

Appendix I: National and State Airport Classifications

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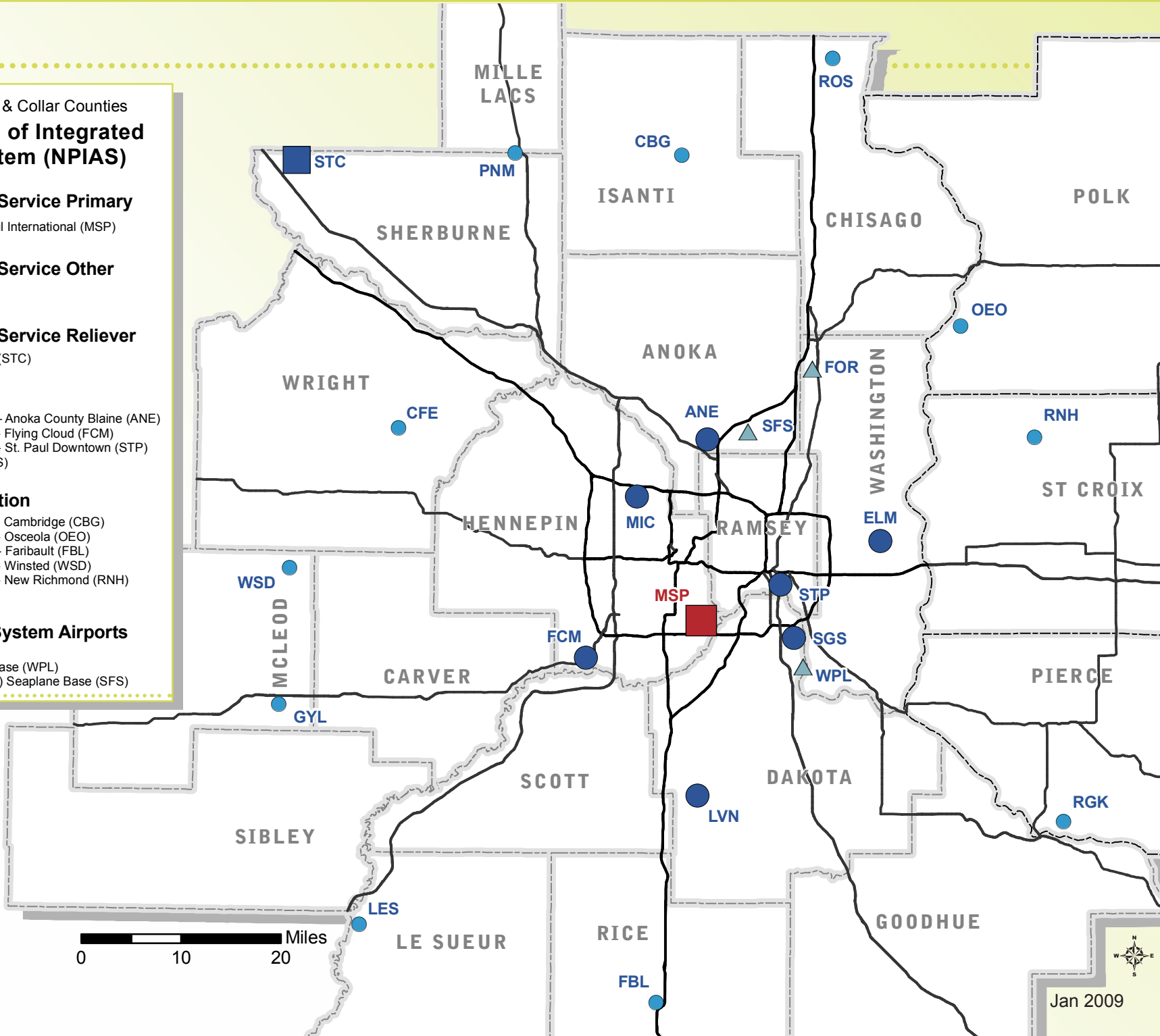
The *National Plan of Integrated Airports* (NPIAS) is constantly updated as state and local airport and system plans are completed and accepted by the FAA. Figure I-1 indicates the current mix of airports for the region included in the NPIAS and officially eligible for federal airport funding.

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 I-2. 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 for the metropolitan area (RASP) is depicted in Figure I-3; it identifies key parts of the system involving the hub airport, reliever airports, special purpose facilities and a search-area for location of a potential new general aviation facility if the need is warranted. Potential changes to the system designations involve an interest by the City of Forest Lake to have their airport become part of the reliever system. The other potential change involves clarifying the status of the General Aviation Search Area (A) in Hennepin County. No public-owned airports exist 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)
 - Glencoe (GYL)
- Non-NPIAS System Airports**
 - Forest Lake (FOR)
 - Wipline Seaplane Base (WPL)
 - Rice Lake (Surfside) Seaplane Base (SFS)



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FIGURE I-2: MN PUBLIC GENERAL AVIATION AND COMMERCIAL AIRPORTS

