5. Airport Roles

5.1 Overview

This chapter of the Alabama Statewide Airport System Plan (AL SASP) focuses on stratifying the 80 study airports into categories by identifying the role that they play within the Alabama system of airports. Roles generally reflect the type of users each airport accommodates and the facilities and services that the airport has in place. These roles can also reflect an airport's relative importance as it relates to meeting the state's transportation and economic needs and objectives. Further, airport roles are often matched to the socioeconomic and demographic characteristics of the communities the airport serves. Finally, airport roles are important within the system planning process since they are necessary to establish facility and service standards or objectives that are desirable at airports in each of the roles.

The process of stratifying the system was based on a role analysis that considered a variety of airport factors representing airport facilities, airport services, and airport activity levels. Each of these factors was then applied a numerical score, and the determination of an airport's role category was ultimately based on its total score. Highlights of this process include the following:

- Five airport role categories have been used to organize the system. These include International, National, General Aviation Regional, General Aviation Community, and Local Service.
- Airport roles descriptions are based on the 2000 Alabama Statewide Airport System Plan.
- Airport role assignments are the results of a stratification of the airport system based on 13 airport factors, including runway length, fuel availability, weather reporting equipment, navigational aids and based aircraft, among others.

Additionally, a separate assessment was also conducted to gauge the relative sustainability of the airports within the state system. This was done to provide the Alabama Department of Transportation (ALDOT) Aeronautics Bureau with an indication of potential future challenges it may face with respect to specific airports so that it can formulate an appropriate response on behalf of those airports as well as for the overall system. Within the overall airport system, 35 airports were identified as having either a low, moderate, or high degree of susceptibility to or at-risk of experiencing negative pressures to their long-term viability and sustainability. 11 airports were specifically identified as being potentially "at risk."

This chapter provides the following:
- An assessment of the current airport roles within the Alabama Airport System.
- A comparison of the Alabama state airport roles with those roles established for the Alabama airports by the Federal Aviation Administration (FAA) in their National Plan of Integrated Airport Systems (NPIAS).
- An assessment of the relative sustainability of the Alabama system airports.

5.2 Introduction

Airport roles should reflect the type of users and aviation activity each airport accommodates as well as the facilities and services that the airport has in place. Roles also typically reflect the airport's relative ability to meet various state and local transportation needs and economic objectives. Further, airport roles should generally be matched with market area characteristics served by the airport.

Alabama currently employs a system stratification of five airport roles that were established as part of its 2000 Statewide Airport System Plan. Through discussions with the ALDOT Aeronautics Bureau personnel, it was

determined that the existing airport role categories remained both relevant and appropriate for their current operational requirements. It was also determined that the airport attributes associated with each role should be reviewed and updated, and that a reassessment of the entire airport system be undertaken. The five role categories of Alabama system airports and their descriptions are presented below:

- *International* - International airports serve as Alabama's primary gateway to global passenger and air cargo markets.

- *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 (GAR) airports 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 multi-engine 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 in 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 in the local economy. These airports are considered to have local importance, primarily serving recreational and personal flying activities.

5.3   Factors in Airport Role Analysis Evaluation

Classifying system airports into different roles is an important planning process designed to help assess how an airport system is currently performing and where improvements can be made. This classification process is necessary to establish facility and service standards or objectives that are desirable at airports operating in each of the various roles.

How each airport contributes within a state system, or what role it plays in that system is dependent upon a variety of factors. For Alabama, the airport role analysis in this study used a wide variety of airport factors that were purposefully selected based on their ability to reflect an airport's functionality. Each system airport was then assessed with respect to these factors and a numerical score was subsequently awarded. The compilation of all these scores for each airport was then utilized to stratify the system into one of the five roles categories. (Note that this process provides a means to group the airports by functional role and is not intended to imply a relative level of importance among airports.)

Identified through discussions with the ALDOT Aeronautics Bureau, the 13 factors identified can be categorized into two broader categories:

- Airport Facilities and Services
- Operational Considerations

The following sections present descriptions of each of the factors contained in each of these categories, including how each was scored. Although the effort to classify the Alabama airport system into a set of roles is

primarily concerned with the state's general aviation facilities, the tables also account for conditions at the commercial service airports.

5.3.1   Airport Facilities and Services

Airport facilities are based on the current physical characteristics of an airport while airport services focus on those activities provided at the airport to enhance safety and operational efficiency – in combination, facilities and services determine the types of aircraft operations that can be accommodated at that airport. The facility and service factors utilized in this analysis are described below.

Primary Runway Length: The length of an airport's primary runway is an important consideration in determining what types of aircraft and activities can be supported at that airport. In general, larger aircraft are more operationally demanding, requiring longer runways to operate safely and efficiently. Airports with longer runways can serve a greater range of general aviation aircraft, and when required, possible commercial airline and air cargo operations, as well as military activities, all of which are important components of a healthy airport system. For these reasons, when scoring was applied to this factor, those airports with longer runways were assigned higher relative scores. The scoring criteria applied in this analysis with respect to various runway lengths as well as the resultant number of Alabama airports that fall within those lengths are shown in **Table 5-1.** Note that most of the state's primary runways lie between 3,000 and 5,499 feet in length.

Table 5-1: Airport Role Evaluation Analysis – Runway Length

Runway Length in Feet	Points Assigned	Number of Airports
>10,000*	5	2
7,000 to 9,999	4	6
5,500 to 6,999	3	19
3,000 to 5,499	2	51
≤3,000	1	2

Source: Jviation

Instrument Approach Capabilities: Instrument approaches established at an airport provide an enhanced level of safety and a greater degree of accessibility for aircraft operating at that airport since they permit operations to occur during adverse weather conditions. In general, the greater the quality of an approach, the better the accessibility for aircraft. Existing global positioning satellite-based technology (GPS) and ground-based equipment (Instrument Landing System or ILS) enable airports to provide a precision-caliber approach (one that provides both lateral and vertical guidance), which are the highest quality approaches currently available. Note that GPS-based approaches are more economical since they do not require expensive ground-based equipment that previously supported a precision-type approach (often an ILS). Such GPS approaches are commonly referred to as a localizer performance with vertical guidance (LPV) approach. For this Airport Role Evaluation Analysis, airports with an LPV or ILS published approach were awarded five points. Within Alabama's system, 46 of the 80 system airports (or 58 percent) currently have either an LPV or an ILS instrument approach.

Air Traffic Control Tower: Airports with significant annual aircraft operations often have an air traffic control tower (ATCT) established either on a part-time or full-time basis to manage aircraft traffic. This service is typically provided by the FAA and managed by ground-based air traffic controllers who direct aircraft operations both on the ground and through controlled airspace. Controllers can also provide advisory services to aircraft in non-controlled airspace. The primary purpose of ATCT is to prevent collisions, organize and expedite the flow of air traffic, and provide information and other support for pilots. There are currently eight airports in Alabama with an air traffic control tower. Airports with an air traffic control tower received five points in the Airport Role Evaluation Analysis.

Automated Weather Reporting: Accurate and timely weather reporting is essential to safe and expeditious airport operations. Automated weather reporting systems disseminate weather information to pilots. The most common of these systems are the automated weather observing system (AWOS) and the automated surface observing system (ASOS). Airports with weather reporting equipment received five points in the Airport Role Evaluation Analysis. Within Alabama's system, 40 of the 80 system airports (or 50 percent) currently have automated weather reporting.

Aviation Fuel Availability: The ability to store and sell fuel to those aircraft that operate at an airport is important to that airport both from an aircraft service perspective and as a potential revenue source. The aviation fuels typically utilized on an airport are Avgas and Jet-A. Used by aircraft having reciprocating piston engines, the Avgas (or aviation gasoline) most commonly utilized today is 100 Low Lead (or 100LL). Jet-A is a kerosene-based fuel that contains no lead and is used for powering turbine-engine (jet or turboprop) aircraft. Jet-A fuel is critical for most business class, government agency, and military operations. For this Airport Role Evaluation Analysis, airports were awarded five points for each of the fuel types that they currently provide. So, a total of 10 points could be awarded if an airport has both Jet-A and Avgas. Currently in Alabama, 65 of its 80 airports (81 percent) provide Avgas, and 50 of its 80 airports (63 percent) provide both Avgas and Jet-A.

Aircraft Repair Services: Aircraft repair services provide essential services to aircraft based at an airport and can attract aircraft customers from nearby airports and even out-of-state airports. There are generally two classifications of aircraft maintenance: minor and major. Minor aircraft repairs are those that can be performed by an airframe and powerplant mechanic (A&P), while major airframe repairs require the maintenance technician performing or inspecting the work to have an additional qualification as an airworthiness inspector (AI). For this Airport Role Evaluation Analysis, airports with minor airframe/powerplant repair received five points and those airports that also provided major airframe/powerplant repair received an additional five points. In Alabama, 39 of 80 system airports provide minor aircraft repairs services, of which 11 also provide major aircraft repair services.

Fixed Base Operator (FBO) Services: A Fixed Based Operator (FBO) is an organization or a business that has been granted the right to operate at an airport and provide aeronautical services such as aircraft marshalling, parking, fueling, hangar management (for both itinerant and based aircraft), maintenance, chartering, and miscellaneous pilot/passenger accommodations and services, ground transportation, among many others. These types of services are important considerations for aircraft owners and pilots when determining which airport to base their aircraft as well as to fly to for business or pleasure. For this Airport Role Evaluation Analysis, airports with an FBO received five points. In Alabama, 57 of 80 system airports (71 percent) had some sort of FBO actively operating.

5.3.2   Operational Considerations

While airports in Alabama provide access to business and personal users alike, business operators typically require greater levels of facilities and services for the economic benefits that they characteristically provide for the local area. When stratifying an airport system, it is important to consider access to local markets that offer significant employment opportunities to the local community. To reflect this in the analysis, four airport market attributes were identified and included in the stratification process as a measure of on-airport economic drivers.

Based Aircraft: The number of based aircraft at an airport is a good indicator of overall activity levels at that facility. Points were assigned based on ranges of aircraft stored at the airport. **Table** 5-2 shows the scores assigned to different ranges of total based aircraft, as well as the number of Alabama system airports that received each score.

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Table 5-2: Airport Role Evaluation Analysis – Based Aircraft

Total Based Aircraft	Points Assigned	Number of Airports
>100	5	5
50 to 99	4	14
30 to 49	3	12
15 to 29	2	16
1 to 14	1	31
None	0	2

Source: Jviation

Based Jet Aircraft: The number of based jet aircraft at an airport is a good indicator of business aviation activity levels at that facility. Points were assigned based on ranges of jet aircraft stored at the airport. **Table 5-3** shows the scores assigned to different ranges of total based aircraft, and the number of Alabama system airports that received each score.

Table 5-3: Airport Role Evaluation Analysis – Based Jet Aircraft

Total Based Jet Aircraft	Points Assigned	Number of Airports
>10	5	2
6 to 9	4	5
4 to 5	3	5
2 to 3	2	7
1	1	16
0	0	45

Source: Jviation

On-Airport Aviation Business Employment: Many Alabama airports support on-airport aviation-related businesses and government agencies. These entities employ aviation-related workers within their community. Points were assigned based on ranges of employee counts reported for each airport. **Table 5-4** shows the scores assigned to different ranges of total on-airport employment, and the number of Alabama system airports that received each score.

Table 5-4: Airport Role Evaluation Analysis – On-Airport Employment

Total On-Airport Employment	Points Assigned	Number of Airports
>400	5	8
100 to 399	4	3
20 to 99	3	13
6 to 19	2	17
1 to 5	1	17
0	0	22

Source: Jviation

Visitors to Alabama Airports Arriving on Aircraft: Many Alabama airports support both intrastate and interstate visitors arriving on general aviation and commercial service aircraft. Visitor estimates are based on

an analysis prepared for the Economic Impact Study that was completed in association with this Airport System Plan. For general aviation visitors, estimates are based on transient arrivals data and airport and FBO management input. Commercial service visitors are based on total passenger enplanements and USDOT sample ticket data, origin and destination percentages. Points were assigned based on ranges of total annual combined visitor estimates for each airport, including those providing commercial service. **Table 5-5** shows the scores assigned to different ranges of total visitors, and the number of Alabama system airports that received each score.

Table 5-5: Airport Role Evaluation Analysis – Annual Arriving Visitors

Total Annual Arriving Visitors	Points Assigned	Number of Airports
>200,000	10	2
15,000 to 199,000	5	9
5,000 to 14,999	4	17
3,000 to 4,999	3	11
1,000 to 2,999	2	18
500 to 999	1	12
0	0	11

Source: Jviation

5.4 Results of Role Analysis

This study utilized a stratification process to assign airports to different roles based on a variety of airport factors through a well-defined scoring process based on a range of airport facilities, services, and local conditions. **Table 5-6** details the Airport Role Evaluation scores at each Alabama system airport. Scoring of airports determined each airport's role in the system. Each airport was evaluated in the 13 factors described previously. The scores for all 13 factors were added together to arrive at a total role analysis score for each airport. The total possible points are 70 if an airport were to have all factors included in the Airport Role Evaluation. The average point score for all 80 system airports is 30 points. Birmingham-Shuttlesworth International Airport had the highest score at 70 points, while Abbeville Municipal and Addison Municipal Airports both had the lowest score at 2 points each.

Through coordination with the Aeronautics Bureau, the scores were then translated into the appropriate airport role categories. Birmingham-Shuttlesworth International (BHM) and Huntsville International-Carl T Jones Field (HSV) are the highest scoring airports and are the only two airports in the International Category. **Table 5-7** summarizes the ranking of airports based on the Role Evaluation Analysis Score and presents each airport's resultant role category. **Figure 5-1** presents the system airports and their resultant roles in a graphical format.

Table 5-6: Alabama Airport Role Evaluation Analysis Scoring

City	Airport Name	FAA ID	Primary Runway Length	ATCT	Weather Reporting	LPV	Avgas	Jet A	FBO	Major Airframe/ Powerplant Repair	Minor Airframe Powerplant Repair	Direct Employment	Total Based Jet Aircraft	Total Based Aircraft	Number of Visitors (GA & CS)	Point Total
			Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	
Abbeville	Abbeville Municipal	0J0	1	0	0	0	0	0	0	0	0	0	0	1	0	2
Addison	Addison Municipal	2A8	1	0	0	0	0	0	0	0	0	0	0	1	0	2
Alabaster	Shelby County	EET	2	0	5	5	5	5	5	5	0	2	0	4	4	42
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	3	0	5	5	5	5	5	5	5	3	3	4	5	53
Alexander City	Thomas C Russell Field	ALX	2	0	5	5	5	5	5	5	0	2	1	3	3	41
Aliceville	George Downer	AIV	2	0	0	0	5	0	0	0	0	0	0	1	1	9
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	3	0	5	5	5	5	5	5	0	4	0	2	3	42
Anniston	Anniston Regional	ANB	3	0	5	5	5	5	5	5	0	2	2	2	4	43
Ashland/Lineville	Ashland/Lineville	26A	2	0	0	0	0	0	0	0	0	0	0	1	1	4
Atmore	Atmore Municipal	0R1	2	0	0	5	5	0	5	5	0	2	0	1	2	27
Auburn	Auburn University Regional	AUO	2	0	5	5	5	5	5	5	0	3	3	3	5	46
Bay Minette	Bay Minette Municipal	1R8	2	0	0	5	5	5	0	5	0	1	0	1	4	28
Bessemer	Bessemer	EKY	3	0	5	5	5	5	5	5	0	3	4	5	4	49
Birmingham	Birmingham-Shuttlesworth International	BHM	5	5	5	5	5	5	5	5	5	5	5	5	10	70
Brewton	Brewton Municipal	12J	2	0	5	0	5	5	5	5	0	2	0	2	4	40
Butler	Butler-Choctaw County	09A	2	0	0	5	0	0	0	0	0	0	0	0	0	7
Camden	Camden Municipal	61A	2	0	0	0	0	0	0	0	0	0	0	1	0	3
Centre	Centre-Piedmont-Cherokee County Regional	PYP	2	0	0	5	5	0	5	0	0	1	0	2	0	20
Centreville	Bibb County	0A8	2	0	0	0	0	0	0	0	0	0	2	1	2	7
Chatom	Roy Wilcox	5R1	2	0	0	0	0	0	0	0	0	0	0	1	1	4
Clanton	Chilton County	02A	2	0	0	0	5	5	5	5	0	1	0	2	4	29
Clayton	Clayton Municipal	11A	2	0	5	0	0	0	0	0	0	0	1	1	0	9
Courtland	Courtland	9A4	2	0	5	5	5	0	0	0	0	0	0	3	2	22
Cullman	Cullman Regional-Folsom Field	CMD	2	0	5	5	5	5	5	0	0	3	1	4	4	39
Dauphin Island	Jeremiah Denton	4R9	1	0	0	0	0	0	0	0	0	0	0	0	3	4
Decatur	Pryor Field Regional	DCU	3	0	5	5	5	5	5	5	5	2	1	4	4	49
Demopolis	Demopolis Regional	DYA	2	0	5	5	5	5	5	5	0	1	0	2	2	37
Dothan	Dothan Regional	DHN	4	5	5	5	5	5	5	5	0	5	4	4	5	57
Double Springs	Double Springs-Winston County	3M2	2	0	0	0	0	0	0	0	0	0	1	1	2	6
Elba	Carl Folsom	14J	2	0	0	0	5	0	5	0	0	1	1	2	1	17
Enterprise	Enterprise Municipal	EDN	2	0	5	5	5	5	5	0	5	3	0	4	3	42
Eufaula	Weedon Field	EUF	2	0	5	5	5	5	5	0	5	2	1	2	0	37
Evergreen	Evergreen Regional - Middleton Field	GZH	2	0	5	0	5	5	5	0	0	0	0	1	2	25
Fairhope	H L Sonny Callahan	CQF	3	0	5	5	5	5	5	5	0	3	0	3	4	43
Fayette	Richard Arthur Field	M95	2	0	0	0	5	5	5	0	0	2	0	1	2	22
Florala	Florala Municipal	0J4	2	0	0	0	5	5	5	0	5	2	0	1	0	25
Foley	Foley Municipal	5R4	2	0	0	5	5	0	5	0	0	3	0	2	1	23
Fort Payne	Isbell Field	4A9	2	0	5	5	5	5	5	0	0	2	3	2	4	38
Gadsden	Northeast Alabama Regional	GAD	3	0	5	5	5	5	5	5	0	2	1	3	2	41
Geneva	Geneva Municipal	33J	2	0	0	0	5	0	5	5	0	1	0	2	2	22
Greensboro	Greensboro Municipal	7A0	2	0	0	0	5	0	5	0	0	1	0	1	2	16
Greenville	Mac Crenshaw Memorial	PRN	3	0	5	0	5	5	5	5	0	1	0	1	3	33

City	Airport Name	FAA ID	Primary Runway Length	ATCT	Weather Reporting	LPV	Avgas	Jet A	FBO	Major Airframe/ Powerplant Repair	Minor Airframe Powerplant Repair	Direct Employment	Total Based Jet Aircraft	Total Based Aircraft	Number of Visitors (GA & CS)	Point Total
			Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	
Gulf Shores	Jack Edwards National	JKA	3	5	5	5	5	5	5	5	0	3	4	4	5	54
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	2	0	0	5	5	5	5	0	0	3	0	3	3	31
Haleyville	Posey Field	1M4	2	0	5	5	5	5	5	0	0	1	1	1	2	32
Hamilton	Marion County-Rankin Fite	HAB	2	0	0	5	5	5	5	0	0	1	0	2	2	27
Hartselle	Hartselle-Morgan County Regional	5M0	2	0	0	0	5	5	5	5	5	1	0	2	2	32
Headland	Headland Municipal	0J6	2	0	0	5	5	5	5	5	5	3	0	3	3	41
Huntsville	Huntsville International-Carl T Jones Field	HSV	5	5	5	5	5	5	5	5	0	5	2	4	10	61
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	3	0	5	5	5	5	5	5	5	5	2	5	5	55
Jackson	Jackson Municipal	4R3	2	0	0	0	5	0	0	0	0	0	0	1	1	9
Jasper	Walker County-Bevill Field	JFX	2	0	5	5	5	5	5	5	0	2	1	3	5	43
Lanett	Lanett Municipal	7A3	2	0	0	0	5	0	0	0	0	0	0	1	1	9
Luverne	Frank Sikes	04A	2	0	0	0	5	0	0	0	0	1	0	1	1	10
Marion	Vaiden Field	A08	3	0	5	5	5	5	5	0	0	0	0	1	2	31
Mobile	Mobile Regional	MOB	4	5	5	5	5	5	5	5	0	5	4	4	5	57
Mobile	Mobile Downtown	BFM	4	5	5	5	5	5	5	5	0	5	3	3	4	54
Monroeville	Monroe County Airport	MVC	3	0	0	0	5	5	5	0	0	3	2	1	2	26
Montgomery	Montgomery Regional (Dannelly Field)	MGM	4	5	5	5	5	5	5	5	0	5	4	5	5	58
Muscle Shoals	Northwest Alabama Regional	MSL	3	0	5	5	5	5	5	0	5	3	2	4	4	46
Oneonta	Robbins Field	20A	2	0	0	0	0	0	0	0	0	0	0	1	0	3
Ozark	Ozark Airport - Blackwell Field	71J	2	0	0	5	5	5	5	5	0	4	1	2	4	38
Pell City	St Clair County	PLR	2	0	5	5	5	5	5	5	0	2	0	4	4	42
Prattville	Prattville - Grouby Field	1A9	2	0	5	5	5	5	5	5	0	2	1	3	3	41
Reform	North Pickens	3M8	2	0	0	0	5	0	0	0	0	0	2	2	1	12
Roanoke	Roanoke Municipal	7A5	2	0	0	0	0	0	0	0	0	0	0	1	1	4
Russellville	Bill Pugh Field	M22	2	0	0	0	5	5	5	0	0	1	0	1	0	14
Samson	Logan Field	1A4	2	0	0	0	0	0	0	0	0	1	0	1	0	4
Scottsboro	Scottsboro Municipal-Word Field	4A6	2	0	5	0	5	5	5	0	0	0	1	3	3	29
Selma	Craig Field	SEM	4	0	5	5	5	5	5	5	0	2	0	1	5	42
St Elmo	St Elmo	2R5	2	0	0	5	5	5	0	0	0	1	1	2	3	24
Stevenson	Stevenson	7A6	2	0	0	0	0	0	0	5	0	1	0	1	0	10
Sylacauga	Merkel Field Sylacauga Municipal	SCD	2	0	5	5	5	5	5	5	0	1	0	4	2	39
Talladega	Talladega Municipal	ASN	3	0	5	5	5	5	5	0	0	3	1	4	4	40
Troy	Troy Municipal Airport at N Kenneth Campbell Field	TOI	3	5	5	5	5	5	5	5	0	5	3	3	4	53
Tuscaloosa	Tuscaloosa National	TCL	3	5	5	5	5	5	5	5	0	4	5	5	4	56
Tuskegee	Moton Field Municipal	06A	2	0	0	5	5	5	5	5	0	2	0	1	3	33
Union Springs	Franklin Field	07A	2	0	0	0	5	0	0	0	0	0	0	1	2	10
Vernon	Lamar County	M55	2	0	0	0	0	0	0	0	0	0	1	1	1	5
Wetumpka	Wetumpka Municipal	08A	2	0	0	0	5	0	5	5	0	2	0	4	2	25

Source: Jviation

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Table 5-7: Airport Role Evaluation Analysis Scores and Categorizations

Associated City	Airport Name	FAA ID	Score	Initial Airport Role (based on 2020 system plan update)
Birmingham	Birmingham-Shuttlesworth International	BHM	70	International
Huntsville	Huntsville International-Carl T Jones Field	HSV	61	International
Montgomery	Montgomery Regional (Dannelly Field)	MGM	58	National
Dothan	Dothan Regional	DHN	57	National
Mobile	Mobile Regional	MOB	57	National
Tuscaloosa	Tuscaloosa National	TCL	56	National
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	55	National
Mobile	Mobile Downtown	BFM	54	National
Gulf Shores	Jack Edwards National	JKA	54	National
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	53	National
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	53	National
Bessemer	Bessemer	EKY	49	National
Decatur	Pryor Field Regional	DCU	49	National
Auburn	Auburn University Regional	AUO	46	National
Muscle Shoals	Northwest Alabama Regional	MSL	46	National
Anniston	Anniston Regional	ANB	43	Regional
Fairhope	H L Sonny Callahan	CQF	43	Regional
Jasper	Walker County-Bevill Field	JFX	43	Regional
Alabaster	Shelby County	EET	42	Regional
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	42	Regional
Enterprise	Enterprise Municipal	EDN	42	Regional
Pell City	St Clair County	PLR	42	Regional
Selma	Craig Field	SEM	42	Regional
Alexander City	Thomas C Russell Field	ALX	41	Regional
Gadsden	Northeast Alabama Regional	GAD	41	Regional
Headland	Headland Municipal	0J6	41	Regional
Prattville	Prattville - Grouby Field	1A9	41	Regional
Brewton	Brewton Municipal	12J	40	Regional
Talladega	Talladega Municipal	ASN	40	Regional
Cullman	Cullman Regional-Folsom Field	CMD	39	Regional
Sylacauga	Merkel Field Sylacauga Municipal	SCD	39	Regional
Fort Payne	Isbell Field	4A9	38	Regional
Ozark	Ozark Airport - Blackwell Field	71J	38	Regional
Demopolis	Demopolis Regional	DYA	37	Community
Eufaula	Weedon Field	EUF	37	Community
Tuskegee	Moton Field Municipal	06A	33	Community
Haleyville	Posey Field	1M4	32	Community
Hartselle	Hartselle-Morgan County Regional	5M0	32	Community
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	31	Community
Marion	Vaiden Field	A08	31	Community
Clanton	Chilton County	02A	29	Community
Scottsboro	Scottsboro Municipal-Word Field	4A6	29	Community
Bay Minette	Bay Minette Municipal	1R8	28	Community
Greenville	Mac Crenshaw Memorial	PRN	28	Community

Associated City	Airport Name	FAA ID	Score	Initial Airport Role (based on 2020 system plan update)
Atmore	Atmore Municipal	0R1	27	Community
Hamilton	Marion County-Rankin Fite	HAB	27	Community
Monroeville	Monroe County Airport	MVC	26	Community
Evergreen	Evergreen Regional - Middleton Field	GZH	25	Community
Florala	Florala Municipal	0J4	25	Community
Wetumpka	Wetumpka Municipal	08A	25	Community
St Elmo	St Elmo	2R5	24	Community
Foley	Foley Municipal	5R4	23	Community
Courtland	Courtland	9A4	22	Community
Fayette	Richard Arthur Field	M95	22	Community
Geneva	Geneva Municipal	33J	22	Community
Centre	Centre-Piedmont-Cherokee County Regional	PYP	20	Local
Russellville	Bill Pugh Field	M22	19	Local
Elba	Carl Folsom	14J	17	Local
Greensboro	Greensboro Municipal	7A0	16	Local
Reform	North Pickens	3M8	12	Local
Luverne	Frank Sikes	04A	10	Local
Stevenson	Stevenson	7A6	10	Local
Union Springs	Franklin Field	07A	10	Local
Aliceville	George Downer	AIV	9	Local
Clayton	Clayton Municipal	11A	9	Local
Jackson	Jackson Municipal	4R3	9	Local
Lanett	Lanett Municipal	7A3	9	Local
Butler	Butler-Choctaw County	09A	7	Local
Centreville	Bibb County	0A8	7	Local
Double Springs	Double Springs-Winston County	3M2	6	Local
Vernon	Lamar County	M55	5	Local
Ashland/Lineville	Ashland/Lineville	26A	4	Local
Chatom	Roy Wilcox	5R1	4	Local
Dauphin Island	Jeremiah Denton	4R9	4	Local
Roanoke	Roanoke Municipal	7A5	4	Local
Samson	Logan Field	1A4	4	Local
Camden	Camden Municipal	61A	3	Local
Oneonta	Robbins Field	20A	3	Local
Abbeville	Abbeville Municipal	0J0	2	Local
Addison	Addison Municipal	2A8	2	Local

Source: Jviation

Figure 5-1: Alabama Airports by Initial Roles Categorization
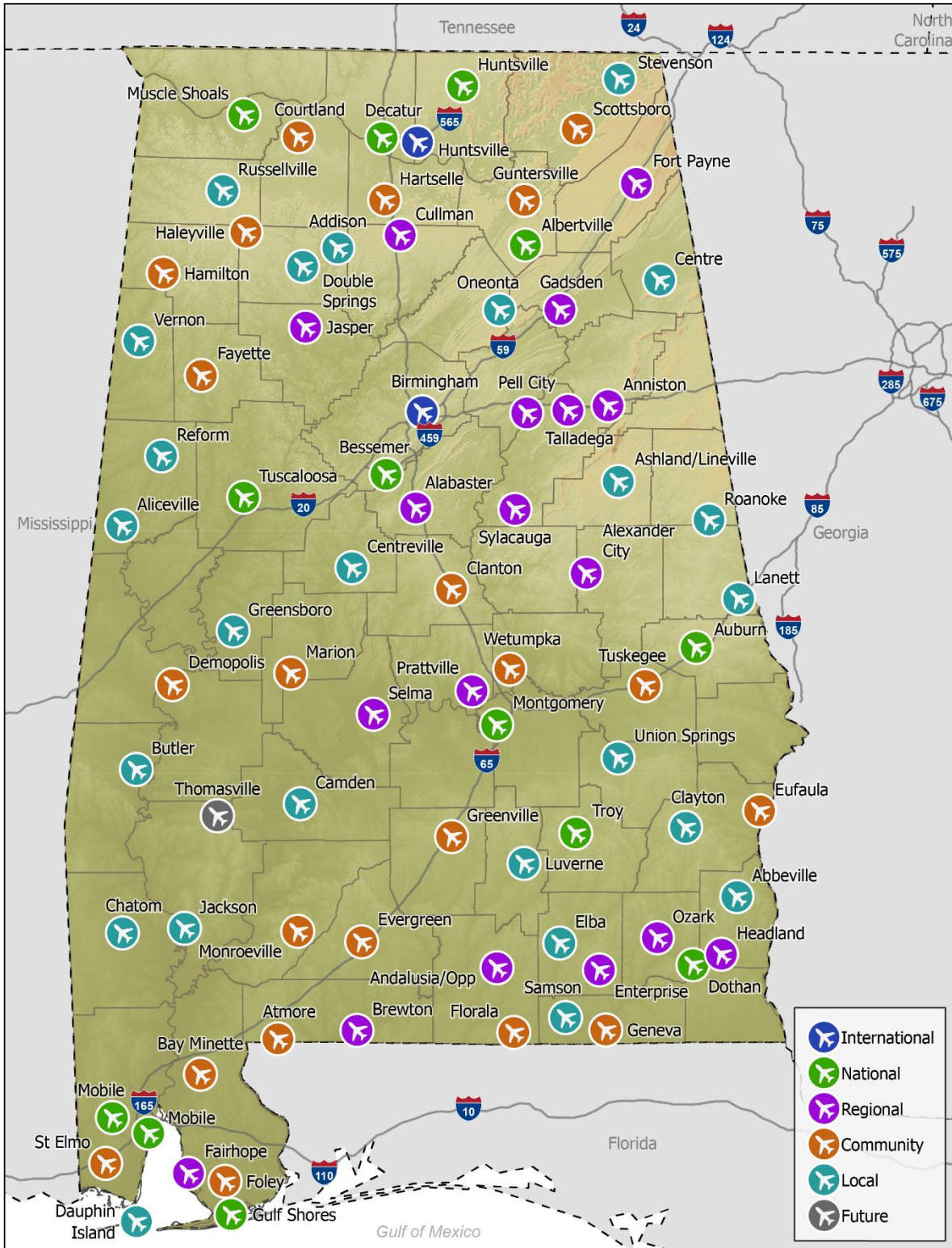
Source: Jviation

5.5   Current Airport Roles Compared to FAA NPIAS Roles

The National Plan of Integrated Airport Systems (NPIAS) is an FAA-sponsored national airport system plan whose purpose is both to identify those airports that are considered important to the national air transportation system, and to categorize how those airports currently operate within the system. Being identified within NPIAS also makes an airport eligible to receive grants under the FAA Airport Improvement Program (AIP) for the planning and implementation of airport capital improvements and infrastructure development. In practice, for those airports included in the NPIAS, a specific service level or role is defined based on the types of services those airports provide their host communities. These service levels or roles also help define the AIP funding categories established by Congress to assist in the distribution of financial resources for airport development.

Until 2012 the FAA NPIAS offered only two categories for general aviation airports Reliever and General Aviation. With only two categories for general aviation airports, the NPIAS did not offer much differentiation in terms of airport roles. The FAA addressed this shortcoming within its Asset Study that examined general aviation airports across the United States. The first version of the study was released in 2012 and the second updated version, which identified issues related to airports in the "Unclassified" category, was released in 2014. The Asset Study describes the critical roles of the general aviation airports and groups general aviation airports into more descriptive categories. The FAA NPIAS categories are based on the 2014 FAA Asset Study as follows:

- **National Airports:** Airports have very high levels of activity with many jets and multi-engine propeller aircraft. They average about 200 total based aircraft, of which 30, on average, are jets.
- **Regional Airports:** Airports have high levels of activity with some jets and multi-engine propeller aircraft. They average about 90 total based aircraft, of which three, on average, are jets.
- **Local Airports:** Airports have moderate levels of activity with some multi-engine propeller aircraft. They average about 33 based propeller-driven aircraft and no jets.
- **Basic Airports:** Airports have moderate to low levels of activity, and average about 10 propeller-driven based aircraft.
- **Unclassified:** Airports do not maintain categories established by NPIAS or no longer meet criteria for the previously established category.

Alabama's airport system includes a total of 80 airports, of which 67 are included in the NPIAS. When reviewing the FAA Asset Study Categories, 22 Alabama airports are assigned to the Basic study category, 26 within the Local category, 13 within the Regional category, and one in the National Category. Five airports are considered Unclassified. The total number of Alabama airports in each FAA NPIAS Asset category is shown in **Table 5-8**.

Table 5-8: Total Number of Alabama System Airports in Each FAA NPIAS Asset Category

Category	Number of Airports
National	1
Regional	13
Local	26
Basic	22
Unclassified	5

Source: 2019 FAA NPIAS

- Five of the seven commercial service airports in Alabama were not included in the Asset Study analysis.
- Birmingham-Shuttlesworth International Airport is the only Alabama airport assigned the National category.

- Northwest Alabama Regional Airport in Muscle Shoals has commercial service airline activity (Essential Air Service) but was included in the FAA Asset Study as a Regional airport.
- Every two years the FAA updates the NPIAS and may consider changing the category of an airport based on aviation activity.

Table 5-9 below compares current AL SASP Airport Roles with the FAA NPIAS Asset Categories. The FAA Asset Study categories have no bearing on AL SASP Roles.

Table 5-9: Current AL SASP Airport Roles Compared with the FAA NPIAS Asset Categories

Associated City	Airport Name	FAA ID	Initial Airport Role (based on 2020 system plan update)	FAA NPIAS Airport Classification
Birmingham	Birmingham-Shuttlesworth International	BHM	International	Small Hub
Huntsville	Huntsville International-Carl T Jones Field	HSV	International	Primary - Small Hub
Montgomery	Montgomery Regional (Dannelly Field)	MGM	National	Primary - Nonhub
Dothan	Dothan Regional	DHN	National	Primary - Nonhub
Mobile	Mobile Regional	MOB	National	Primary - Nonhub
Tuscaloosa	Tuscaloosa National	TCL	National	National
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	National	Local
Mobile	Mobile Downtown	BFM	National	Regional
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	National	Regional
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	National	Regional
Bessemer	Bessemer	EKY	National	Regional
Decatur	Pryor Field Regional	DCU	National	Regional
Gulf Shores	Jack Edwards National	JKA	National	Regional
Auburn	Auburn University Regional	AUO	National	Regional
Muscle Shoals	Northwest Alabama Regional	MSL	National	Regional
Anniston	Anniston Regional	ANB	Regional	Basic
Fairhope	H L Sonny Callahan	CQF	Regional	Regional
Jasper	Walker County-Bevill Field	JFX	Regional	Local
Alabaster	Shelby County	EET	Regional	Regional
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	Regional	Local
Enterprise	Enterprise Municipal	EDN	Regional	Local
Pell City	St Clair County	PLR	Regional	Local
Selma	Craig Field	SEM	Regional	Basic
Alexander City	Thomas C Russell Field	ALX	Regional	Regional
Gadsden	Northeast Alabama Regional	GAD	Regional	Local
Headland	Headland Municipal	0J6	Regional	Local
Prattville	Prattville - Grouby Field	1A9	Regional	Local
Brewton	Brewton Municipal	12J	Regional	Local
Talladega	Talladega Municipal	ASN	Regional	Local
Cullman	Cullman Regional-Folsom Field	CMD	Regional	Regional
Sylacauga	Merkel Field Sylacauga Municipal	SCD	Regional	Local
Fort Payne	Isbell Field	4A9	Regional	Regional
Ozark	Ozark Airport - Blackwell Field	71J	Regional	Local

Associated City	Airport Name	FAA ID	Initial Airport Role (based on 2020 system plan update)	FAA NPIAS Airport Classification
Demopolis	Demopolis Regional	DYA	Community	Local
Eufaula	Weedon Field	EUF	Community	Local
Greenville	Mac Crenshaw Memorial	PRN	Community	Basic
Tuskegee	Moton Field Municipal	06A	Community	Basic
Courtland	Courtland	9A4	Community	Local
Haleyville	Posey Field	1M4	Community	Basic
Hartselle	Hartselle-Morgan County Regional	5M0	Community	Local
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	Community	Local
Marion	Vaiden Field	A08	Community	Basic
Clanton	Chilton County	02A	Community	Local
Scottsboro	Scottsboro Municipal-Word Field	4A6	Community	Local
Bay Minette	Bay Minette Municipal	1R8	Community	Basic
Atmore	Atmore Municipal	0R1	Community	Basic
Hamilton	Marion County-Rankin Fite	HAB	Community	Local
Monroeville	Monroe County Airport	MVC	Community	Local
Evergreen	Evergreen Regional - Middleton Field	GZH	Community	Basic
Florala	Florala Municipal	0J4	Community	Basic
Wetumpka	Wetumpka Municipal	08A	Community	Local
St Elmo	St Elmo	2R5	Community	Local
Foley	Foley Municipal	5R4	Community	Local
Fayette	Richard Arthur Field	M95	Community	Basic
Geneva	Geneva Municipal	33J	Community	Local
Centre	Centre-Piedmont-Cherokee County Regional	PYP	Local	Local
Elba	Carl Folsom	14J	Local	Local
Greensboro	Greensboro Municipal	7A0	Local	Basic
Russellville	Bill Pugh Field	M22	Local	Basic
Reform	North Pickens	3M8	Local	Basic
Luverne	Frank Sikes	04A	Local	Non NPIAS
Stevenson	Stevenson	7A6	Local	Non NPIAS
Union Springs	Franklin Field	07A	Local	Basic
Aliceville	George Downer	AIV	Local	Unclassified
Clayton	Clayton Municipal	11A	Local	Unclassified
Jackson	Jackson Municipal	4R3	Local	Basic
Lanett	Lanett Municipal	7A3	Local	Basic
Butler	Butler-Choctaw County	09A	Local	Unclassified
Centreville	Bibb County	0A8	Local	Basic
Double Springs	Double Springs-Winston County	3M2	Local	Non NPIAS
Vernon	Lamar County	M55	Local	Non NPIAS
Ashland/Lineville	Ashland/Lineville	26A	Local	Basic
Chatom	Roy Wilcox	5R1	Local	Non NPIAS
Dauphin Island	Jeremiah Denton	4R9	Local	Basic

Associated City	Airport Name	FAA ID	Initial Airport Role (based on 2020 system plan update)	FAA NPIAS Airport Classification
Roanoke	Roanoke Municipal	7A5	Local	Basic
Samson	Logan Field	1A4	Local	Non NPIAS
Camden	Camden Municipal	61A	Local	Basic
Oneonta	Robbins Field	20A	Local	Basic
Abbeville	Abbeville Municipal	0J0	Local	Basic
Addison	Addison Municipal	2A8	Local	Non NPIAS

Source: Jviation, 2019 FAA NPIAS

5.6 Relative Sustainability Assessment of Alabama System Airports

Dating back to its origins in 1935, the ALDOT Aeronautics Bureau has been charged with preserving and enhancing Alabama's air transportation system's safety and efficiency so that the system will continue to operate as an essential element of the state's transportation system. In fact, ensuring the long-term viability and safety of Alabama's airport system is considered essential for the state's economic growth. With that mandate, the Aeronautics Bureau has historically operated as a strong and active advocate for all airports that lie within the state airport system. This advocacy has included providing leadership and focus for the system in helping to ensure safety and security, inspecting and licensing airports to assure that airport facilities meet certain minimum standards of safety and design, and in supporting airport system planning and development. These are achieved through the actions and support of Bureau staff, as well as through direct financial contributions to system airports by way of funding grants (through aviation fuel taxes) to support improvements to airport safety and efficiency for the benefit of the State of Alabama.

As part of its charge to support appropriate airport system planning, the Aeronautics Bureau must also consider broader trends within the aviation industry so that it can better anticipate tomorrow's challenges. One of those trends that is important to recognize is the growing number of public airports that are closing across the country. Since the early 1970s when there were more than 7,000 community airports open throughout the country, the number of public use airports has declined to about 5,000. Although most of these closures are related to privately-owned airports, many have been publicly owned facilities. While conditions associated with every airport closure is unique, there are broad commonalities in these closing patterns that can be identified. Specifically, the majority of these closures are rooted in lack of funding, diminishing activity levels, declining local support, or a combination of all three. (Note that the first factor is particularly concerning in that funding deficiencies can result in a degradation of the existing airport facilities to the point where they are unsafe for use. In such a situation, it is incumbent upon the airport and regulatory agencies to act before airport facilities degrade to an unsafe operating condition.)

In recognizing this national trend and based on the understanding of typical airport closure indicators, the Aeronautics Bureau has elected to conduct an analysis of all its system airports to assess their relative sustainability and long-term strength. This includes identifying any airports that may be potentially susceptible or "at risk" with respect to these key airport closure indicators. This section encompasses that analysis, which itself is comprised of a two-level effort. The first level examined the entire system in a broad context to identify those airports that may be most susceptible or "at risk," and the second level assessment conducted a detailed assessment of those airports with respect to indicators that considered financial, activity level, and local support factors.

It is important to note that the results of this assessment should not be considered to be a definitive judgement of any airport's absolute health and viability – there are far too many local, state, and national variables that

are unique to each airport to make such a determination. Yet this assessment should be considered to be adequate to provide an indication of where airports fall in terms of relative strength within the spectrum of the Alabama state airport system. This will result in several benefits. First, it will provide individual airport sponsors with a gauge or a tool by which they may be able to improve their airports so that they are less susceptible to those factors that could ultimately result in a closure. Second, it will provide the Aeronautics Bureau with the opportunity to provide guidance as required to those airports that may become challenged, as well as to develop contingency plans if one or more of those airports were to ultimately leave the state airport system.

5.6.1 Level I Assessment

The purpose of the Level I assessment was to subject all 80 airports within the Alabama Airport System to a screening process designed to help identify those airports most likely to be susceptible or at risk of experiencing challenges related to local financial, activity level, and local support factors. Through coordination with the ALDOT Aeronautics Bureau, a simple screening process was designed based on the FAA NPIAS (see Section 5.5 above for a description of the NPIAS and how the current Alabama airport system is classified). This was deemed to be appropriate for several reasons. First, the NPIAS only includes those airports that FAA deems to be critical to the National Airport System. Second, the various role classifications within the NPIAS provide a relative gauge as to the level of importance an airport has to the national system with National and Regional airports having greater perceived importance. Third, the level at which an airport is included in the NPIAS is an indicator of the degree to which airports are financially supported by the FAA through AIP grants. As noted above, lack of funding support can be a key indicator of an airport's susceptibility to external pressures to that airport's sustainability.

The specific process employed in the Level I Assessment is defined below:

1. All Alabama system airports not included in the FAA NPIAS were advanced to the Level II Assessment.

2. All Alabama system airports categorized in the FAA NPIAS as "Unclassified" were advanced to the Level II Assessment.

3. All Alabama system airports categorized in the FAA NPIAS as "Basic" were advanced to the Level II Assessment.

4. All Alabama system airports categorized in the FAA NPIAS as "Local" and having less than $1M of projected future improvements programmed under the NPIAS, should be advanced to the Level II Assessment. (Note that the inclusion of the financial component in the Local category was designed to reduce the number of airports included in Level II under the premise that Local airports with less future programmed funding requirements may indicate less ability or support for airport development. It was understood that assumption would not hold in all situations, but that any exceptions would be easily recognized during the Level II Assessment.)

See **Table 5-10** and **Figure 5-2** below for the results of the Level I Assessment. Note that 35 of the 80 system airports were advanced to the Level II Assessment.

Table 5-10: Level I Assessment Results

Associated City	Airport Name	FAA ID	FAA NPIAS Airport Classification	Inclusion in Level II Assessment
Abbeville	Abbeville Municipal	0J0	Basic	Yes
Addison	Addison Municipal	2A8	Non NPIAS	Yes
Alabaster	Shelby County	EET	Regional	No
Albertville	Albertville Regional-Thomas J Brumlik Field	8A0	Regional	No

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Associated City	Airport Name	FAA ID	FAA NPIAS Airport Classification	Inclusion in Level II Assessment
Alexander City	Thomas C Russell Field	ALX	Regional	No
Aliceville	George Downer	AIV	Unclassified	Yes
Andalusia/Opp	South Alabama Regional At Bill Benton Field	79J	Local	No
Anniston	Anniston Regional	ANB	Basic	Yes
Ashland/Lineville	Ashland/Lineville	26A	Basic	Yes
Atmore	Atmore Municipal	0R1	Basic	Yes
Auburn	Auburn University Regional	AUO	Regional	No
Bay Minette	Bay Minette Municipal	1R8	Basic	Yes
Bessemer	Bessemer	EKY	Regional	No
Birmingham	Birmingham-Shuttlesworth International	BHM	Small Hub	No
Brewton	Brewton Municipal	12J	Local	No
Butler	Butler-Choctaw County	09A	Unclassified	Yes
Camden	Camden Municipal	61A	Basic	Yes
Centre	Centre-Piedmont-Cherokee County Regional	PYP	Local	No
Centreville	Bibb County	0A8	Basic	Yes
Chatom	Roy Wilcox	5R1	Non NPIAS	Yes
Clanton	Chilton County	02A	Local	No
Clayton	Clayton Municipal	11A	Unclassified	Yes
Courtland	Courtland	9A4	Local	Yes*
Cullman	Cullman Regional-Folsom Field	CMD	Regional	No
Dauphin Island	Jeremiah Denton	4R9	Basic	Yes
Decatur	Pryor Field Regional	DCU	Regional	No
Demopolis	Demopolis Regional	DYA	Local	No
Dothan	Dothan Regional	DHN	Primary - Nonhub	No
Double Springs	Double Springs-Winston County	3M2	Non NPIAS	Yes
Elba	Carl Folsom	14J	Local	No
Enterprise	Enterprise Municipal	EDN	Local	No
Eufaula	Weedon Field	EUF	Local	No
Evergreen	Evergreen Regional - Middleton Field	GZH	Basic	Yes
Fairhope	H L Sonny Callahan	CQF	Regional	No
Fayette	Richard Arthur Field	M95	Basic	Yes
Florala	Florala Municipal	0J4	Basic	Yes
Foley	Foley Municipal	5R4	Local	No
Fort Payne	Isbell Field	4A9	Regional	No
Gadsden	Northeast Alabama Regional	GAD	Local	No
Geneva	Geneva Municipal	33J	Local	No
Greensboro	Greensboro Municipal	7A0	Basic	Yes
Greenville	Mac Crenshaw Memorial	PRN	Basic	Yes
Gulf Shores	Jack Edwards National	JKA	Regional	No
Guntersville	Guntersville Municipal - Joe Starnes Field	8A1	Local	No
Haleyville	Posey Field	1M4	Basic	Yes
Hamilton	Marion County-Rankin Fite	HAB	Local	No

| Associated City	Airport Name	FAA ID	FAA NPIAS Airport Classification	Inclusion in Level II Assessment
Hartselle	Hartselle-Morgan County Regional	5M0	Local	No
Headland	Headland Municipal	0J6	Local	No
Huntsville	Huntsville International-Carl T Jones Field	HSV	Primary - Small	No
Huntsville	Huntsville Executive Airport Tom Sharp Jr Field	MDQ	Local	No
Jackson	Jackson Municipal	4R3	Basic	Yes
Jasper	Walker County-Bevill Field	JFX	Local	No
Lanett	Lanett Municipal	7A3	Basic	Yes
Luverne	Frank Sikes	04A	Non NPIAS	Yes
Marion	Vaiden Field	A08	Basic	Yes
Mobile	Mobile Regional	MOB	Primary - Nonhub	No
Mobile	Mobile Downtown	BFM	Regional	No
Monroeville	Monroe County Airport	MVC	Local	No
Montgomery	Montgomery Regional (Dannelly Field)	MGM	Primary - Nonhub	No
Muscle Shoals	Northwest Alabama Regional	MSL	Regional	No
Oneonta	Robbins Field	20A	Basic	Yes
Ozark	Ozark Airport - Blackwell Field	71J	Local	No
Pell City	St Clair County	PLR	Local	No
Prattville	Prattville - Grouby Field	1A9	Local	No
Reform	North Pickens	3M8	Basic	Yes
Roanoke	Roanoke Municipal	7A5	Basic	Yes
Russellville	Bill Pugh Field	M22	Basic	Yes
Samson	Logan Field	1A4	Non NPIAS	Yes
Scottsboro	Scottsboro Municipal-Word Field	4A6	Local	No
Selma	Craig Field	SEM	Basic	Yes
St Elmo	St Elmo	2R5	Local	No
Stevenson	Stevenson	7A6	Non NPIAS	Yes
Sylacauga	Merkel Field Sylacauga Municipal	SCD	Local	No
Talladega	Talladega Municipal	ASN	Local	No
Troy	Troy Municipal Airport At N Kenneth Campbell Field	TOI	Regional	No
Tuscaloosa	Tuscaloosa National	TCL	National	No
Tuskegee	Moton Field Municipal	06A	Basic	Yes
Union Springs	Franklin Field	07A	Basic	Yes
Vernon	Lamar County	M55	Non NPIAS	Yes
Wetumpka	Wetumpka Municipal	08A	Local	No

Source: Jviation, 2019 FAA NPIAS
* The Courtland Airport had $833,333 of estimated development requirements in the 2019 NPIAS.

Figure 5-2: Level I Assessment Results
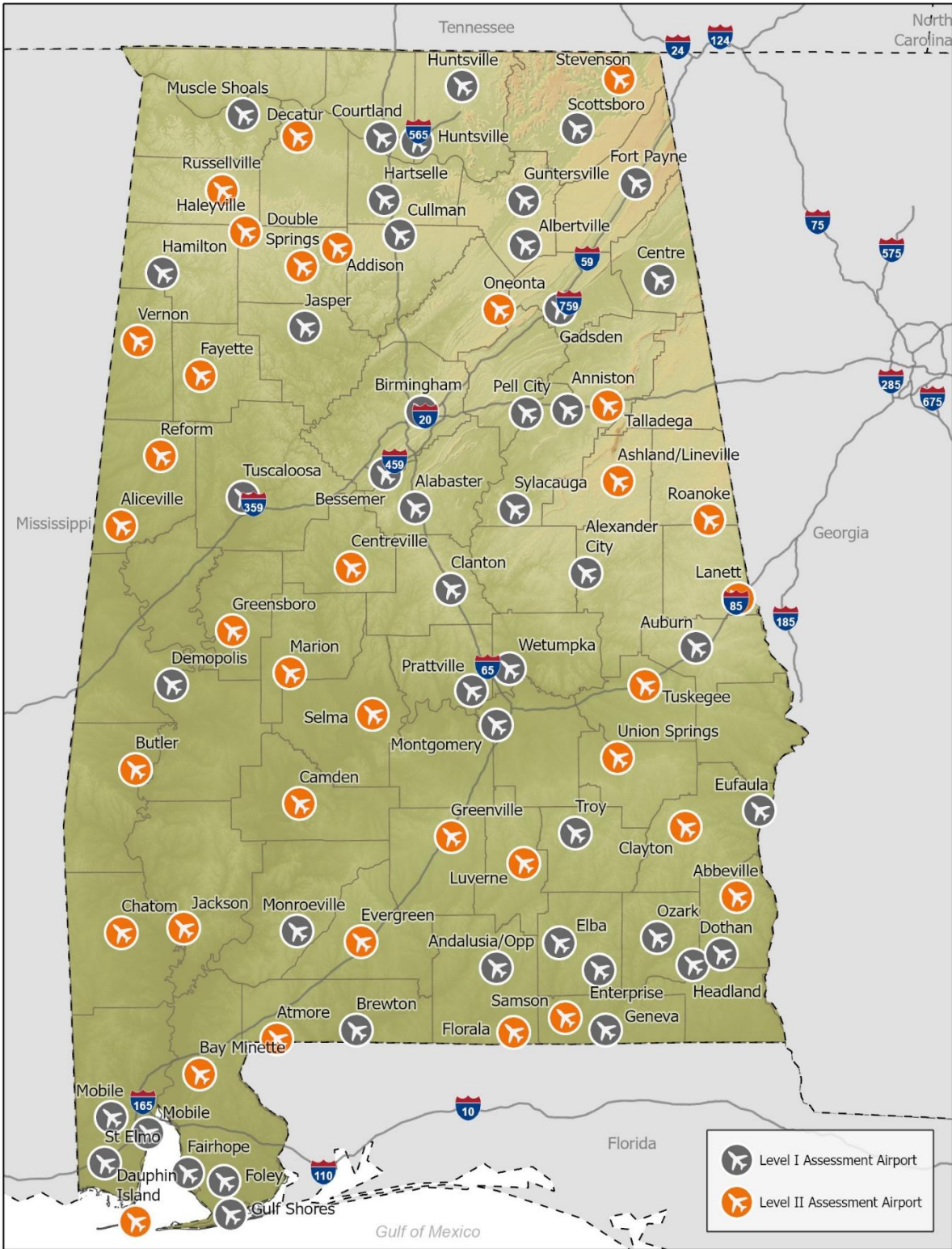
Source: Jviation

5.6.2   Level II Assessment

The purpose of the Level II Assessment was to subject the 35 airports identified in the Level I Assessment to an analysis encompassing a wide variety of factors designed to assess each airport's relative strength with respect to financial, activity level, and local support considerations. As noted above, these are the most common underlying considerations that make airports more susceptible to negative pressures on their long-term viability and sustainability.

Through coordination with the ALDOT Aeronautics Bureau, a weighted matrix was designed and utilized to conduct the assessment that ultimately resulted in each of the 35 airports' sustainability being deemed to be least susceptible or "at-risk" to being compromised, having a moderate level of susceptibility or being "at risk," or being the most susceptible or "at risk" to being compromised. Specifically, the matrix was comprised of 28 unique factors grouped into eight different general categories. The categories and factors are listed below:

1. **NPIAS Categories**
    o   GA Airport (Local or Basic)
    o   GA Airport (Unclassified or Non-NPIAS)
    o   Rural Designation

2. **Airport System / Airport Market Area**
    o   Population within a 30-minute drive time
    o   Population within a 30-minute drive time unserved by other system airports
    o   Ratio of market area served only by airport

3. **Sponsor Support**
    o   Airport Vision
    o   Dedicated Airport Manager
    o   Community Comprehensive Planning
    o   Community Economic Development
    o   Community Engagement
    o   AIP Grants over past 5 Years

4. **Unique Local Airport Considerations**
    o   Special Circumstances

5. **Existing Airport Facilities & Services**
    o   Longest RW Length
    o   Parallel TW to Primary
    o   Instrument Approach
    o   Apron Space
    o   Hangar Space
    o   Terminal / Pilot Facilities
    o   FBO Services
    o   Fueling Facilities
    o   Aircraft Maintenance
    o   Restrooms

6. **Existing Airport Condition**
    o   ALDOT Airport Safety Inspection Reports

7. **Airport Return on Investment (ROI)**
   o Airport Pavement Maintenance Costs
   o Annual Total Economic Impact
   o Economic Impact Return on Investment

8. **Airport Operations**
   o Number of based aircraft

It should be noted that these categories and factors were specifically selected to provide as diverse a range of considerations as was reasonably available within the overall Airport System Planning effort. Additionally, factors were intentionally selected to maximize application of objective data elements and to minimize any subjective valuations. It was deemed that the range of categories and factors was appropriate to adequately represent an airport's current status with respect to financial, activity level, and local support considerations.

Based on these factors, the Level II Assessment was conducted and the results are reflected in **Table 5-11** below. Note that 12 airports were identified as being least susceptible or at-risk, 12 airports were identified has having moderate susceptibility, and 11 airports were identified as being most susceptible or at-risk of experiencing negative pressures on their long-term viability and sustainability.

Table 5-11: Level II Assessment Results

Associated City	Airport Name	FAA ID	Susceptibility or "At-Risk"
Abbeville	Abbeville Municipal	0J0	Moderate
Addison	Addison Municipal	2A8	Most
Aliceville	George Downer	AIV	Moderate
Anniston	Anniston Regional	ANB	Least
Ashland/Lineville	Ashland/Lineville	26A	Moderate
Atmore	Atmore Municipal	0R1	Least
Bay Minette	Bay Minette Municipal	1R8	Least
Butler	Butler-Choctaw County	09A	Most
Camden	Camden Municipal	61A	Most
Centreville	Bibb County	0A8	Moderate
Chatom	Roy Wilcox	5R1	Least
Clayton	Clayton Municipal	11A	Most
Courtland	Courtland	9A4	Moderate
Dauphin Island	Jeremiah Denton	4R9	Moderate
Double Springs	Double Springs-Winston County	3M2	Most
Evergreen	Evergreen Regional - Middleton Field	GZH	Least
Fayette	Richard Arthur Field	M95	Least
Florala	Florala Municipal	0J4	Least
Greensboro	Greensboro Municipal	7A0	Moderate
Greenville	Mac Crenshaw Memorial	PRN	Least
Haleyville	Posey Field	1M4	Moderate
Jackson	Jackson Municipal	4R3	Most
Lanett	Lanett Municipal	7A3	Least
Luverne	Frank Sikes	04A	Most
Marion	Vaiden Field	A08	Moderate

Associated City	Airport Name	FAA ID	Susceptibility or "At-Risk"
Oneonta	Robbins Field	20A	Moderate
Reform	North Pickens	3M8	Least
Roanoke	Roanoke Municipal	7A5	Most
Russellville	Bill Pugh Field	M22	Moderate
Samson	Logan Field	1A4	Most
Selma	Craig Field	SEM	Least
Stevenson	Stevenson	7A6	Most
Tuskegee	Moton Field Municipal	06A	Least
Union Springs	Franklin Field	07A	Moderate
Vernon	Lamar County	M55	Most

Source: Jviation

5.6.3 Airport Relative Sustainability Assessment Conclusion

The ALDOT Aeronautics Bureau is committed to the long-term sustainability and efficiency of the state airport system for the benefit of the State of Alabama. As part of that commitment, it is critical that the Bureau remains diligent and aware of potential challenges to its long-term sustainability so that it can anticipate potential difficulties and formulate effective contingency responses. The sustainability assessment that was conducted and described in this section is one such effort to anticipate potential problems experienced in other parts of the country that could be ultimately be experienced by some Alabama airports.

Based on the results of this assessment, 11 airports were identified as being having the greatest propensity of being susceptible to or at-risk of experiencing negative pressures to their long-term viability and sustainability. Identifying these serves two primary purposes. First, it indicates to those airports that they may experience challenges to their long-term viability. Second, as responsible stewards of the state airport system, it affords the Aeronautics Bureau the opportunity to provide guidance as required to those airports, as well as to develop contingency plans if one or more of those airports were to ultimately be removed from the system. Those plans are discussed in subsequent chapters of this Airport System Plan.