

## **CHAPTER FIVE**

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### **DEMAND ANALYSIS**

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This chapter establishes the factors that will aid in the identification of where and to what extent a community requires an airport and aviation-related services. Data was utilized in this evaluation from both the county and community levels. The data allowed for the development of demand factors, which influence the location of airports and aviation-related facilities or the need for aviation services. Measurement criteria were established for each factor that allowed for the scoring of each airport and the associated city. The airports were then scored based on the demand factors. This scoring leads to the determination of airport functional levels or roles and facility needs based on the role each airport plays in the overall statewide system.

It is important to note that the demand analysis is based on a “snapshot in time” of present conditions and is used only as a starting point in this system planning process. Based on an analysis that will be conducted in subsequent steps, the future needs of the Alabama airport system will be identified and recommendations made in the form of a System Plan.

Demand for aviation services is influenced by factors that are related to aviation as well as factors that are unrelated. It was determined that both aviation and non-aviation factors should be considered to achieve a balance in evaluating airport needs throughout the State. These factors were then related to the following five general system performance criteria/goal categories that were established:

- ❑ Accessibility
- ❑ Facilities
- ❑ Economics
- ❑ Activity
- ❑ Development and Optimization

Data were evaluated for their availability and reliability to provide sufficient detail to support comparison of the various demand factors.

### **A. Demand Factor Evaluation**

At the onset of the plan’s development, all airports were evaluated equally regardless of the size of the airport, annual operations, annual enplanements, or type of existing aviation services at each airport. The demand factors were applied to each airport and the associated city or county in order to measure the demand at each airport for aviation and aviation-related services.

The initial step was to identify the criteria for each of the five system performance categories that would be utilized to evaluate the demand for aviation-related services. The factors are listed below. These factors are only intended to score the demand for aviation in the associated city for existing airports. The total demand score that is discussed below does not score the importance of

the existing airport and is not intended to declare that an airport with a higher demand score is more valuable than an airport with a lower demand score. This process provides a means to group the airports by functional level based on the demand for aviation in the airport region. This grouping is necessary to establish facility and service standards or objectives that are desirable at airports in each of the classifications.

**B. Demand Factors**

The following summarizes the factors used by system performance category.

**B1. Accessibility**

- Population within 30-minute drive of an airport
- Pilots within 30-minute drive of an airport
- Access to limited access highway/interstate
- Corporate registered aircraft within 30-minute drive of an airport

**B2. Facilities**

- Primary runway length
- Approach types
- Aircraft storage units
- State licensing standards
- FAA design standards

**B3. Economics**

- Airport economic impact
- Countywide state sales tax collections
- Air cargo activity
- Cargo-related businesses

**B4. Activity**

- Total based aircraft
- Total aircraft operations
- Aviation services
- Based jets
- Total fuel pumped

**B5. Development and Optimization**

- Airside and Landside Expansion
- Airport Acreage
- Through-the-Fence Operations
- Current Airport Management
- Planning Documents

### C. Weight Assignment

The demand factors listed above are not equal in their importance to assessing the demand for aviation throughout Alabama. The five system performance categories were scored from high to low as follows:

- Accessibility
- Facilities, Economics (equally weighted)
- Activity
- Development and Optimization Potential

The weightings are used to identify the relative value of each performance criterion in evaluating the current role of the airports in the system. With these weightings assigned, the next step was to rate each individual airport on its current performance relative to each performance criterion. In the rating process, measurable subcategories were identified for each performance criterion. Each performance criterion and the associated measurable subcategories analyzed for each airport in this process are briefly discussed below.

#### C1. Accessibility

Airports were evaluated based on several factors that measured the overall accessibility of the facility to population and business centers throughout the State. The specific factors that were examined include the following:

C1.1 Population within 30-minute drive of an airport – The current population in the region of the airport represents the number of potential aviation users for the airport. Thirty minutes was used as an indicator based on the FAA’s use of this measure for eligibility for the National Plan of Integrated Airport Systems (NPIAS). Population within a 30-minute drive ranged from over 800,000 for Birmingham International to just under 13,000 at George Downer in Aliceville. A scoring system of 5 to 1 was used for this factor.

*Source: Woods and Poole (socioeconomic data), Wilbur Smith Associates*

C1.2 Pilots within 30-minute drive of an airport – A greater number of pilots near the airport implies a greater demand for aviation at that airport, which translates to a higher demand score for the airport. Airports with a large number of pilots in the area received the highest score. The number of pilots within a 30-minute drive ranged from over 1,300 for Birmingham International and Ozark (Blackwell Field) to two for Clayton. The airports with the highest number of pilots received the highest ratings (a score of 5) and the rest were rated from 4 to 1.

*Source: AIRPAC Plane CD, Wilbur Smith Associates*

C1.3 Access to nearest limited access highway/interstate – This category directly relates to how difficult it is for people in the area to reach an airport. An airport that has a short driving time to a limited access highway or interstate is easier to access, and demand for that airport therefore tends to be greater. Airports with a short drive time, as determined

using standard speed limits on the road network, to the nearest limited access highway or interstate received the highest score. The driving times ranged from less than one minute for numerous airports including Bessemer and Tuscaloosa to over 80 minutes for Pine Hill.

*Source: Alabama Department of Transportation, Wilbur Smith Associates*

**C1.4 Corporate registered aircraft within 30-minute drive of an airport** – Similar to the total number of pilots in an airport area, the greater the number of corporate registered aircraft implies more demand at the airport. The number of corporate registered aircraft within a 30-minute drive ranged from zero at Pine Hill to over 650 at Montgomery Regional. Airports with a large number of corporate registered aircraft in the area received the highest rating of 5 and the remaining airports were rated from 4 to 1 based on the range of registered aircraft numbers.

*Source: AIRPAC Plane CD, Wilbur Smith Associates*

## **C2. Facilities**

Airports were evaluated based on their existing facilities. The following factors were measured in the process:

**C2.1 Primary Runway Length** – Aircraft operations by different aircraft types are limited based on the primary runway's length. As a general rule, the longer the runway, the heavier the aircraft that will be able to utilize it. Longer runways resulted in higher scores for airports, ranging from 5 to 1. Birmingham International and Huntsville International both have the longest runways in the existing Alabama system at 10,000 feet. The shortest runway, at 2,631 feet, is at Addison. The primary runway lengths at the airports were evaluated and then scored based on runway length ranges.

*Source: Airport inventory form, Wilbur Smith Associates*

**C2.2 Approach Types** – Airports were evaluated based on the type of the most demanding approach published for the airport. While approaches are typically categorized as precision, nonprecision, and visual, the FAA has recently transitioned their design standards based on the airport's approach visibility minimums. For this analysis, airports with minimums below 300 feet and  $\frac{3}{4}$  mile were given the highest score, those with a published instrument approach were given an intermediate score, and those with only visual approach were given a score of zero.

*Source: FAA U.S. Terminal Procedures - Southeast 4, Wilbur Smith Associates*

C2.3 Aircraft Storage Units – Airports with a large number of storage units indicate the capability to facilitate high demand for based aircraft. The total number of T-hangars and an estimate of the total number of spaces within conventional hangars (one space equals 3,600 square feet) were summed to determine the number of available aircraft storage units. Airports with high numbers of aircraft storage units receive the highest score.

*Source: Airport inventory forms, Wilbur Smith Associates*

C2.4 State Licensing Standards – Alabama licenses airports through the Alabama Department of Transportation Aeronautics Bureau, as set forth in State Statute. All public-use, non-federal, and non-FAA certificated airports must be licensed for operation in the State. For this factor, airports were identified as being fully compliant with licensing standards, in partial compliance with plans to correct identified deficiencies, or as being non-compliant with licensing regulations. Scores were distributed based on these categories.

*Source: Alabama Department of Transportation Aeronautics Bureau, Wilbur Smith Associates*

C2.5 FAA Design Standards – The FAA has developed design standards for airports that dictate the physical layout of facilities to provide for safe and efficient airport operations. Each airport's ability to meet FAA design standards in terms of runway to taxiway separation, runway width, and runway safety areas was reviewed in conjunction with Aeronautics Bureau staff. Higher scores were given to the airports that meet all of the FAA's design standards.

*Source: Alabama Department of Transportation Aeronautics Bureau, Airport inventory forms, Wilbur Smith Associates*

### **C3. Economics**

Airports were evaluated to determine the relationship between economic activity in the region and demand for aviation services. The following factors were evaluated in this process:

C3.1 Airport Economic Impact – Airports were rated based on their relative level of economic impact as identified in the analysis being conducted as part of this study. Estimated total economic impacts at Alabama airports ranged from over \$1.3 billion at Montgomery Regional to under \$200,000 at several airports.

*Source: Wilbur Smith Associates*

C3.2 Countywide State Sales Tax Collections – Data were collected on total State sales tax collections by county for fiscal year 2000. The State sales tax is a privilege tax imposed on the retail sale of tangible personal property sold by Alabama businesses. Counties with

high collections are related to extensive business activity, indicating a higher need for aviation services in the county.

*Source: Alabama Department of Revenue – 2000 Annual Report*

**C3.3 Air Cargo Activity** – The airports in Alabama that currently have air cargo service were identified, and a score was applied to those airports based on the metric tonnage of cargo shipped for 2000. Airports that shipped more cargo received a higher score.

*Source: Airports Council International (air cargo statistics)*

**C3.4 Cargo-Related Businesses** – The number of businesses throughout Alabama that are categorized as having the propensity to use air cargo services were located through use of a business listing company. These businesses were located and then the 30-minute drive times for each airport overlaid to determine the number of businesses that have the propensity to use air cargo that were located within a 30-minute drive of the airport. The higher the number of cargo-related businesses within the airport’s market area, the higher the rating.

*Source: Sales Info USA, Wilbur Smith Associates*

#### **C4. Activity**

Airports were evaluated based on the levels and types of aviation activity currently occurring at each facility. The following factors were measured and rated for each system airport:

**C4.1 Total Based Aircraft** – Airports were rated based on the total number of permanently based aircraft identified in the airport inventory effort conducted as part of the study. Total based aircraft counts at Alabama airports ranged from 255 at Birmingham International to zero at several airports.

*Source: Airport inventory form, Wilbur Smith Associates*

**C4.2 Total Aircraft Operations** – Airports were rated based on the number of total annual aircraft operations identified by the airport through the inventory effort. It is important to note that these are estimates of annual takeoffs and landings at each airport and that the estimates have not been verified for those airports without an air traffic control tower. Total aircraft operations were viewed in terms of ranges and those airports in the highest range were rated the highest.

*Source: Airport inventory form, Wilbur Smith Associates*

**C4.3 Aviation Services** – Airports were rated based on the number of total aviation services available at each facility, as identified in the inventory effort. The types of aviation services included charter, aircraft rental, flight instruction, aircraft repair, restroom,

restaurant, rental car, etc. The airports with the most services were rated highest in this factor, while those with limited services as identified in the survey effort received a low rating.

*Source: Airport inventory form, Wilbur Smith Associates*

**C4.4 Based Jets** – Airports were rated based on the number of based jets identified in the airport inventory effort. Based jet aircraft are an indicator of high activity and demand for aviation services. Birmingham International has the most based jet aircraft with a total of 76. Numerous Alabama airports have no based jet aircraft.

*Source: Airport inventory form, Wilbur Smith Associates*

**C4.5 Total Fuel Pumped** – Airports were rated based on the total amount of aviation fuel pumped at each facility in 2000, as identified in the inventory form. Airports were rated based on the number of gallons sold, including Jet A and Avgas. The number of gallons sold ranged from over 19 million at Huntsville International to no fuel at several Alabama airports.

*Source: Airport inventory form, Alabama Department of Transportation Aeronautics Bureau, Wilbur Smith Associates*

## **C5. Development and Optimization**

Airports were evaluated based on their ability to expand and develop to optimize their use. The following factors were measured and rated for each system airport:

**C5.1 Airside & Landside Expansion** – Each airport’s ability to expand to meet airside and landside needs was evaluated as part of the inventory effort conducted as part of this study. If the land immediately surrounding the airport is used for agriculture, it would likely be easier for an airport to expand than if the area around the airport is used for residential or commercial purposes. Therefore, airports that will have less difficulty expanding in the future received a higher score.

*Source: Airport inventory form and site visits, Wilbur Smith Associates*

**C5.2 Airport Acreage** – Airport acreage was used as an indicator of the size of the airport. While a limited amount of acreage is needed for actual airport operations, it is important for airports to own sufficient property to protect the airport from encroachment and to provide the necessary buffers to allow for additional airport development as needed. Airport acreage ranged from 4,600 for Huntsville International to 15 for Guntersville. Airports with more acreage received a higher score.

*Source: Airport inventory form, airport layout plans and master plans*

C5.3 Through-the-Fence Operations – Through-the-fence operations are those aviation-related activities that take place near an airport’s property but beyond its property boundaries. For example, a corporate hangar that is off airport property but connects directly to the taxiway is a through-the-fence operation. These activities are not promoted by the FAA or State and are considered detrimental to an airport’s economic viability. Airports that have through-the-fence operations received a score of 1, while airports that do not have through-the-fence operations received a score of 5.

*Source: Alabama Department of Transportation Aeronautics Bureau, Wilbur Smith Associates*

C5.4 Current Airport Management – System airports were rated based on the type of airport management currently in place at each facility. Those with part-time management received a score of 1, FBO management received a score of 3, and full-time management received a score of 5.

*Source: Wilbur Smith Associates*

C5.5 Planning Documents – Airports were evaluated for the currency of their planning documents. Those airports with recent master or airport layout plans received the highest scores. Forty-four airports have completed planning documents within the past 4 years, while 30 have plans that are more than 4 years old, and 10 have not completed any planning documents of record.

*Source: Alabama Department of Transportation Aeronautics Bureau, FAA, Wilbur Smith Associates*

## **D. Results of Demand Evaluation**

With each airport and factor scored, the appropriate weights were applied to the system performance categories to develop final scores for each airport. For those system performance categories with more than one factor, the scores of the factors were combined and divided by the number of factors, such that each category was scored separately. The sum of the category scores for each airport, including the weight, produced the results of the demand evaluation.

With the airports scored based on their current demand for aviation, the number of functional or classification levels for the Alabama aviation system was considered next. Functional levels are needed to determine the facility and service standards that should be used to evaluate the adequacy of Alabama’s airport system and how the system is functioning to meet its objectives.

The FAA no longer uses a standard classification system other than the delineation between commercial airports and general aviation airports. To further classify airports, especially as they relate to design, the FAA groups airports based on the type of aircraft that regularly operate at the airport. The new classification system is referred to as Airport Reference Codes (ARCs). This system will be discussed in more detail in a subsequent section.

To develop a functional level classification system for Alabama based on the results of the demand analysis, the airport scores were reviewed. Airports were separated into four tiers based on the number of standard deviations above or below their respective scores relative to the average score. Classifications for the four categories were developed based on review of other state system planning efforts and the FAA. The four classifications will serve as the baseline, with possible refinement as the evaluation of the system is conducted in later tasks. The four classifications are as follows:

- ❑ National
- ❑ General Aviation Regional
- ❑ General Aviation Community
- ❑ Local Service

### **E. Aviation Demand Classification Definitions**

Based on a review of other state aviation and FAA classifications, as well as the roles the airports play in Alabama's airport system, four airport classifications were developed. The four airport classifications are summarized as follows:

***National*** – National airports serve a contributing role in enabling the local, regional, and statewide economy to have access to and from the national and global economy. All commercial and reliever airports are contained within this classification, as are other airports initially deemed to contribute significantly to Alabama's airport system. National airports accommodate the highest level of general aviation activity and serve major population centers in the State.

***General Aviation Regional*** – General aviation regional airports (GAR) serve a contributing role in supporting the local and regional economies and connecting them to the State and national economies. GAR airports serve primarily general aviation activity, with a focus on serving business activity including small jet and multiengine aircraft. These airports support the system of National airports and should provide significant coverage to the State's population.

***General Aviation Community*** – General aviation community (GAC) airports serve a supplemental contributing role for the local economy. GAC airports focus on providing aviation access for small business, recreational, and personal flying activities throughout Alabama. These airports are located throughout the State to serve rural needs and provide another connection to the State's transportation infrastructure.

***Local Service*** – Local service (LS) airports serve a limited contributing role for the local economy. These airports are considered to have local importance, primarily serving recreational and personal flying activities.

The classification does not dictate the role of the existing airport within the State aviation system. In subsequent chapters, each airport will be analyzed in regard to its role within the State aviation system, identifying airports in proximity to where aviation service is duplicated. The identification of airports within a region where aviation services are duplicated may dictate

reclassification to a lower group. This subsequent process will also evaluate if more advanced aviation services are needed to serve a region, thereby indicating a need for a different category of airport, or possibly development of a new airport to serve an underserved area.

**Table 5.1** presents a list of airports alphabetically by the name of the associated city and classifies each into one of the four categories listed above. **Exhibit 5.1** presents the information graphically with the four classifications for Alabama’s aviation system. This represents the initial airport classifications that will be used as a baseline for analysis of the system.

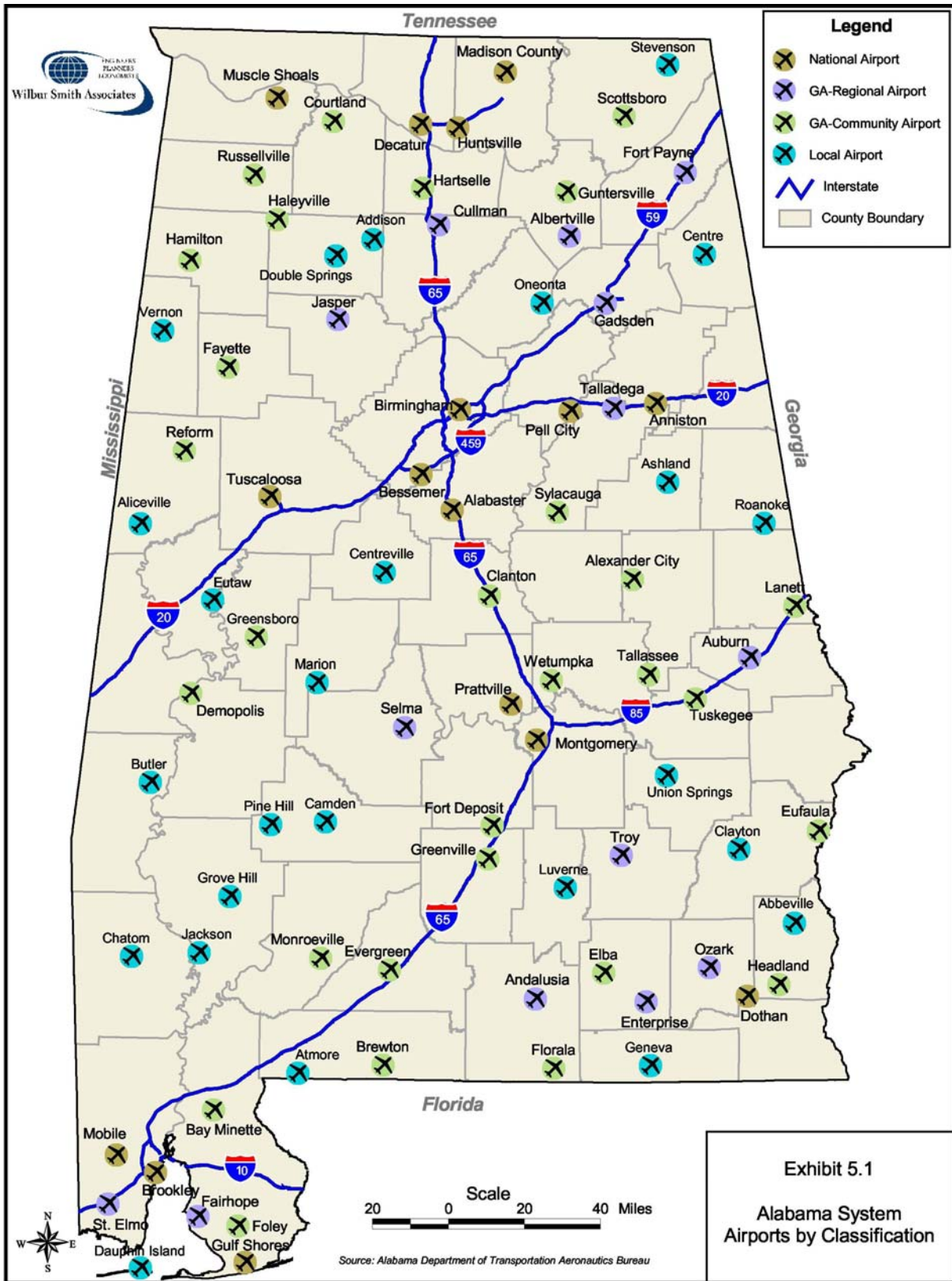
**Table 5.1  
Alabama Aviation Demand Classifications**

<b>NATIONAL</b>		<b>GENERAL AVIATION REGIONAL</b>	
<b>Associated City</b>	<b>Airport Name</b>	<b>Associated City</b>	<b>Airport Name</b>
Alabaster	Shelby County	Albertville	Albertville Municipal
Anniston	Anniston Metropolitan	Andalusia	Andalusia-Opp
Bessemer	Bessemer Municipal	Auburn	Auburn-Opelika Robert G. Pitts
Birmingham	Birmingham International	Cullman	Folsom Field
Brookley	Mobile Downtown	Enterprise	Enterprise Municipal
Decatur	Pryor Field Regional	Fairhope	Fairhope Municipal
Dothan	Dothan Regional	Fort Payne	Isbell Field
Gulf Shores	Jack Edwards	Gadsden	Gadsden Municipal
Huntsville	Huntsville International	Jasper	Walker County--Bevill Field
Madison County	Madison County Executive	Ozark	Blackwell Field
Mobile	Mobile Regional	Selma	Craig Field
Montgomery	Montgomery Regional/Dannelly Field	St. Elmo	St. Elmo
Muscle Shoals	Northwest Alabama Regional	Talladega	Talladega Municipal
Pell City	St. Clair County	Troy	Troy Municipal
Prattville	Autauga County		
Tuscaloosa	Tuscaloosa Municipal		

**Table 5.1 (continued)**  
**Alabama Aviation Demand Classifications**

<b>GENERAL AVIATION COMMUNITY</b>		<b>LOCAL SERVICE</b>	
<b>Associated City</b>	<b>Airport Name</b>	<b>Associated City</b>	<b>Airport Name</b>
Alexander City	Thomas C. Russell Field	Abbeville	Abbeville Municipal
Bay Minette	Bay Minette Municipal	Addison	Addison Municipal
Brewton	Brewton Municipal	Aliceville	George Downer
Clanton	Gragg-Wade Field	Ashland	Ashland/Lineville
Courtland	Lawrence County	Atmore	Atmore Municipal
Demopolis	Demopolis Municipal	Butler	Butler-Choctaw County
Elba	Carl Folsom	Camden	Camden Municipal
Eufaula	Weedon Field	Centre	Centre Municipal
Evergreen	Middletown Field	Centreville	Bibb County
Fayette	Richard Arthur Field	Chatom	Roy Wilcox
Floral	Floral Municipal	Clayton	Clayton Municipal
Foley	Foley Municipal	Dauphin Island	Dauphin Island
Fort Deposit	Fort Deposit--Lowndes County	Double Springs	Double Springs--Winston County
Greensboro	Greensboro Municipal	Eutaw	Eutaw Municipal
Greenville	Mac Crenshaw Memorial	Geneva	Geneva Municipal
Guntersville	Guntersville Municipal	Grove Hill	Grove Hill Municipal
Haleyville	Posey Field	Jackson	Jackson Municipal
Hamilton	Marion County--Rankin Fite	Luverne	Frank Sikes
Hartselle	Rountree Field	Marion	Vaiden Field
Headland	Headland Municipal	Oneonta	Robbins Field
Lanett	Chambers Municipal	Pine Hill	Pine Hill Municipal
Monroeville	Monroe County	Roanoke	Roanoke Municipal
Reform	North Pickens	Stevenson	Stevenson
Russellville	Russellville Municipal	Union Springs	Franklin Field
Scottsboro	Scottsboro Municipal--Word Field	Vernon	Lamar County
Sylacauga	Merkel Field--Sylacauga Municipal		
Tallassee	Reeves		
Tuskegee	Moton Field Municipal		
Wetumpka	Wetumpka Municipal		

Source: Wilbur Smith Associates



### F. FAA's Airport Reference Code (ARC) System

In this system, the FAA relates airport design criteria to the operational and physical characteristics of the airplanes intended to operate at an airport. The Airport Reference Code (ARC) has two components related to the airport design aircraft. The first component, depicted by a letter, is the aircraft approach category; it relates to the aircraft approach speed. The second component, depicted by a Roman numeral, is the airplane design group; it relates to the airplane wingspan. Generally, runways are related to aircraft approach speed, airplane wingspan, and designated or planned approach visibility minimums. **Table 5.2** provides a list of common airplanes with their approach category and design group per FAA standards.

**Table 5.2**  
**Aircraft Classification Standards**

FAA Aircraft Approach Categories		
Approach Category	Approach Speed (Knots)	Typical Aircraft Type
A	Less than 91	Beech Bonanza, Cessna 150, Cessna 172
B	91 but less than 121	King Air, Citation I & II, Falcon 50
C	121 but less than 141	Lear 25, Gulfstream III, B-727, B-737, B-757
D	141 but less than 166	Gulfstream II and IV, B-747, B-777

FAA Wingspan Design Groups		
Design Group	Wingspan (Feet)	Typical Aircraft Type
I	Less than 49	Beech Baron 58, Cessna 150, Cessna 172
II	49 but less than 79	Beech King Air C-90, Gulfstream I, Falcon 50
III	79 but less than 118	B-727, B737, DC-9
IV	118 but less than 171	A-300, B-757, B-767, L-1011, DC-10
V	171 but less than 197	B-747, B-777
VI	197 but less than 262	Lockheed C-5A

Source: Federal Aviation Administration

### G. Facility and Service Objectives

Once system airports are grouped into classifications or functional levels, it is desirable to identify facilities and services that should ideally be available at airports included in the four classifications. It is important to note that facility and service objectives delineated in this section are just that, objectives. It is possible that airports included in or recommended for an increase in their classification in later analyses may, for one or more reasons, be unable to comply with certain facility and service objectives. An airport's inability to meet the facility and service objectives for its classification does not necessarily preclude that airport from performing that role or function within the system, but will be considered in the analysis of options to meet identified system deficiencies. It is also important to note that the objectives presented are minima, and that airports with facilities in excess of the objectives will be considered to meet the objective. A reduction or removal of facilities is not planned as part of this analysis. **Table 5.3** identifies the minimum facility standards for each of the four airport classifications.

**Table 5.3**  
**Minimum Facility Objectives**

AIRPORT CLASSIFICATION	MINIMUM CRITERIA
<i><u>NATIONAL AIRPORTS</u></i>	
ARC:	C-II or Design Aircraft
RUNWAY LENGTH:	Minimum 5,500'
RUNWAY WIDTH:	To Meet ARC
TAXIWAY:	Full Parallel
NAVIGATIONAL AID:	Precision Approach
VISUAL AIDS:	MALSR, GVGI's
LIGHTING:	MIRL*, Beacon, Windsock
WEATHER:	Automated Weather Reporting
SERVICES:	Phone, Restrooms, FBO, Maintenance, Jet Fuel, Ground Transportation, RCO/ATCT
FACILITIES:	Modern Terminal, Aircraft Apron, Hangars, Auto Parking

\*FAA requires only MIRL for precision approaches; however, HIRL is generally preferred among pilots during instrument landing conditions.

**Table 5.3 (continued)**  
**Minimum Facility Standards**

<b>AIRPORT CLASSIFICATION</b>		<b>MINIMUM CRITERIA</b>	
<i>GENERAL AVIATION-REGIONAL AIRPORTS</i>			
ARC:		B-II or Greater	
RUNWAY LENGTH:		Minimum 5,000'	
RUNWAY WIDTH:		To Meet ARC	
TAXIWAY:		Partial Parallel	
NAVIGATIONAL AIDS:		Non-Precision-Straight In Approach	
VISUAL AIDS:		GVGIs	
LIGHTING:		MIRL, Beacon, Windsock	
WEATHER:		Automated Weather	
SERVICES:		Phone, Restrooms, FBO, Maintenance, Jet Fuel, Ground Transportation	
FACILITIES:		Terminal, Aircraft Apron, Hangars, Auto Parking	

<b>AIRPORT CLASSIFICATION</b>		<b>MINIMUM CRITERIA</b>	
<i>GENERAL AVIATION-COMMUNITY AIRPORTS</i>			
ARC:		B-I or Greater	
RUNWAY LENGTH:		Minimum 3,700'	
RUNWAY WIDTH:		Minimum 60'	
TAXIWAY:		Turnarounds & Connectors	
NAVIGATIONAL AIDS:		Non-Precision Approach	
VISUAL AIDS:		GVGIs	
LIGHTING:		MIRL, Beacon, Windsock	
SERVICES:		Phone, Restrooms, Avgas	
FACILITIES:		Pilots Lounge, Aircraft Apron, Hangars, Auto Parking	

<b>AIRPORT CLASSIFICATION</b>		<b>MINIMUM CRITERIA</b>	
<i>LOCAL SERVICE AIRPORTS</i>			
ARC:		A-I or Turf	
RUNWAY LENGTH:		Maintain Existing	
RUNWAY WIDTH:		Minimum 60'	
TAXIWAY:		Connector and/or Turnarounds	
LIGHTING:		Reflectors or LIRL, Beacon, Windsock	
SERVICES:		Phone, Restrooms	
FACILITIES:		Aircraft Apron, Hangars, Auto Parking	

Source: Wilbur Smith Associates

## **H. Summary**

This chapter has set forth the initial classification system that will be used in subsequent analyses to evaluate the adequacy of Alabama's airport system. With the airport classifications and the facility and service minimum objectives identified, the ability of the system to meet the goals and objectives will be analyzed in the next chapter.