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Airport System NPIAS Classifications

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Chapter 3

Airport NPIAS Classifications

According to the Federal Aviation Administration’s (FAA’s) Airport Data and Information Portal (ADIP), there are 940 airports, heliports, and seaplane bases in Florida. These facilities range from large, publicly-owned hubs such as Miami International to small, privately-owned, restricted-use grass airstrips and heliports. Only a fraction of these facilities are considered part of the Florida airport system. The group that is generally recognized as the Florida Aviation System of Airports consists of the 106 facilities that are both publicly-owned and available for public use.

The 106 airports recognized in the FASP represent 11 percent of all airports within the state.

This chapter summarizes the airports within the Florida aviation system analyzed for the Florida Aviation System Plan (FASP) 2043, including identifying the airports based upon their federal classification within the *National Plan of Integrated Airport System* (NPIAS). A brief discussion of those airports within the state system but not within the NPIAS is also provided.

3.1 National Plan of Integrated Airport Systems Analysis

One key element in determining overall system performance was an analysis of the airport system from the perspective of the NPIAS, which is the FAA document that is updated every two years and addresses the classification of airports within the national airport system. This section briefly highlights the criteria for inclusion in the NPIAS, a prerequisite for airports to be eligible for FAA grant programs.

The analysis documented here looked closely at publicly owned airports within the State of Florida that may wish to be considered for future inclusion in the NPIAS. Those airports potentially close to moving from one category to another received some attention as well, with close consideration given to those at risk of losing their classification.

3.1.1 Background on the NPIAS

FAA publishes the NPIAS every two years, with the most recent version being issued for 2023-2027. The NPIAS identifies those airports deemed critical to the national transportation system, for access as well as contribution to the national economy. Airports in the NPIAS become eligible for federal funding under the Airport Improvement Program (AIP).

The FAA is required to publish its assessment of the national airport system every two years.

The NPIAS also estimates the expected development costs over the next five years for those airports that are part of the NPIAS. It classifies those airports based on several criteria, which are summarized later in this chapter.

3.1.2 The National Airport System

According to the NPIAS, the U.S. has more than 19,000 airport facilities. The classifications shown in **Table 3-1** demonstrate that the vast majority (nearly three-quarters, or close to 14,800) are private-use, meaning they are not open to the public.

Table 3-1. Types of Existing Airport Facilities in the U.S.

Type of Facility	Total U.S. Facilities	Private-Use Facilities	Public-Use Facilities	Existing NPIAS Facilities	Florida System NPIAS Facilities*
Airport	13,098	8,315	4,783	3,247	99
Heliport	6,059	6,004	55	8	0
Seaplane Base	534	312	222	32	0
Ultralight	113	110	3	0	0
Gliderport	36	31	5	0	0
Balloonport	13	12	1	0	0
Total	19,853	14,784	5,069	3,287	99

*The FAA treats Miami Seaplane Base (X44) as publicly owned, but FDOT does not. As a result, X44 is not part of the Florida airport system, but it is part of the NPIAS.

Source: 2023-2027 NPIAS

Of these 19,000 airport facilities, 3,287 facilities are considered critical to the national airport system and are eligible for federal funding under the AIP and the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law (BIL). Nearly all of these critical facilities are airports (**Table 3-1**). The rest consist of eight heliports and 32 seaplane bases. The heliports are predominately located in metropolitan areas, while most of the NPIAS seaplane bases are in Alaska.

3.1.3 NPIAS Service Levels

The NPIAS categorizes airport facilities in several ways. At the highest level, it groups airports into service levels, of which there are four:

- Primary – an airport with more than 10,000 annual enplanements.
- Commercial Service – an airport with between 2,500 and 10,000 annual enplanements.
- Reliever – a general aviation (GA) airport that serves to relieve congestion at a commercial service airport.

The NPIAS categorizes airports into one of four service levels and one of five roles based on multiple sets of criteria.

- General Aviation – a public airport that does not have scheduled airline service or has scheduled airline service but enplanes fewer than 2,500 annual passengers.

3.1.4 NPIAS Roles

The NPIAS establishes various criteria for the five defined NPIAS roles associated with general aviation airports – National, Regional, Local, Basic, and Unclassified airports.

National airports typically link communities to U.S. and international markets and feature significant aviation activity involving turbine and multiengine aircraft.

To be classified as a National airport, airports must meet one of the following criteria:

- 5,000 or more annual instrument operations, 11 or more validated based jets, and 20 or more international flights or 500 or more interstate departures annually,
- 10,000 or more annual enplanements and at least one carrier enplanement by a large, certificated air carrier, or
- 500 million pounds or more of landed cargo weight annually.

Regional airports connect 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.

Figure 3-1. Example of a Regional Airport



Source: Flagler Executive Airport

To be classified as a Regional airport, airports must meet one of the following criteria:

- Located in a Metropolitan or Micropolitan Statistical Area, 10 or more annual domestic flights over 500 miles, 1,000 or more annual instrument operations, and one or more validated based jets, or 100 or more validated based aircraft,
- Nonprimary commercial service airport (requiring scheduled service) within a Metropolitan Statistical Area, or
- Currently designated by the FAA as a Reliever with 90 or more validated based aircraft.

Local airports provide access to nearby markets, generally within a state or immediate region. Local airports are generally found near larger population centers, but outside of metropolitan or micropolitan areas. Aviation activity at these airports is predominately conducted by piston aircraft

used for business and personal needs. Typical services found at these airports include flight training, emergency services, and charter flights.

To be classified as a Local airport, airports must meet one of the following criteria:

- Publicly owned facility and 10 or more annual instrument operations, and 15 or more validated based aircraft, or
- Publicly owned facility and 2,500 or more annual enplanements.

Basic airports typically support aviation activities such as flight training, air ambulance service, and personal flying. The activity found at these airports is nearly all by prop aircraft flown for business and personal reasons. These airports tend to have minimal infrastructure, with only a single runway or helipad available.

To be classified as a Basic airport, airports must meet one of the following criteria:

- Publicly owned facility with 10 or more validated based aircraft, or four or more validated based helicopters if a heliport,
- Publicly owned facility 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 (designated, international, or landing rights), U.S. Postal Service (air stops), or having Essential Air Service,
- A new or replacement publicly owned airport that has opened within the last 10 years, or
- Unique circumstances related to special aeronautical use.

Unclassified airports are facilities that have historically been included in the NPIAS but do not currently meet any of the above listed criteria. Typically, the issue is an airport dropping below 10 or more validated based aircraft if the airport is within 30 miles of another NPIAS airport. Should the facility meet the criteria necessary for classification, then that facility will be reclassified in the next publication of the NPIAS.

3.1.5 NPIAS Eligibility Criteria

The FAA establishes the criteria that determine which facilities are NPIAS eligible in FAA Order 5090.5 *National Plan of Integrated Airport Systems (NPIAS) and the Airports Capital Improvement Plan (ACIP)*; hereafter, FAA Order 5090.5. The order explains the FAA uses both quantitative and qualitative evaluation to admit airport facilities into the NPIAS. This section explains the initial screening requirements for facilities to be eligible for inclusion. Even though a facility may meet the criteria, it will not be included automatically in the NPIAS. Other qualitative evaluation factors may be taken into account in the final determination.

The NPIAS establishes different initial screening requirements for different situations, such as existing airport facilities compared to proposed airport facilities. Multiple sets of criteria determine whether an existing Florida airport or seaplane base (SPB) is NPIAS-eligible.

Commercial Service Airports – This first set of criteria addresses airports that meet the definition of primary or commercial service airport, since all of these airports are part of the NPIAS. To be NPIAS-eligible, an existing Florida airport or SPB must meet all of the following criteria:

- The facility is publicly owned and publicly accessible.
- The facility has scheduled air carrier service.
- The facility enplanes 2,500 or more passengers annually.

General Aviation Airports – This second set of criteria applies to general aviation airports. If an existing Florida airport or SPB meets all of the following criteria, it is NPIAS eligible:

- The facility is operated by a sponsor eligible to receive federal funds and can meet obligations.
- The facility has 10 or more based aircraft (verified by tail numbers).
- The facility is at least 30 miles from the nearest NPIAS airport (including NPIAS airports in other states).
- The facility can demonstrate an identifiable role in the national system.
- The facility is included in the FASP and recommended to be part of the NPIAS.
- A review by the FAA found no significant airfield design standard deficiencies, compliance violations, and wetland or wildlife issues.

Special Conditions – This third set of criteria covers facilities that do not meet the two previous sets of criteria, but the airport serves a unique role that justifies being part of the NPIAS. A Florida airport or SPB that meets any one or more of the following criteria is NPIAS eligible:

- The facility is owned or serves a Native American community.
- The facility has been identified and used by any of the following:
 - 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
 - Essential Air Service program.

Heliports – In addition to existing airports and SPB, the NPIAS gives consideration to existing heliports. To be NPIAS eligible, an existing Florida heliport must meet all of the following criteria:

- The heliport is publicly owned and open to public use.
- The heliport is operated by a sponsor eligible to receive federal funds and meet obligations.
- The heliport has four or more based aircraft for at least two years prior.
- The heliport has 400 annual instrument flight rules (IFR) flights.
- The heliport is part of the FASP.

Reliever Airports – The NPIAS also has a set of criteria for determining which airports can be considered eligible to be a reliever airport in the NPIAS. To be a reliever airport, an existing Florida airport must meet all of the following criteria:

- The facility is operated by a sponsor eligible to receive federal funds and meet obligations.
- The facility has 100 or more based aircraft (verified by tail numbers).
- The facility relieves a large- or medium-hub airport that is operating at 60 percent capacity or higher.
- The facility demonstrates an identifiable role in the national system.
- The facility is included in the FASP and recommended to be part of the NPIAS.
- A review by the FAA found no significant airfield design standard deficiencies, compliance violations, and wetland or wildlife issues.

Proposed Airports – Finally, the NPIAS has a set of criteria for proposed airports. Not surprisingly, the criteria for a proposed airport are more stringent than an existing airport. For a proposed airport to be eligible for the NPIAS, it must meet all of the following criteria:

- The airport demonstrates how it will meet the operational activity required within the first five years of operation (based on a forecast validated by the FAA).
- The airport 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.
- A benefit-cost analysis shows a 1.0 ratio or higher.
- The airport has a detailed financial plan that accomplishes its construction and ongoing maintenance.
- The level of local support/consensus is adequate to achieve development of the new airport.

For those nonprimary facilities that meet all of the initial screening requirements, inclusion in the NPIAS still requires approval by the FAA at the Airports District Office, Regional Office, and Headquarters levels. During this review and approval process, the FAA may consider qualitative factors, such as:

- The concentration of aircraft owners and users at the facility,
- Existing conditions, such as lease agreements, or non-aeronautical activity on airport property, which could impact the ability of the facility to comply with FAA requirements, and
- Historic trends of population, or other demographic characteristics, which could drive demand for aeronautical services at the facility.

A full listing of the issues that the FAA may consider when reviewing a NPIAS entry request can be found in FAA Order 5090.5.

3.2 Florida’s Airport System

Most of the facilities within the Florida Airport System are included in the NPIAS, but there are a number of non-NPIAS facilities that are publicly owned and considered for potential inclusion in the NPIAS.

All but three of Florida’s 106 airport system facilities are airports (**Table 3-2**). Of those three, one is a heliport, and the other two are seaplane bases. These three facilities and four of the airports are not in the NPIAS. Of the 99 facilities within the NPIAS, Florida represents just over 3 percent of the NPIAS airports nationwide.

Of the 940 airports, heliports, and seaplane bases in Florida, 106 that are both publicly owned and for public use are generally recognized as the Florida Aviation System of Airports.

Table 3-2. Types of Existing Airport Facilities in Florida

Type of Facility	Total Florida Facilities	Total System Facilities	Florida System NPIAS Facilities*	Florida System Facilities Not in NPIAS
Airport	491	103	99	4
Heliport	381	1	0	1
Seaplane Base	64	2	0	2
Ultralight	2	0	0	0
Gliderport	2	0	0	0
Balloonport	0	0	0	0
Total	940	106	99	7

*The FAA treats Miami Seaplane Base (X44) as publicly owned, but FDOT does not. As a result, X44 is not part of the Florida airport system, but it is part of the NPIAS.

Source: 2023-2027 NPIAS and FAA Airport Data Information Portal

Table 3-3 shows the number of Florida system airports in each NPIAS service level. Like most states, the majority of Florida’s airports fall into the general aviation service level. However, Florida does have a substantial number of reliever airports, with only Texas and California surpassing Florida’s 17 relievers.

Table 3-3. Florida’s System Airports by NPIAS Service Level

Service Level	Number of Florida System Airports
Primary	19
Commercial Service	2
Reliever	17
General Aviation	61
Total	99

Source: 2023-2027 NPIAS

The NPIAS further classifies primary airports into four different hub types. Hub types for Florida’s 19 primary airports are listed in **Table 3-4**. The proportion of total U.S. enplanements defines their hub type. Florida’s primary airports are distributed among the four hub types, with the largest number falling into the small hub classification. Florida also has four large hub airports, more than any other state.

Table 3-4. Types of Primary Airports in Florida

NPIAS Primary Airport Hub Type	Number of Florida Airports	Defining Criteria Based on Annual Enplanements
Large Hub	4	1.0% or more of all U.S. enplanements
Medium Hub	3	Between 0.25% and 1.0% of all U.S. enplanements
Small Hub	8	Between 0.05% and 0.25% of all U.S. enplanements
Nonhub	4	More than 10,000 but less than 0.05% of all U.S. enplanements
Total	19	

Source: 2023-2027 NPIAS

As noted above, the NPIAS also classifies GA airports and nonprimary commercial service airports into NPIAS roles based on a variety of criteria. **Table 3-5** lists the NPIAS roles and the number of Florida airports within each role.

Table 3-5. Florida’s Non-Primary/General Aviation NPIAS Airports

NPIAS Role	Number of Florida Airports
National Airports	12
Regional Airports	34
Local Airports	25
Basic Airports	7
Unclassified Airports	2
Total	80

Source: 2023-2027 NPIAS

Additionally, Florida has seven publicly owned airports that are not included in the NPIAS, which are part of the Florida aviation system. These three groups of airports (primary, non-primary and non-NPIAS) account for the total of 106 facilities in the Florida aviation system.

Table 3-6 lists each Florida system airport and its respective NPIAS role for GA airports and hub type for the primary airports, as reported in the 2023-2027 NPIAS, along with its designation in the 2021-2025 NPIAS, the previous assessment. Airports that have changed role or hub type have been highlighted with those moving up in classification shown in green and those moving to a lower classification shown in yellow.

Airports that changed role or hub type may want to evaluate their situation prior to December in odd numbered years since that is when the FAA begins collecting data for evaluation in the next NPIAS. Those airports that moved up will want to guard against slipping back to their previous designations, and the airports that moved down will want to make certain that any beneficial changes in data are updated and communicated to the FAA for possible reclassification to a higher role. These roles have become important to funding allocations with the various COVID relief programs as well as the recently enacted BIL funding, which allocates funds based upon NPIAS level and roles.

Key Considerations for airports moving between NPIAS roles:
For an airport that moved up, guard against a return to previous designation; for an airport that moved down, report beneficial data changes routinely for FAA to consider during reclassification.

Table 3-6. Florida’s System Airports Organized Alphabetically by Airport Name by NPIAS Roles

Note: Airports that moved up in role are highlighted green, while those that moved down in role are highlighted yellow.

Airport ID	Airport	2023-2027 NPIAS Role or Hub Type	2021-2025 NPIAS Role or Hub Type
FLL	Fort Lauderdale/Hollywood International	Large Hub	Large Hub
MIA	Miami International	Large Hub	Large Hub
MCO	Orlando International	Large Hub	Large Hub
TPA	Tampa International	Large Hub	Large Hub
JAX	Jacksonville International	Medium Hub	Medium Hub
PBI	Palm Beach International	Medium Hub	Medium Hub
RSW	Southwest Florida International	Medium Hub	Medium Hub
VPS	Eglin AFB/Destin-Ft Walton Beach	Small Hub	Small Hub
EYW	Key West International	Small Hub	Nonhub
ECP	Northwest Florida Beaches International	Small Hub	Small Hub
SFB	Orlando Sanford International	Small Hub	Small Hub
PNS	Pensacola International	Small Hub	Small Hub
PGD	Punta Gorda	Small Hub	Small Hub
SRQ	Sarasota/Bradenton International	Small Hub	Small Hub
PIE	St Pete-Clearwater International	Small Hub	Small Hub
DAB	Daytona Beach International	Nonhub	Nonhub
GNV	Gainesville Regional	Nonhub	Nonhub
MLB	Melbourne Orlando International	Nonhub	Nonhub
TLH	Tallahassee International	Nonhub	Nonhub
BCT	Boca Raton	National	National
BKV	Brooksville-Tampa Bay Regional	National	Regional
DTS	Destin Executive	National	National
ORL	Executive	National	Regional
FXE	Fort Lauderdale Executive	National	National
ISM	Kissimmee Gateway	National	National

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Airport ID	Airport	2023-2027 NPIAS Role or Hub Type	2021-2025 NPIAS Role or Hub Type
LAL	Lakeland Linder International	National	National
APF	Naples Municipal	National	National
SGJ	Northeast Florida Regional	National	Basic
FMY	Page Field	National	National
VRB	Vero Beach Regional	National	Nonhub
SUA	Witham Field	National	National
SPG	Albert Whitted	Regional	Regional
BOW	Bartow Executive	Regional	Regional
VQQ	Cecil	Regional	Regional
CGC	Crystal River-Capt Tom Davis Field	Regional	Regional
DED	DeLand Municipal-Sidney H Taylor Field	Regional	Regional
FIN	Flagler Executive	Regional	Regional
CRG	Jacksonville Executive at Craig	Regional	Regional
LCQ	Lake City Gateway	Regional	Regional
LEE	Leesburg International	Regional	Regional
MKY	Marco Island Executive	Regional	Regional
COI	Merritt Island	Regional	Local
TMB	Miami Executive	Regional	Regional
OPF	Miami-Opa Locka Executive	Regional	Regional
EVB	New Smyrna Beach Municipal	Regional	Regional
F45	North Palm Beach County General Aviation	Regional	National
HWO	North Perry	Regional	Regional
OCF	Ocala International-Jim Taylor Field	Regional	National
OBE	Okeechobee County	Regional	Regional
OMN	Ormond Beach Municipal	Regional	Regional
28J	Palatka Municipal - Lt Kay Larkin Field	Regional	Regional
LNA	Palm Beach County Park	Regional	Regional
TPF	Peter O Knight	Regional	Regional
2R4	Peter Prince Field	Regional	Local
PCM	Plant City	Regional	Local
PMP	Pompano Beach Airpark	Regional	Regional
SEF	Sebring Regional	Regional	Regional
TIX	Space Coast Regional	Regional	Local
VDF	Tampa Executive	Regional	Regional
MTH	The Florida Keys Marathon International	Regional	Regional
FPR	Treasure Coast International	Regional	Regional
VNC	Venice Municipal	Regional	Regional
X60	Williston Municipal	Regional	Regional
GIF	Winter Haven Regional	Regional	Regional
ZPH	Zephyrhills Municipal	Regional	Regional
2IS	Airglades	Local	Basic
X06	Arcadia Municipal	Local	Local

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Airport ID	Airport	2023-2027 NPIAS Role or Hub Type	2021-2025 NPIAS Role or Hub Type
X21	Arthur Dunn Air Park	Local	Local
AVO	Avon Park Executive	Local	Local
CEW	Bob Sikes	Local	Local
F95	Calhoun County	Local	Basic
CLW	Clearwater Air Park	Local	Local
54J	Defuniak Springs	Local	Local
FHB	Fernandina Beach Municipal	Local	Local
HEG	Herlong Recreational	Local	Regional
01J	Hilliard Airpark	Local	Local
IMM	Immokalee Regional	Local	Local
42J	Keystone Heights	Local	Local
X14	La Belle Municipal	Local	Local
X07	Lake Wales Municipal	Local	Local
MAI	Marianna Municipal	Local	Local
X35	Marion County	Local	Local
X51	Miami Homestead General Aviation	Local	Local
2J9	Quincy Municipal	Local	Local
X26	Sebastian Municipal	Local	Local
24J	Suwannee County	Local	Local
BCR	Tri-County	Local	Local
X23	Umatilla Municipal	Local	Local
X59	Valkaria	Local	Local
CHN	Wauchula Municipal	Local	Local
AAF	Apalachicola Regional-Cleve Randolph Field	Basic	Basic
CTY	Cross City	Basic	Basic
TNT	Dade-Collier Training and Transition	Basic	Basic
CDK	George T Lewis	Basic	Basic
INF*	Inverness	Basic	Local
PHK*	Palm Beach County Glades	Basic	Basic
FPY	Perry-Foley	Basic	Basic
X10	Belle Glade State Municipal	Unclassified	Unclassified
X01	Everglades Airpark	Unclassified	Unclassified
X36	Buchan	Not in NPIAS	Not in NPIAS
X13	Carrabelle-Thompson	Not in NPIAS	Not in NPIAS
DT1	Downtown Fort Lauderdale	Not in NPIAS	Not in NPIAS
2J8	Pierson Municipal	Not in NPIAS	Not in NPIAS
3FL	St. Cloud SPB	Not in NPIAS	Not in NPIAS
FA1	Tavares SPB	Not in NPIAS	Not in NPIAS
2J0	Wakulla County	Not in NPIAS	Not in NPIAS

*These airports risk losing their Basic airport designation should their based aircraft decline. See **Table 3-9** for details.

Source: 2023-2027 NPIAS and 2021-2025 NPIAS

3.3 Funding Implications of NPIAS Roles and Service Levels

Historically, the FAA uses the NPIAS roles and service levels for determining grant eligibility and funding amounts. This section examines how the FAA’s AIP, supplemental appropriations, and COVID relief funding programs have taken NPIAS role or service level into account.

3.3.1 AIP Funding Levels

Congress appropriates the AIP from the Airport and Airway Trust Fund (funded by taxes on aviation-related activities), and FAA distributes the funds. The AIP consists of entitlement, state apportionment, discretionary, and supplementary funding. Appropriated AIP funds are distributed into entitlement categories by formula. Funds from the AIP must be spent in accordance with the criteria outlined in FAA Order 5100.38D – Airport Improvement Program Handbook.

- Entitlement funds are distributed to primary airports based on the number of annual enplanements in the most recent calendar year. General aviation airports with more than 10,000 passengers also receive an annual entitlement.
- Nonprimary airports classified as national, regional, local, and basic are eligible for an annual entitlement of \$150,000.
- Unclassified NPIAS airports are limited to using this entitlement on projects that:
 - Rehabilitate the airport’s existing primary runway pavement at a frequency not to exceed 10 years,
 - A one-time project to remove obstructions from each end of the primary runway, and
 - Runway maintenance projects allowed per FAA Order 5100.38D *Airport Improvement Program Handbook* (AIP Handbook), Chapters 3-10.

***Nonprimary airports
classified as national,
regional, local, and basic are
eligible for an annual
entitlement of \$150,000.***

Other projects at unclassified airports may be funded with entitlement money, but they are limited to “...cases where extraordinary justification exists...” according to the AIP Handbook. Furthermore, these projects also require pre-approval by APP-500, the FAA Airports Financial Assistance Division.

Additional funds may be allocated to the various NPIAS airports for specific projects from state apportionment, and discretionary funds on a project-by-project basis. The additional funds are often competitive with preference often placed on projects that preserve existing infrastructure or enhance safety.

3.3.2 Supplemental Funding and COVID Programs

Congress has recently made use of NPIAS roles and service levels in supplemental appropriations, many of which were tied to the COVID-19 pandemic. **Table 3-7** lists the airport appropriations authorized by Congress since the start of the pandemic. As shown in the table, NPIAS roles were used to determine the allocation of funding to nonprimary airports for several of the initial appropriation actions.

Table 3-7. Airport Appropriations Since the Pandemic

Appropriation	Amount	Award Cutoff	Details
Coronavirus Aid, Relief, and Economic Security (CARES)	\$10 billion	Until funds expended	Primary airports – formula based National – \$157,000 Regional – \$69,000 Local – \$30,000 Basic – \$20,000 Unclassified - \$1,000
Coronavirus Response and Relief Supplemental Appropriation (CRESA)	\$2 billion	September 2021	Primary airports – formula based National – \$57,000 Regional – \$23,000 Local – \$13,000 Basic – \$9,000 Unclassified - \$0
American Rescue Plan (ARPA)	\$8 billion	September 2024	Primary airports – formula based National – \$148,000 Regional – \$59,000 Local – \$32,000 Basic – \$22,000 Unclassified - \$0
Airport Improvement Program (AIP) 2018-2020 Supplemental Appropriation	\$1 billion	September 2020	Priority consideration given to projects at: Regional, Local, or Basic airports not located within metropolitan or micropolitan statistical areas Small hub or nonhub airports
AIP 2019-2021 Supplemental Appropriation	\$500 million	September 2021	Not less than 50% of funds must be used at nonprimary, nonprimary commercial service, reliever, nonhub primary, and small hub primary airports.
AIP 2020-2022 Supplemental Appropriation	\$400 million	September 2022	Any NPIAS airport is eligible regardless of role or service level.
AIP 2021-2023 Supplemental Appropriation	\$400 million	September 2023	Any NPIAS airport is eligible regardless of role or service level.
AIP 2022-2024 Supplemental Appropriation	\$547.9 million	September 2024	Any NPIAS airport is eligible regardless of role or service level.

Source: FAA Airports Program (www.faa.gov/airports)

Table 3-7 illustrates that the first two Supplemental Appropriations made use of NPIAS roles and directed portions of the appropriations to specific hub sizes. The FAA also uses NPIAS role classifications and hub sizes in its National Priority System equation that ranks project importance for discretionary grants. Details are available in Appendix E of FAA Order 5090.5.

One of the designations that has had a limited role in funding in recent years is the classification as a reliever airport. As noted in the 2021 NPIAS report, Florida had 18 airports classified as reliever airports, as shown in **Table 3-8**. This decreased to 17 airports per the 2023 NPIAS report with Ft. Lauderdale Executive (FXE) moving up to a nonprimary commercial service airport when its enplanements exceeded 2,500 but remained below 10,000 annually. The FAA has ceased to provide any additional funding for those airports identified as relivers; therefore, the classification has limited impact on funding levels. The designation is more relevant in demonstrating the importance of the airport to the overall system, with these sites usually providing critical capacity in metropolitan regions.

Table 3-8. Florida’s Reliever Airports

Airport ID	Airport	2023-2027 NPIAS Service Level	2021-2025 NPIAS Service Level
BCT	Boca Raton	Reliever	Reliever
CLW	Clearwater Air Park	Reliever	Reliever
FXE	Fort Lauderdale Executive	Commercial Service	Reliever
FMY	Page Field	Reliever	Reliever
HWO	North Perry	Reliever	Reliever
HEG	Herlong Recreational	Reliever	Reliever
CRG	Jacksonville Executive at Craig	Reliever	Reliever
LAL	Lakeland Linder International	Reliever	Reliever
TMB	Miami Executive	Reliever	Reliever
OPF	Miami-Opa Locka Executive	Reliever	Reliever
ORL	Executive	Reliever	Reliever
ISM	Kissimmee Gateway	Reliever	Reliever
SPG	Albert Whitted	Reliever	Reliever
TPF	Peter O Knight	Reliever	Reliever
VDF	Tampa Executive	Reliever	Reliever
VNC	Venice Municipal	Reliever	Reliever
F45	North Palm Beach County General Aviation	Reliever	Reliever
LNA	Palm Beach County Park	Reliever	Reliever

Source: 2023-2027 NPIAS and 2021-2025 NPIAS

Since Congress has made use of NPIAS roles and service levels in the past, it stands to reason that future appropriations may make use of these classifications. Additionally, Congress may

choose to use these same roles and service levels for AIP distributions in the future. Airport sponsors should keep this in mind and take actions to monitor and, at a minimum, actively safeguard their NPIAS role and service level to protect future appropriations. With past appropriation amounts tied to NPIAS roles, proactive airport sponsors should take steps to improve their NPIAS role designations to maximize future appropriations.

3.4 Assessment of Florida’s Non-NPIAS Facilities

The Florida aviation system has seven facilities that are not included in the NPIAS. All of these facilities are existing airports, SPBs, or heliports:

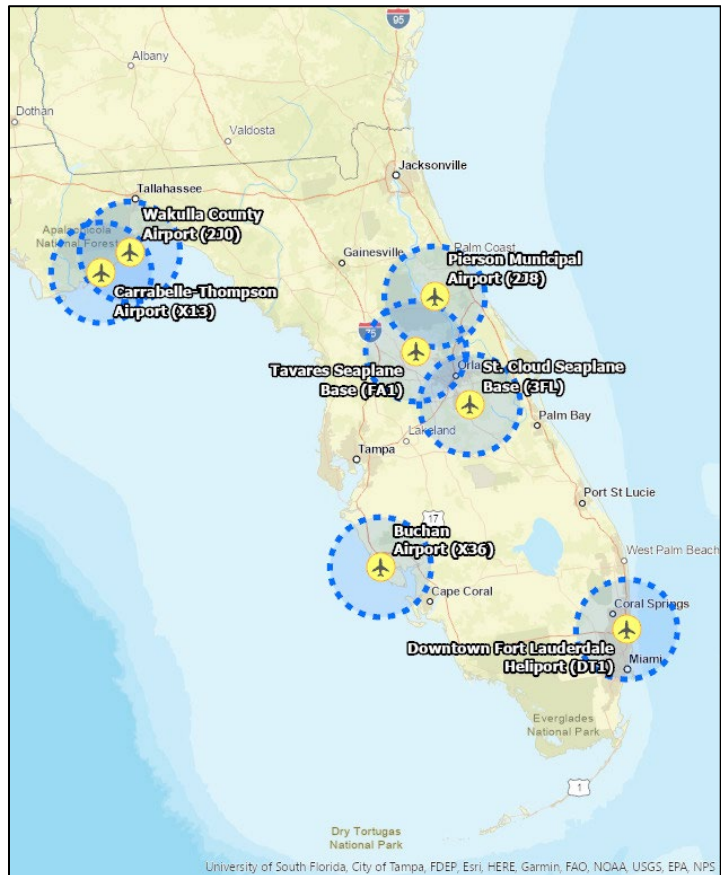
- Buchan Airport.
- Carrabelle-Thompson Airport.
- Pierson Municipal Airport.
- St. Cloud Seaplane Base.
- Tavares Seaplane Base.
- Wakulla County Airport.
- Downtown Fort Lauderdale Heliport.

This section examines each facility and explains their challenges to being considered for NPIAS inclusion.

Figure 3-2 provides an overview of the location of these seven facilities. Six are either existing airports or SPBs and are assessed using the NPIAS initial screening requirements for existing facilities. The seventh is an existing heliport assessed using the existing heliport initial screening requirements. None of these facilities have scheduled air carrier service. All of these facilities are publicly owned and open to public use.

Since none of the facilities are in the NPIAS, none of them report their based aircraft numbers to the National Based Aircraft Inventory Database. Therefore, based aircraft data came from the most recent FAA 5010 Master Record report obtained for each site. The FAA also relies on this source of data, so it is imperative that airports interested in inclusion in the NPIAS keep their 5010 data updated.

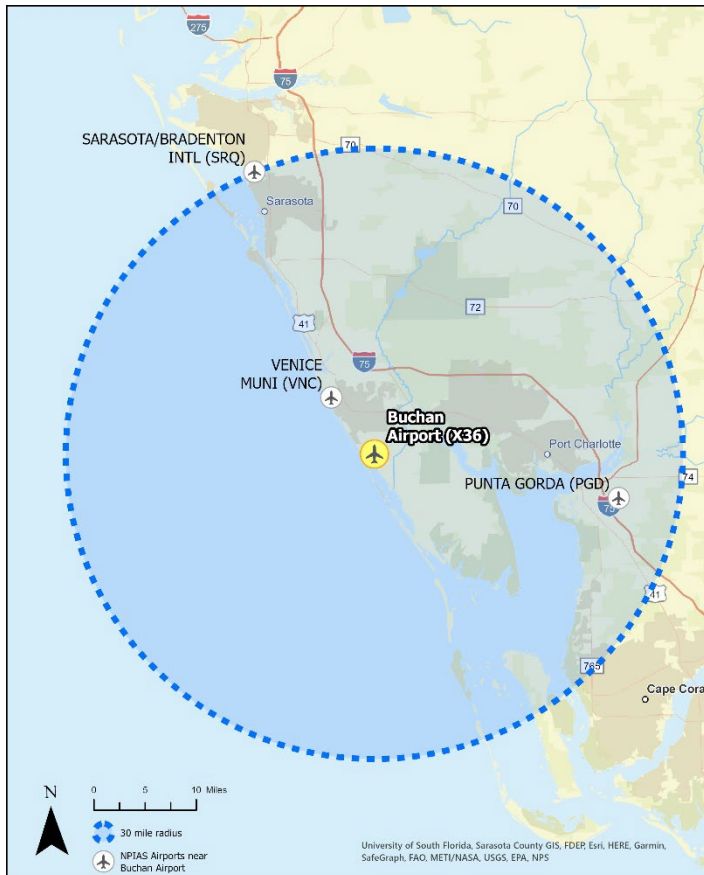
Figure 3-2. Florida’s system airports not in the NPIAS.



3.4.1 Buchan Airport

Buchan Airport (X36) is located near Englewood, Florida, along the gulf coast, south of the Sarasota metro area. The airport has a single, turf runway and is owned by Sarasota County. Two NPIAS airports are within 30 miles of X36, as shown in **Figure 3-3**.

Figure 3-3. NPIAS airports within 30 miles of X36.



Airport officials report that the U.S. Air Force uses X36 approximately twice per year for training. No other federal agencies reportedly use the airport.

X36 does not meet any of the special justification criteria as shown in **Table 3-9**. X36 has less than 10 based aircraft and is within 30 miles of two NPIAS airports. For these reasons, it is unlikely that the FAA will include it in the NPIAS.

Table 3-9. NPIAS Initial Screening Requirements: Buchan (X36)

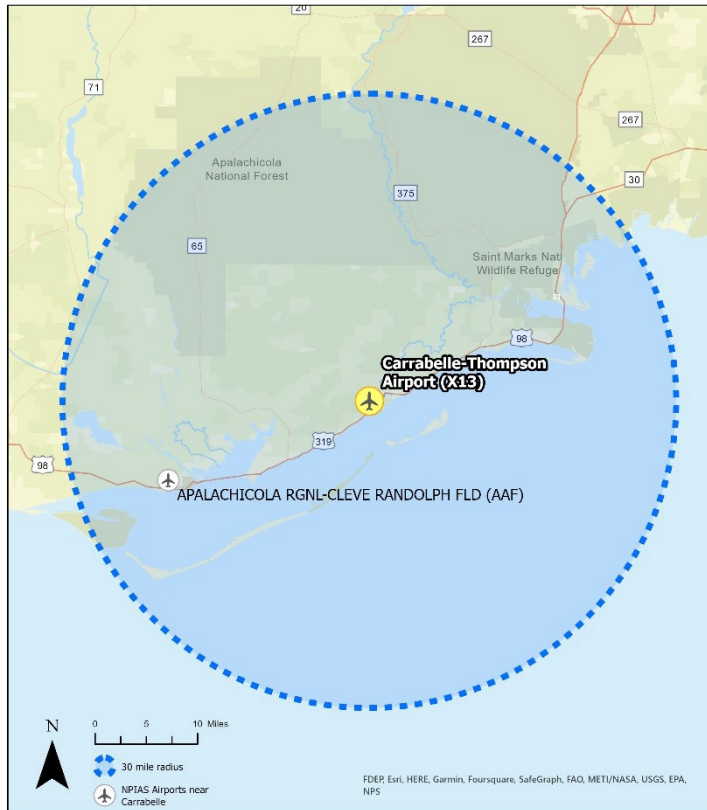
Existing Airport or Seaplane Base	Status	Details
If ALL of the following questions are answered in the affirmative, then the facility is eligible.		
Is the facility publicly owned, and publicly accessible?	Yes	
Does the facility have scheduled air carrier service?	No	
Does the facility enplane 2,500 or more passengers annually?	No	
If ALL of the following questions are answered in the affirmative, then the facility is eligible.	Status	Details
Is the facility operated by a sponsor eligible to receive federal funds and meet obligations?		
Does the facility have 10 or more based aircraft (verified by tail numbers)?		7 based aircraft
Is the facility at least 30 miles from the nearest NPIAS airport (including NPIAS airports in other states)?	No	Venice Municipal (VNC) Punta Gorda (PGD)
Can the facility demonstrate an identifiable role in the national system?	No	Too few based aircraft < 30 mi. to NPIAS airport
Is the facility included in the Florida Aviation System Plan and recommended to be part of the NPIAS?	Yes	
Has a review by the FAA found no significant airfield design standard deficiencies, compliance violations, and wetland or wildlife issues?	No	No review conducted
SPECIAL JUSTIFICATION: For a publicly-owned facility, if ANY of the following questions are answered in the affirmative, then the facility is eligible.	Status	Details
Is the facility owned or serving a Native American community?	No	
Has the facility been identified and used by the:		
U.S. Forest Service?	No	
U.S. Marshals?	No	
U.S. Customs and Border Protection (designated, international, or landing rights)?	No	
U.S. Postal Service (air stops)?	No	
Essential Air Service (EAS) program?	No	No Florida communities are EAS eligible

3.4.2 Carrabelle-Thompson Airport

Carrabelle-Thompson Airport (X13) is located near Carrabelle, Florida, along the Gulf Coast, in the Florida panhandle, near Apalachicola. The airport has a single, asphalt runway and is owned by the City of Carrabelle. One NPIAS airport is within 30 miles of X13 (**Figure 3-4**).

An airport supporter reported interest in getting X13 into the NPIAS. The airport’s 5010 reported six based aircraft. He indicated, since the last update of the airport’s based aircraft data, 14 aircraft are based at X13. This number of based aircraft, if verified by the FAA, surpasses the 10 based aircraft threshold that would help X13 get classified as a Basic airport in the NPIAS. Updating the 5010 to reflect the current number of based aircraft would assist in the FAA’s verification of based aircraft.

Figure 3-4. NPIAS airports within 30 miles of X13.



The airport supporter also stated that recent work on getting X13 into the NPIAS determined that there were no NPIAS facilities within a 30-mile drive of X13 (which appears to reference FAA Order 5090.3C *Field Formulation of the National Plan of Integrated Airport Systems [NPIAS] [Cancelled]*, the order superseded in 2019 by the current FAA Order 5090.5). A potential remaining hurdle for getting X13 into the NPIAS was having staff available for administrative duties associated with being in the NPIAS.

The individual also reported that the U.S. Forest Service uses Carrabelle-Thompson Airport for

emergencies. Should the U.S. Forest Service demonstrate that X13 is important to their mission, such as with a letter of support, it could provide an alternative path into the NPIAS for X13.

X13 does not meet any of the special justification criteria (**Table 3-10**) since emergency use alone by the U.S. Forest Service is insufficient to qualify. X13 has less than 10 based aircraft and is within 30 miles of one NPIAS airport. For these reasons, it is unlikely that the FAA will include it in the NPIAS.

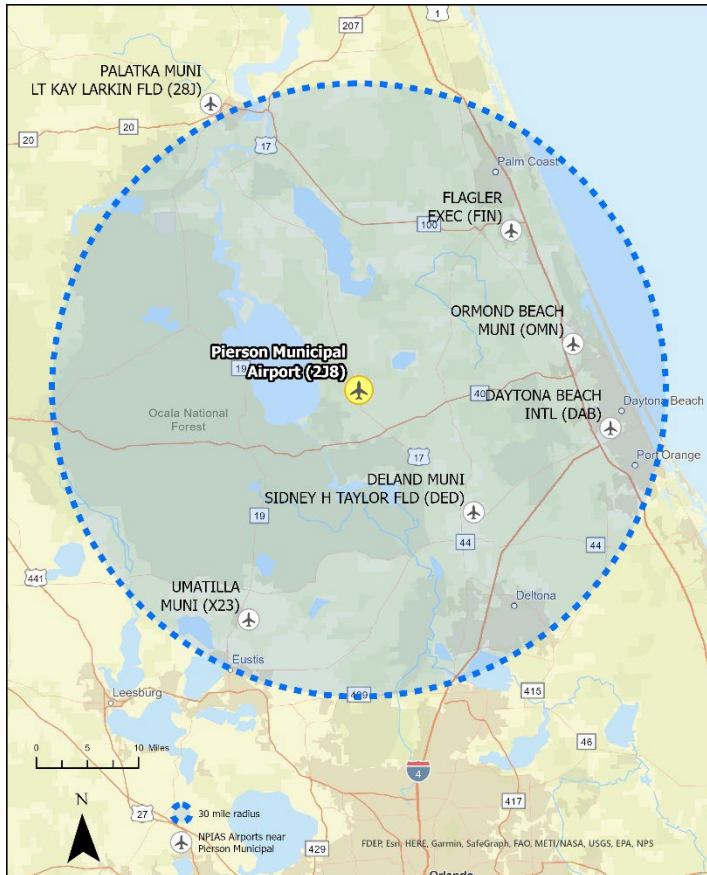
Table 3-10. NPIAS Initial Screening Requirements: Carrabelle-Thompson (X13)

Existing Airport or Seaplane Base	Response	Details
If ALL of the following questions are answered in the affirmative, then the facility is eligible.		
Is the facility publicly owned, and publicly accessible?	Yes	
Does the facility have scheduled air carrier service?	No	
Does the facility enplane 2,500 or more passengers annually?	No	
If ALL of the following questions are answered in the affirmative, then the facility is eligible.	Response	Details
Is the facility operated by a sponsor eligible to receive federal funds and meet obligations?	Yes	
Does the facility have 10 or more based aircraft (verified by tail numbers)?	No	6 based aircraft
Is the facility at least 30 miles from the nearest NPIAS airport (including NPIAS airports in other states)?	No	Apalachicola Regional (AAF)
Can the facility demonstrate an identifiable role in the national system?	No	Too few based aircraft < 30 mi. to NPIAS airport
Is the facility included in the Florida Aviation System Plan and recommended to be part of the NPIAS?	Yes	
Has a review by the FAA found no significant airfield design standard deficiencies, compliance violations, and wetland or wildlife issues?	No	
SPECIAL JUSTIFICATION: For a publicly-owned facility, if ANY of the following questions are answered in the affirmative, then the facility is eligible.	Response	Details
Is the facility owned or serving a Native American community?	No	
Has the facility been identified and used by the:		
U.S. Forest Service?	Yes	Emergency use
U.S. Marshals?	No	
U.S. Customs and Border Protection (designated, international, or landing rights)?	No	
U.S. Postal Service (air stops)?	No	
Essential Air Service (EAS) program?	No	No Florida communities are EAS eligible

3.4.3 Pierson Municipal Airport

Pierson Municipal Airport (2J8) is located near Pierson, Florida, approximately 25 miles west of Daytona Beach. The airport has a single, turf runway and is owned by the Town of Pierson. Five NPIAS airports are within 30 miles of 2J8 (see **Figure 3-5**).

Figure 3-5. NPIAS airports within 30 miles of 2J8.



While 2J8 has more than 10 based aircraft, as shown in **Table 3-11**, 2J8 does not meet any of the special justification criteria. Additionally, 2J8 is within 30 miles of five NPIAS airports. For these reasons, it is unlikely that the FAA would consider 2J8 for inclusion in the NPIAS.

Table 3-11. NPIAS Initial Screening Requirements: Pierson Municipal (2J8)

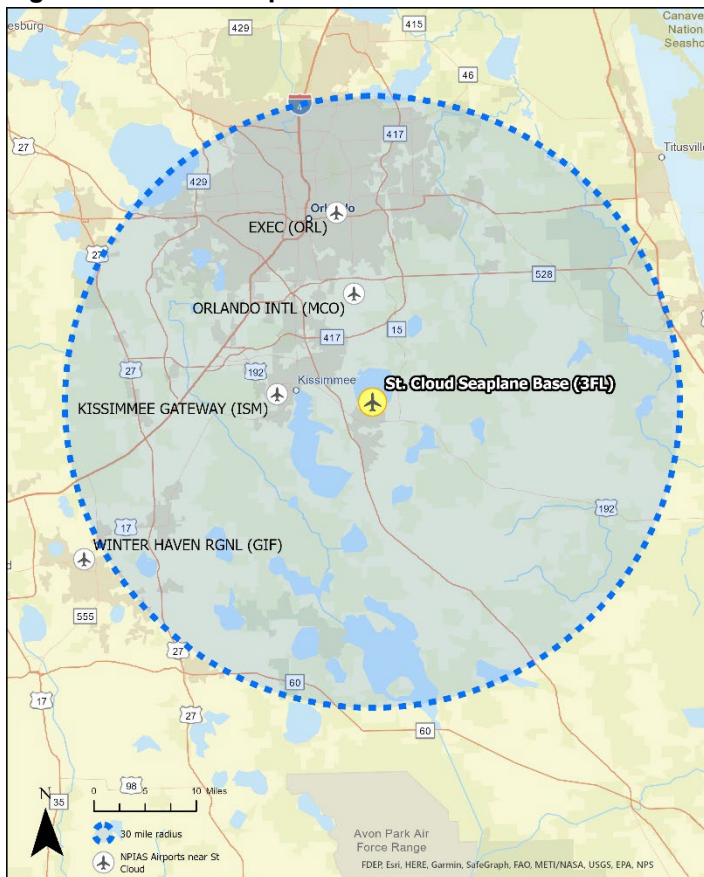
Existing Airport or Seaplane Base	Response	Details
If ALL of the following questions are answered in the affirmative, then the facility is eligible.		
Is the facility publicly owned, and publicly accessible?	Yes	
Does the facility have scheduled air carrier service?	No	
Does the facility enplane 2,500 or more passengers annually?	No	
If ALL of the following questions are answered in the affirmative, then the facility is eligible.	Response	Details
Is the facility operated by a sponsor eligible to receive federal funds and meet obligations?	Yes	
Does the facility have 10 or more based aircraft (verified by tail numbers)?	Yes	12 based aircraft
Is the facility at least 30 miles from the nearest NPIAS airport (including NPIAS airports in other states)?	No	Flagler Executive (FIN) Ormond Beach Municipal (OMN) Daytona Beach International (DAB) Deland Municipal (DED) Umatilla Municipal (X23)
Can the facility demonstrate an identifiable role in the national system?	Yes	Basic airport
Is the facility included in the Florida Aviation System Plan and recommended to be part of the NPIAS?	Yes	
Has a review by the FAA found no significant airfield design standard deficiencies, compliance violations, and wetland or wildlife issues?	No	
SPECIAL JUSTIFICATION: For a publicly-owned facility, if ANY of the following questions are answered in the affirmative, then the facility is eligible.	Response	Details
Is the facility owned or serving a Native American community?	No	
Has the facility been identified and used by the:		
U.S. Forest Service?	No	
U.S. Marshals?	No	
U.S. Customs and Border Protection (designated, international, or landing rights)?	No	
U.S. Postal Service (air stops)?	No	
Essential Air Service (EAS) program?	No	No Florida communities are EAS eligible

3.4.4 St. Cloud Seaplane Base

St. Cloud Seaplane Base (3FL) is located one mile north of St. Cloud, Florida, approximately 20 miles south of downtown Orlando. The SPB, owned by the City of St. Cloud, has a single, water runway. Three NPIAS airports are within 30 miles of 3FL, as shown in **Figure 3-6**.

The St. Cloud SPB lacks shore facilities, although planning and design for future infrastructure is in progress. Staff reported that 3FL does not serve the Native American community currently, but with talk of a possible Indian casino, could serve that community in the future.

Figure 3-6. NPIAS airports within 30 miles of 3FL.



3FL does not meet any of the special justification criteria (**Table 3-12**). Additionally, 3FL has no reported based aircraft and is within 30 miles of three NPIAS airports. For these reasons, it is unlikely that the FAA would include 3FL in the NPIAS. However, with the possibility of a future Indian casino being constructed in the community and the airport serving the resulting Native American community, FDOT may want to track the progress of this development and assess if this special justification criteria could be applicable to inclusion in the NPIAS for 3FL.

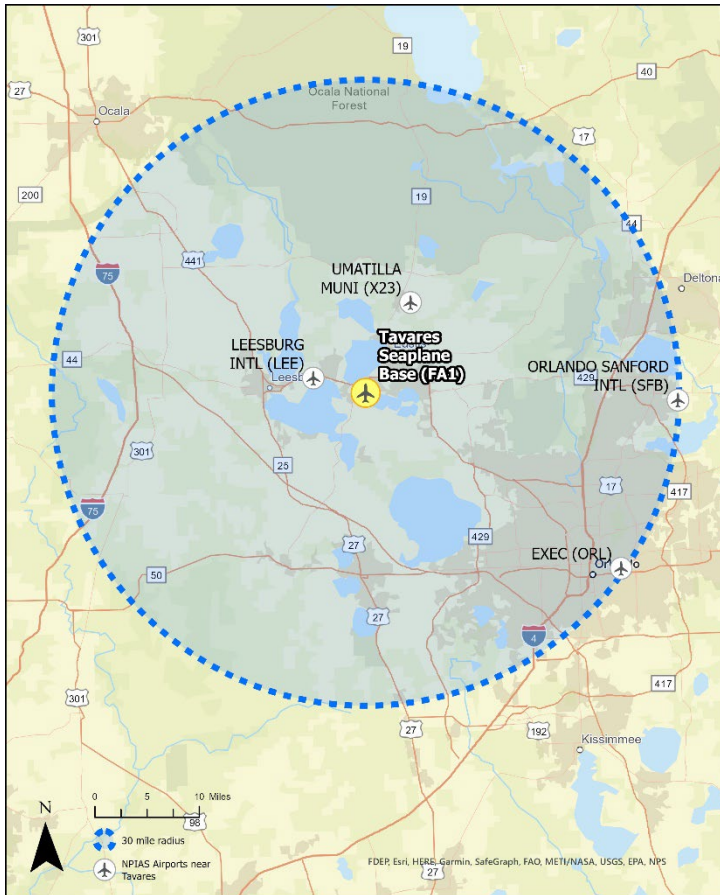
Table 3-12. NPIAS Initial Screening Requirements: St. Cloud SPB (3FL)

Existing Airport or Seaplane Base	Response	Details
If ALL of the following questions are answered in the affirmative, then the facility is eligible.		
Is the facility publicly owned, and publicly accessible?	Yes	
Does the facility have scheduled air carrier service?	No	
Does the facility enplane 2,500 or more passengers annually?	No	
If ALL of the following questions are answered in the affirmative, then the facility is eligible.	Response	Details
Is the facility operated by a sponsor eligible to receive federal funds and meet obligations?	Yes	
Does the facility have 10 or more based aircraft (verified by tail numbers)?	No	0 based aircraft
Is the facility at least 30 miles from the nearest NPIAS airport (including NPIAS airports in other states)?	No	Kissimmee Gateway (ISM) Orlando Intl. (MCO) Executive (ORL)
Can the facility demonstrate an identifiable role in the national system?	No	Too few based aircraft < 30 mi. to NPIAS airport
Is the facility included in the Florida Aviation System Plan and recommended to be part of the NPIAS?	Yes	
Has a review by the FAA found no significant airfield design standard deficiencies, compliance violations, and wetland or wildlife issues?	No	
SPECIAL JUSTIFICATION: For a publicly-owned facility, if ANY of the following questions are answered in the affirmative, then the facility is eligible.	Response	Details
Is the facility owned or serving a Native American community?	No	
Has the facility been identified and used by the:		
U.S. Forest Service?	No	
U.S. Marshals?	No	
U.S. Customs and Border Protection (designated, international, or landing rights)?	No	
U.S. Postal Service (air stops)?	No	
Essential Air Service (EAS) program?	No	No Florida communities are EAS eligible

3.4.5 Tavares Seaplane Base

Tavares Seaplane Base (FA1) is located one mile southeast of Tavares, Florida, approximately 30 miles northwest of downtown Orlando. The SPB, owned by the City of Tavares, has a single, water runway. Four NPIAS airports are within 30 miles of FA1, as shown in **Figure 3-7**.

Figure 3-7. NPIAS airports within 30 miles of FA1.



An airport official reported FA1 is not used by any federal agencies. The official indicated that a Part 135 charter business operates seaplanes out of FA1 and owns all six based aircraft.

FA1 does not meet any of the special justification criteria (**Table 3-13**). FA1 also has less than 10 based aircraft and is within 30 miles of four NPIAS airports. For these reasons, it is unlikely that the FAA would consider inclusion of FA1 in the NPIAS.

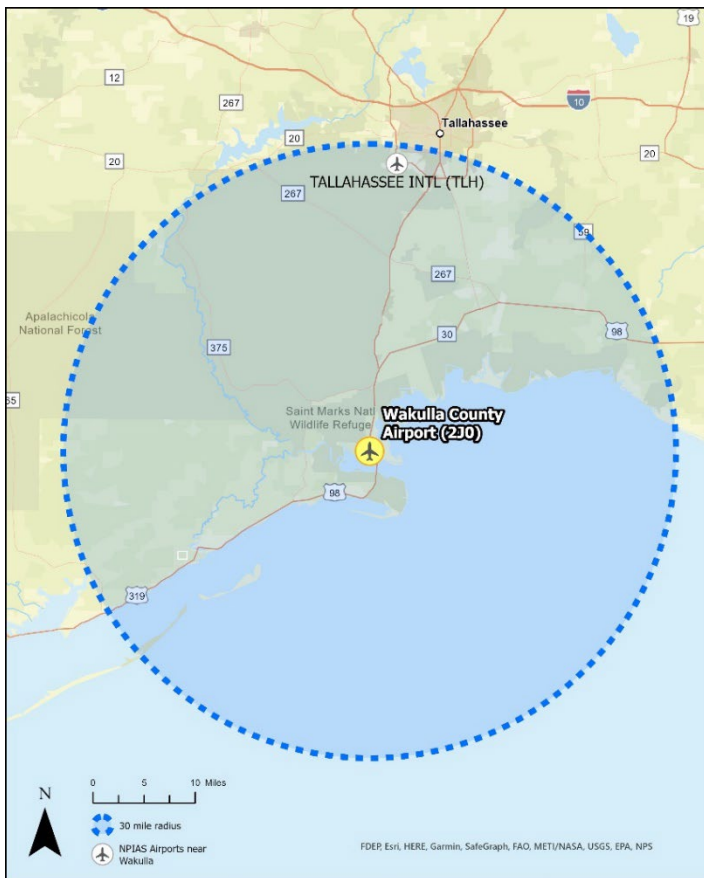
Table 3-13. NPIAS Initial Screening Requirements: Tavares SPB (FA1)

Existing Airport or Seaplane Base	Response	Details
If ALL of the following questions are answered in the affirmative, then the facility is eligible.		
Is the facility publicly owned, and publicly accessible?	Yes	
Does the facility have scheduled air carrier service?	No	
Does the facility enplane 2,500 or more passengers annually?	No	
If ALL of the following questions are answered in the affirmative, then the facility is eligible.	Response	Details
Is the facility operated by a sponsor eligible to receive federal funds and meet obligations?	Yes	
Does the facility have 10 or more based aircraft (verified by tail numbers)?	No	6 based aircraft
Is the facility at least 30 miles from the nearest NPIAS airport (including NPIAS airports in other states)?	No	Umatilla Municipal (X23) Leesburg Intl. (LEE) Orlando Sanford Intl. (SFB) Executive (ORL)
Can the facility demonstrate an identifiable role in the national system?	No	Too few based aircraft < 30 mi. to NPIAS airport
Is the facility included in the Florida Aviation System Plan and recommended to be part of the NPIAS?	Yes	
Has a review by the FAA found no significant airfield design standard deficiencies, compliance violations, and wetland or wildlife issues?	No	
SPECIAL JUSTIFICATION: For a publicly-owned facility, if ANY of the following questions are answered in the affirmative, then the facility is eligible.	Response	Details
Is the facility owned or serving a Native American community?	No	
Has the facility been identified and used by the:		
U.S. Forest Service?	No	
U.S. Marshals?	No	
U.S. Customs and Border Protection (designated, international, or landing rights)?	No	
U.S. Postal Service (air stops)?	No	
Essential Air Service (EAS) program?	No	No Florida communities are EAS eligible

3.4.6 Wakulla County Airport

Wakulla County Airport (2J0) is located south of Tallahassee on the Gulf Coast in the Florida panhandle. It is three miles south of Panacea, Florida. The airport, owned by Wakulla County, has a single, turf runway. One NPIAS airport, Tallahassee International (TLH), is within 30 miles of 2J0, (**Figure 3-8**). A representative of 2J0 indicated that there is a great deal of interest for getting 2J0 into the NPIAS. He indicated the U.S. Forest Service uses 2J0 for controlled burns, training, and refueling operations.

Figure 3-8. NPIAS airports within 30 miles of 2J0.

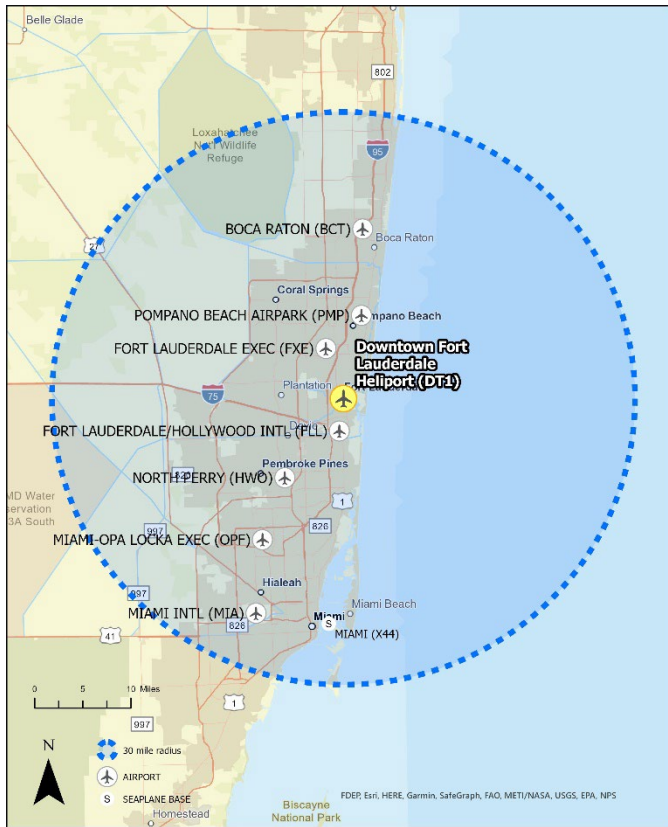


A major challenge to entry into the NPIAS is that the airport is a through-the-fence operation, serving the Tarpine Fly-In Community. Airport property encompasses only the land for the runway, leaving little opportunity to generate revenue through lease opportunities, which would help to make the airport financially sustainable. As shown in the **Table 3-14**, 2J0 may meet the special justification criteria based on U.S. Forest Service use, if the U.S. Forest service identifies 2J0 as important to its mission. 2J0 has less than 10 based aircraft and is within 30 miles of one NPIAS airport. Unless the U.S. Forest Service supports its inclusion in the NPIAS, it is unlikely that the FAA will include 2J0 in the NPIAS.

Table 3-14. Wakulla County Airport (2J0)

Existing Airport or Seaplane Base	Response	Details
If ALL of the following questions are answered in the affirmative, then the facility is eligible.		
Is the facility publicly owned, and publicly accessible?	Yes	
Does the facility have scheduled air carrier service?	No	
Does the facility enplane 2,500 or more passengers annually?	No	
If ALL of the following questions are answered in the affirmative, then the facility is eligible.	Response	Details
Is the facility operated by a sponsor eligible to receive federal funds and meet obligations?	Yes	Tarpine Fly-In Community is through the fence
Does the facility have 10 or more based aircraft (verified by tail numbers)?	No	2 based aircraft
Is the facility at least 30 miles from the nearest NPIAS airport (including NPIAS airports in other states)?	No	Tallahassee Intl. (TLH)
Can the facility demonstrate an identifiable role in the national system?	No	Too few based aircraft < 30 mi. to NPIAS airport
Is the facility included in the Florida Aviation System Plan and recommended to be part of the NPIAS?	Yes	
Has a review by the FAA found no significant airfield design standard deficiencies, compliance violations, and wetland or wildlife issues?	No	
SPECIAL JUSTIFICATION: For a publicly-owned facility, if ANY of the following questions are answered in the affirmative, then the facility is eligible.	Response	Details
Is the facility owned or serving a Native American community?	No	
Has the facility been identified and used by the:		
U.S. Forest Service?	Yes	Controlled burns, training, and refueling
U.S. Marshals?	No	
U.S. Customs and Border Protection (designated, international, or landing rights)?	No	
U.S. Postal Service (air stops)?	No	
Essential Air Service (EAS) program?	No	No Florida communities are EAS eligible

Figure 3-9. NPIAS airports within 30 miles of DT1.



3.4.7 Downtown Fort Lauderdale Heliport

Downtown Fort Lauderdale Heliport (DT1) is located on the top floor of a parking garage in Fort Lauderdale, Florida. The heliport has two helipads and is owned by the City of Fort Lauderdale. A number of NPIAS facilities are near DT1 (Figure 3-9). As shown in Table 3-15, DT1 does not have any based aircraft, and, without any instrument approaches, is unable to meet the 400 annual IFR operations threshold. For these reasons, it is very unlikely that the FAA would include DT1 in the NPIAS.

Table 3-15. NPIAS Initial Screening Requirements: Downtown Ft. Lauderdale Heliport (DT1)

Existing Heliport	Response	Details
If an existing publicly-owned, public-use heliport answers ALL of the following questions in the affirmative, it is eligible.		
Is the heliport operated by a sponsor eligible to receive federal funds and meet obligations?	Yes	
Does the heliport have four or more based aircraft for at least two years prior?	No	No facilities for basing helicopters
Does the heliport have 400 annual IFR flights?	No	No instrument approach procedures to DT1 No Traffic Flow Management System Count data
Is the heliport part of the Florida Aviation System Plan?	Yes	

3.5 Airports at Risk of Unclassified Status

Experience with other state aviation system plans has demonstrated that, in addition to getting airports into the NPIAS, state aviation agencies also need to concern themselves with keeping their airports at appropriate classifications in the NPIAS to maintain the receipt of FAA funding. Should the FAA reclassify an airport into an Unclassified role, it has limited access to non-primary entitlement funding and is ineligible for special funds such as those recently allocated under the supplemental funds noted in **Table 3-7**. This can be detrimental for projects already planned within a capital improvement program as well as limit the eligibility for additional supplementary funds. Consequently, the Florida Department of Transportation Aviation Office (FDOT AO) and individual airport sponsors should monitor their status since airports may be at risk of losing federal funding due to a possible change in their NPIAS role designation. This could result from a reduction in classification or in extreme conditions, becoming unclassified.

Table 3-16 lists the Basic airports in the Florida airport system identified as at risk of losing their Basic airport designation in the NPIAS due to their based aircraft numbers. Having 10 or more based aircraft is one of several criteria that allows an airport to be classified as a Basic airport. The three airports with fewer than 10 based aircraft may still qualify as Basic airports by virtue of being more than 30 miles from any other NPIAS airport; however, where feasible, increasing the number of based aircraft is recommended.

Table 3-16. Basic Airports at Risk Using Based Aircraft Criteria

ID	Airport	NPIAS Role	Basedaircraft.com Validated Aircraft - 2023	Notes
TNT	Dade-Collier Training and Transition	Basic	0	More than 30 miles from nearest NPIAS airport
CDK	George T Lewis	Basic	0	More than 30 miles from nearest NPIAS airport
AAF	Apalachicola Regional-Cleve Randolph Field	Basic	7	More than 30 miles from nearest NPIAS airport
INF	Inverness	Basic	11	Within 30 miles of at least one NPIAS airport
PHK	Palm Beach County Glades	Basic	10	Within 30 miles of at least one NPIAS airport

Source: 2023-2027 NPIAS and National Based Aircraft Inventory (basedaircraft.com as of April 11, 2023)

While Apalachicola Regional-Cleve Randolph Field reports seven based aircraft on basedaircraft.com, recent field observations and input from county staff and fixed-base operator representatives suggest the actual number of permanently based aircraft at AAF is approximately 40. This is further evidence of the importance of keeping official records, such as basedaircraft.com, up to date.

Inverness and Palm Beach County Glades Airports are of particular interest because they have only 11 and 10 based aircraft, respectively. Potential loss of based aircraft for either airport could jeopardize their status

as Basic airports. The five airports listed in **Table 3-9** should take steps to appropriately report their based aircraft to remain classified. NPIAS airports should also review their current status and be cognizant of any changes they can make to maintain or improve their classification prior to the FAA gathering data in odd numbered years when it updates the NPIAS.

3.6 Summary

Florida’s airport system has a mix of facilities serving various roles and service levels defined by the NPIAS. The Florida airport system also includes seven facilities that are not part of the NPIAS, and this report presents the obstacles to those facilities becoming part of the NPIAS. Based on the initial screening requirements, these facilities have one or more hurdles to overcome before they can be eligible for inclusion in the NPIAS. The largest hurdle for all of these facilities is their proximity to one or more existing NPIAS airports within 30 miles. Other hurdles include a lack of based aircraft and sufficient aviation activity that would allow them to fill a defined NPIAS role.

Two facilities – Carrabelle-Thompson (X13) and Wakulla County (2J0) – indicated a strong interest in being part of the NPIAS. Both also reported that the U.S. Forest Service uses their airports. Neither airport meets the general eligibility requirements for inclusion in the NPIAS due to lack of reported based aircraft and proximity to other NPIAS facilities. However, either may qualify under the special justification criteria established by the FAA if the U.S. Forest Service, at the national headquarters level, were to identify its use of the facility as important to its mission.

For the other five non-NPIAS Florida facilities, none of them meet the initial screening requirements for inclusion in the NPIAS. Pierson Municipal is the closest, having sufficient based aircraft that would allow it to be identified as a Basic airport in the NPIAS. However, its proximity to five existing NPIAS airports prevents it from passing the initial screening requirements. The other facilities reported too few based aircraft and are too close to existing NPIAS airports to be included in the NPIAS. So, unless a federal agency chooses to use and identify any of these facilities as important to their operations, it is unlikely that any will be eligible for inclusion in the NPIAS.

This section also identified those NPIAS airports with an elevated risk of getting reclassified by the FAA into a role that is no longer eligible for federal funding opportunities. The recommendation is that FDOT Aviation Office monitor these airports to take preemptive action should it appear that any of these airports are likely to fall below the minimum criteria for NPIAS classification as a Basic airport.