

Appendix J: National and State Airport Classifications

The National Plan of Integrated Airports (NPIAS) is constantly updated as state and local airport and system plans are completed and accepted by the FAA. Table J-1 indicates the current mix of airports for the region included in the 2009-2013 NPIAS and officially eligible for federal airport funding. Current NPIAS information is summarized below.

Table J-1: Current NPIAS

Airport	Hub Type	Role		Year 5	2009 - 2013 Development Cost
		Current	Year 5	Based Aircraft	
Minnesota					
Buffalo		GA	GA	50	\$ 2,229,150
Cambridge		GA	GA	47	\$ 1,185,000
Faribault		GA	GA	75	\$ 3,023,579
Le Sueur		GA	GA	57	\$ 893,140
Princeton		GA	GA	45	\$ 5,499,763
Red Wing		GA	GA	57	\$ 1,189,334
Rush City		GA	GA	41	\$ 6,288,266
St. Cloud		P	P	109	\$ 17,765,111
Winsted		GA	GA	33	\$ 2,299,000
Airlake		Reliever	Reliever	165	\$ 1,450,000
Anoka Co.-Blaine		Reliever	Reliever	494	\$ 14,110,000
Crystal		Reliever	Reliever	288	\$ 7,940,000
Flying Cloud		Reliever	Reliever	491	\$ 72,750,655
MSP International	Large	P	P	162	\$278,179,926
Lake Elmo		Reliever	Reliever	249	\$ 19,345,000
St. Paul Downtown		Reliever	Reliever	125	\$ 8,196,529
So. St. Paul		Reliever	Reliever	218	\$ 3,000,300
Wisconsin					
New Richmond		GA	GA	221	\$ 1,267,895
Osceola		GA	GA	69	\$ 3,647,308

Other airports, in addition to those in the National Plan of Integrated Airports (NPIAS), are part of the Minnesota state airport system plan (SASP) as depicted in Figure J-3. Several near-by airports in adjacent states are included to indicate where some Minnesota communities may access air service. Some of the ambiguities between the state and metro system designations are based upon state-wide requirements and laws and rules that apply only to the metro area; thus, the metro airport classifications are depicted on the map as a separate group without classification. It should especially be noted that this map legend includes a new state class of Special Purpose airports designed specifically to provide facilities for use by the new federally-created category of light sport aircraft. It should be noted that the Special purpose terminology is the same used in the metro classification; however, the state definition is primarily for licensing of runways < 1,000 ft long, while the metro definition is primarily for planning at airports and airstrips with runway lengths generally up to 2,500 ft long and also includes heliports and seaplane facilities.

The existing regional airport system plan (RASP) for the metropolitan area is depicted in Figure J-4; it identifies key parts of the system involving the hub airport, reliever airports, and special purpose facilities. Changes to the system designations involves the City of Forest Lake airport designated a Minor system airport. The other change involves removing General Aviation Search Area (A) in Hennepin County. No public-owned airports exist or are proposed in either Scott or Carver Counties.

Twin Cities Metro & Collar Counties
**National Plan of Integrated
 Airport System (NPIAS)**

■ **Commercial Service Primary**
 - Minneapolis St. Paul International (MSP)

□ **Commercial Service Other**
 - None

■ **Commercial Service Reliever**
 - St. Cloud Regional (STC)

● **Reliever**
 - Crystal (MIC) - Anoka County Blaine (ANE)
 - Lake Elmo (ELM) - Flying Cloud (FCM)
 - Airlake (LVN) - St. Paul Downtown (STP)
 - South St. Paul (SGS)

● **General Aviation**
 - Princeton (PNM) - Cambridge (CBG)
 - Rush City (ROS) - Osceola (OEO)
 - Red Wing (RGK) - Faribault (FBL)
 - Le Sueur (LES) - Winsted (WSD)
 - Buffalo (CFE) - New Richmond (RNH)

▲ **Non-NPIAS Airports**
 - Forest Lake (FOR)
 - Wipline Seaplane Base (WPL)
 - Rice Lake (Surfside) Seaplane Base (SFS)

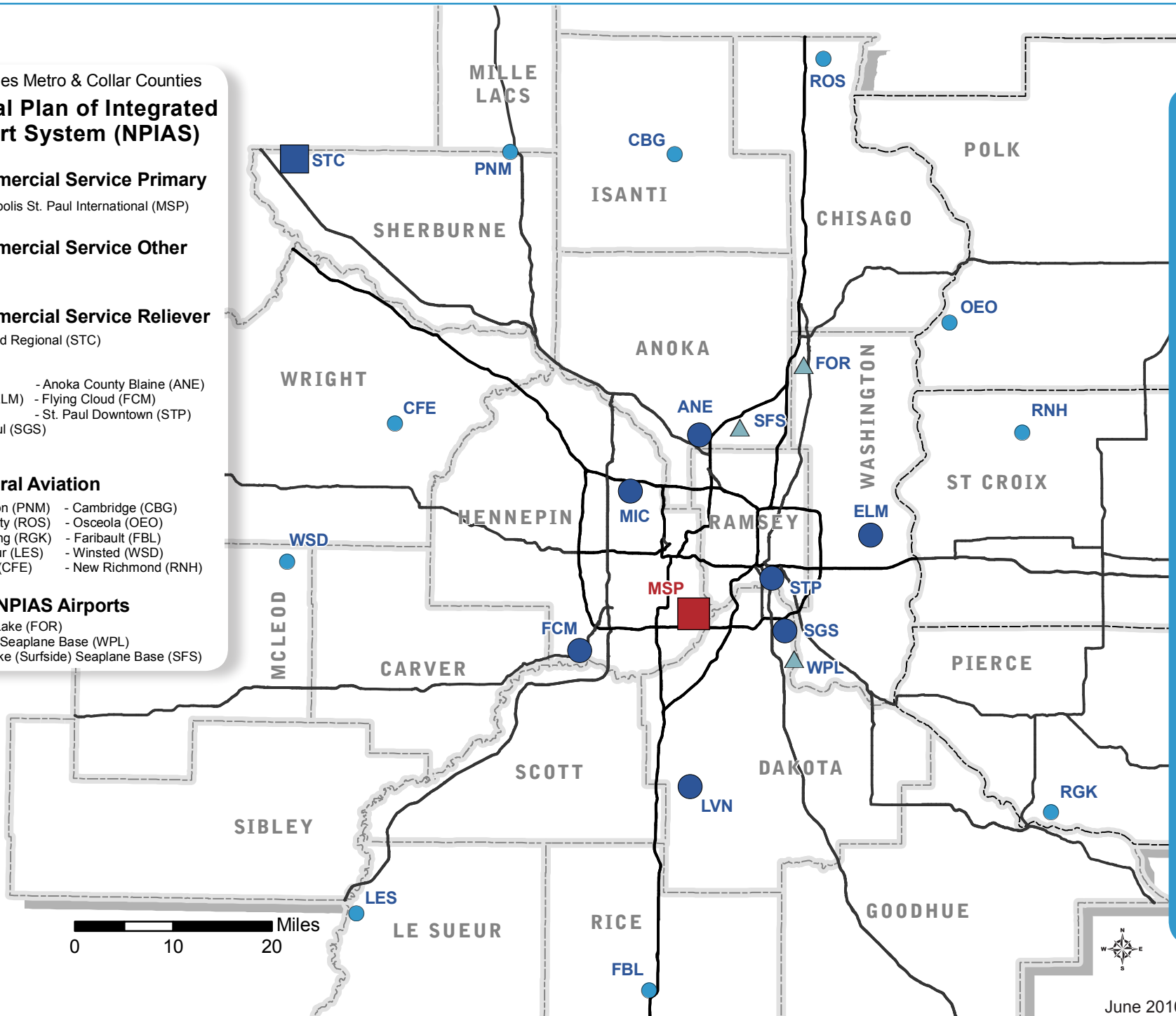
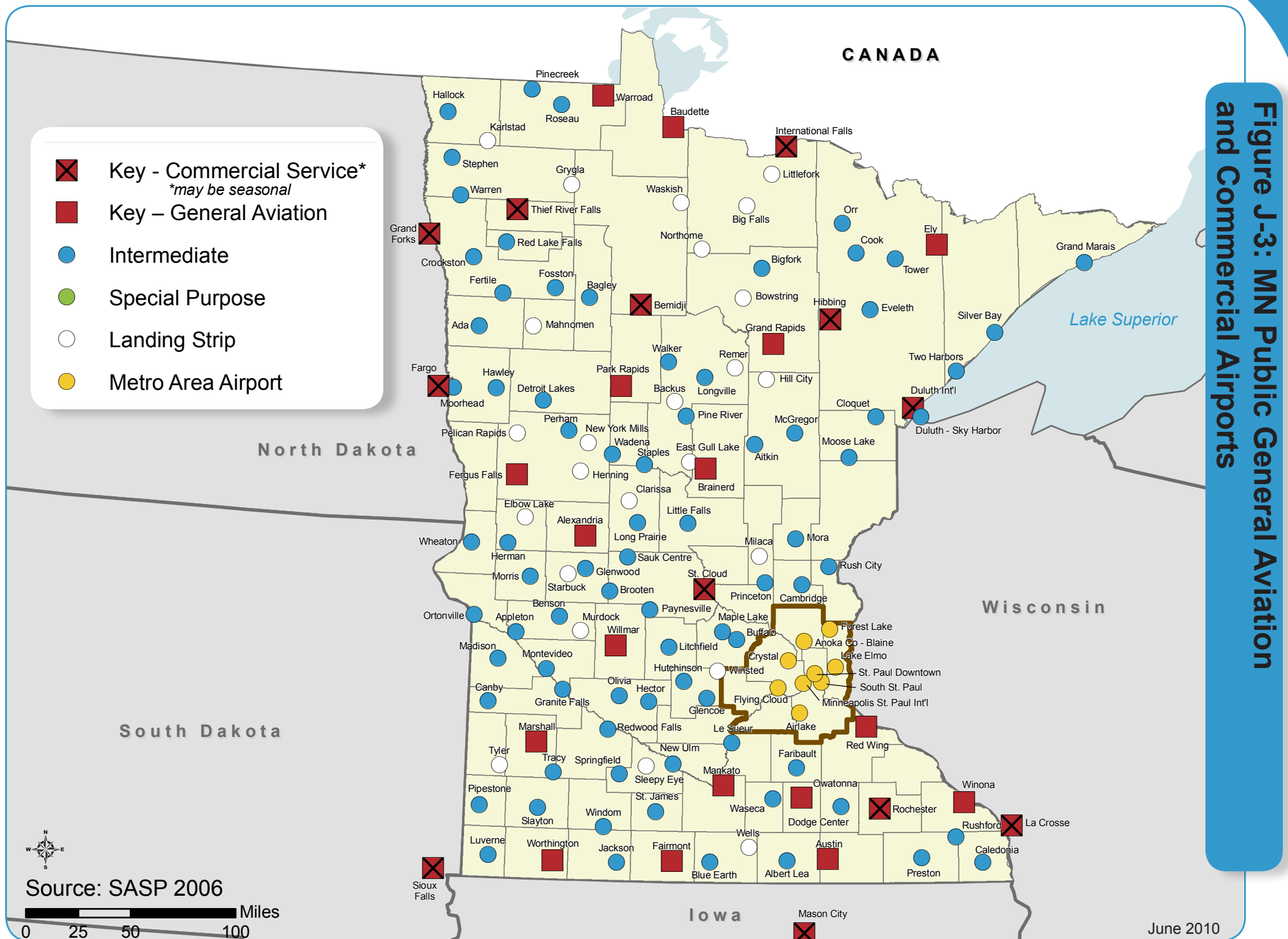


Figure J-2: NPIAS Airport Designations 2009 - 2013

June 2010



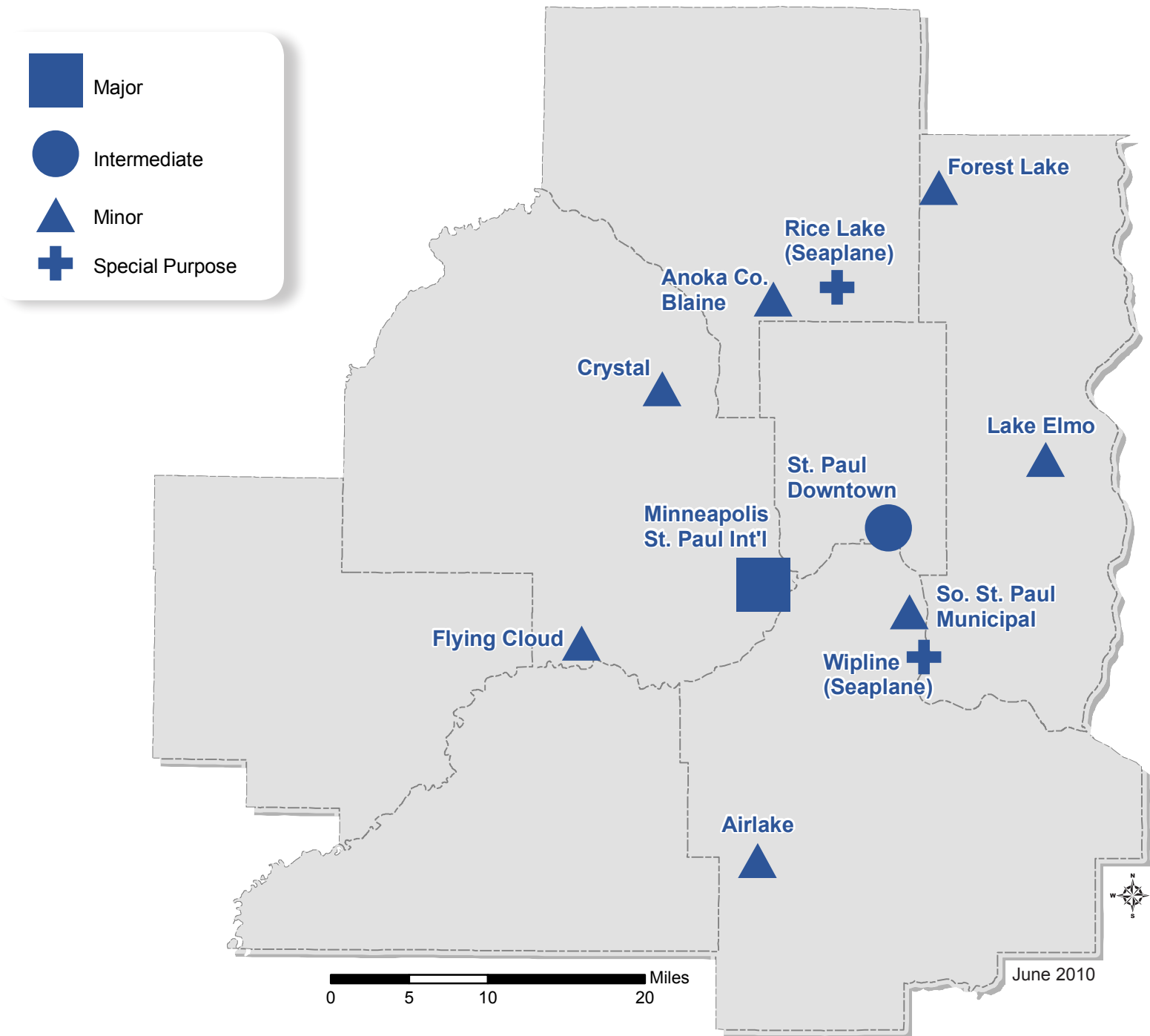


Figure J-4: Regional Airport System