

The FAA National Plan of Integrated Airport Systems (NPIAS) identifies airports, the roles they serve, and eligibility for federal funding under the Airport Improvement Program (AIP). The AASP classifications take into account the unique characteristics of Alaska to further clarify the specific role an airport fulfills in the state transportation system.

<b><i>NPIAS Airport Categories</i></b>	<b><i>NPIAS Criteria</i></b>	<b><i>Commonly Known As:</i></b> <small>Numbers shown are taken from the 2021-2025 report</small>	<b><i>AASP Airport Classifications</i></b>
<b><u>Commercial Service</u></b>	Public-owned airports with more than 2,500 annual enplanements and scheduled air carrier service		AASP classifications are taken from the 2015 AASP document: <u>Evolution of the AASP Classifications and Performance Measures</u>
◆ Large Hub	Receives 1% or more of the annual U.S. commercial enplanements	Primary	
◆ Medium Hub	Receives 0.25 to 1.0% of the annual U.S. commercial enplanements	Primary 1	International—1 ANC
◆ Small Hub	Receives 0.05 to 0.25% of the annual U.S. commercial enplanements	Primary 1	International—2 FAI & JNU
◆ Nonhub	Receives less than 0.05% but more than 10,000 of the annual U.S. commercial enplanements	Primary 26	Regional Class 28
◆ Nonprimary Commercial Service	Also referred to as nonhub nonprimary, these airports have scheduled passenger service and between 2,500 and 10,000 annual enplanements	Nonprimary 59	Community Class Off-road = 146 On-road = 18
<b><u>Reliever</u></b>	Relieves congestion at a commercial service airport	Nonprimary 0	0
<b><u>General Aviation</u></b>	A public-use airport that does not have scheduled service or has scheduled service with less than 2,500 passenger boardings each year.	Nonprimary 169	Local NPIAS High—11 NPIAS Low—56
<b><u>Not in NPIAS</u></b>	These airports are registered and tracked by the FAA but not included in the NPIAS and not eligible for AIP funding	Non-NPIAS	Local Non-NPIAS—469