/Flight Planning Area	Yes	Yes	Yes	Yes	Yes	Not an Objective

Source: Kimley-Horn, 2020

2.5.1. Systemwide Minimum Objectives

In conjunction with FSOs, a set of minimum objectives for all airports regardless of state role was developed. These are referred to as systemwide minimum objectives and they represent the minimum level of airfield, landside facilities, and airport services recommended at all airports to maintain safety.

Table 2.8 presents the systemwide minimum objectives for all airports. Systemwide minimum objectives are evaluated and presented as part of **Chapter 3. Inventory and System Adequacy**.

Table 2.8. Systemwide Minimum Objectives

Objective Category	Systemwide Minimum
Airfield	
Lighted Wind Cone/Velocity Indicator	Yes
All Pavement PCI	60 or Greater
Landside Facilities	
Paved Entry Road	Yes
Segmented Circle Marker Where Non-standard Traffic is Used	Yes
Airport Services	
AvGas Fuel	Yes
Courtesy Car	Yes
Internet Access	Yes
Phone Access	Yes
After-Hours Food and Beverage	Yes
24-Hour (Sanitary) Restrooms	Yes
First-Aid Kit	Yes
Potable Water	Yes
Fire Protection	Yes
Access Control	Yes

Source: Kimley-Horn, 2020

2.6. Summary

The process of classifying airports is important at both the federal and state level. This chapter provided an overview of the federal classification process, identified the NPIAS classifications for system airports, and included a re-evaluation of NPIAS criteria and roles to predict possible changes in federal classifications in the future. This chapter also provided an overview of common state classification methodologies and detailed the methodology developed to classify 2020 IASP airports. The IASP classifications established in this chapter are used in subsequent analyses to document system performance by airport classification, identify facility/service duplication or shortfalls, help inform system recommendations, and contribute to the formulation of a systemwide capital improvement plan (CIP).