3. Airport Roles

3.1. Introduction

No two airports in South Dakota are exactly the same. They vary in physical size, operational size, location, and the types of users they serve. As a result, it is critical to recognize the different ways airports function within the state system – each having their own unique set of opportunities and challenges. Since airports can vary widely in the types of activities and users they support, their needs will also vary. The role, or function, that an airport serves determines the type of facility and service improvements that the airport may need over time. For this reason, grouping like-airports together into system roles allows for coordinated and informed decisions to be made about future development and resource allocation.

The classification of airports into different roles happens at two levels – at the national level by the Federal Aviation Administration (FAA) and at the state level through the aviation system planning process. South Dakota's airport classification structure is designed to establish a network of facilities that supports the state's access, mobility, and economic needs while supporting the long-term viability of all airports within the system.

Both the federal and state roles are presented in this chapter, along with the criteria for each. Additionally, objectives for the development of facilities and services that are appropriate for each role are provided.

3.2. Federal Classifications

Airports are classified at the state and federal levels to reflect the diverse roles that airports serve at each of these levels. Depending on the unique needs of the airport system, federal and state classifications can be identical, partially overlap, or be completely different. The following section explains the federal classification system established by the FAA, known as the National Plan of Integrated Airport Systems (NPIAS).

3.2.1. National Plan of Integrated Airport Systems

As noted in **Chapter 1. Study Design and System Goals**, the *2019-2023 National Plan of Integration Airport Systems Report* (2019-2023 NPIAS Report) is the latest publication from the FAA that identifies over 3,300 airports that are significant to the national air transportation system. These airports encompass all types of landing areas specifically developed for fixed-wing aircraft, helicopters, and seaplanes. The vast majority of NPIAS airports (98%) are publicly-owned, with only two percent being privately-owned facilities. Just as airports within a state serve various functions, so to do airports within the NPIAS.

NPIAS airports are first identified as either Primary or Nonprimary airports as shown in **Table 3-1**. To be classified as a Primary airport, the airport must support scheduled air carrier service with at least 10,000 enplanements (i.e. passengers boarding an aircraft) per year. Within the Primary classification, airports are subcategorized based on the percent of total U.S enplanements occurring annually at their facility. Of over 3,300 NPIAS airports, only 380 are classified as Primary.

The remaining NPIAS airports are classified as Nonprimary. Within the Nonprimary classification, airports are subcategorized by activity type and level. Airports supporting scheduled commercial service of between 2,500 - 10,000 annual enplanements are classified as Nonprimary Commercial Service airports. Airports designated by the FAA to relieve general aviation (GA) traffic around commercial service airports are classified as Reliever airports. Finally, those airports that do not have air carrier service, or have less than 2,500 annual enplanements, are classified as GA airports. Nearly 65% of aircraft operations occur at Nonprimary airports.[1]

Table 3-1: NPIAS Classifications

Type	Definition
Primary Airports	
Large Hub	One percent or more of annual U.S. enplanements
Medium Hub	At least 0.25% but less than 1% of annual U.S. enplanements
Small Hub	At least 0.05% but less than 0.25% of annual U.S. enplanements
Nonhub	Less than 0.05% but more than 10,000 enplanements
Nonprimary Airports	
Commercial Service	Public airports receiving scheduled passenger service and at least 2,500 but not more than 10,000 annual enplanements
Reliever	Public or private airports designated by the FAA to relieve GA traffic congestion at nearby commercial service airports and provide improved GA access to the overall community
General Aviation	Public-use airports that do not have scheduled air carrier service or have less than 2,500 enplanements

Source: 2019-2023 NPIAS Report

There are 58 airports in South Dakota included in the 2019-2023 NPIAS Report, but only 56 of these airports are included in the 2020 SDSASP. As mentioned in **Chapter 1. Study Design and System Goals**, Kadoka Municipal Airport and Presho Municipal Airport are not currently meeting the minimum FAA criteria for inclusion in the NPIAS, are not federally obligated, have expressed interest in leaving the NPIAS, and have limited activity. **Table 3-2** includes a comparison of total airports nationwide and airports in South Dakota by NPIAS classification (not including Kadoka Municipal or Presho Municipal).

[1] 2019-2023 NPIAS Report.

Table 3-2: Total NPIAS Airports (U.S. and South Dakota)

Classification	Number of Airports		South Dakota Example
	U.S.	South Dakota	
Primary			
Large Hub	30	0	N/A
Medium Hub	31	0	N/A
Small Hub	72	1	Sioux Falls Regional Airport/Joe Foss Field
Nonhub	247	4*	Rapid City Regional Airport
Subtotal	**380**	**5**	
Nonprimary			
Commercial Service	126	0	N/A
Reliever	261	0	N/A
General Aviation	2,554	51	Platte Municipal Airport
Subtotal	**2,941**	**51**	
Total	**3,321**	**56**	

Source: 2019-2023 NPIAS Report

Note: Pierre and Watertown are classified as Nonprimary airports in the 2019-2023 Report; however, both airports crossed the 10,000-enplanement threshold since the 2019-2023 NPIAS Report data was gathered and published. As such, both airports are shown as Primary Nonhub airports in this table. For more information on recommended changes to NPIAS classifications, see **Appendix E – NPIAS Analysis and Recommendations.*

Table 3-3 presents the classifications for all NPIAS airports included in the 2020 SDSASP.

Table 3-3: South Dakota's NPIAS Airports by Classification

Associated City	Airport Name	FAA ID	NPIAS Classification
Primary			
Aberdeen	Aberdeen Regional	ABR	Nonhub
Pierre	Pierre Regional	PIR	Nonhub*
Rapid City	Rapid City Regional	RAP	Nonhub
Sioux Falls	Sioux Falls Regional/Joe Foss Field	FSD	Small Hub
Watertown	Watertown Regional	ATY	Nonhub*
Nonprimary			
Belle Fourche	Belle Fourche Municipal	EFC	General Aviation
Bison	Bison Municipal	6V5	General Aviation
Britton	Britton Municipal	BTN	General Aviation
Brookings	Brookings Regional	BKX	General Aviation
Buffalo	Harding County	9D2	General Aviation
Canton	Canton Municipal	7G9	General Aviation
Chamberlain	Chamberlain Municipal	9V9	General Aviation
Clark	Clark County	8D7	General Aviation
Custer	Custer County	CUT	General Aviation
De Smet	Wilder Field	6E5	General Aviation
Eagle Butte	Cheyenne Eagle Butte	84D	General Aviation
Edgemont	Edgemont Municipal	6V0	General Aviation
Eureka	Eureka Municipal	3W8	General Aviation
Faith	Faith Municipal	D07	General Aviation
Faulkton	Faulkton Municipal	3FU	General Aviation
Flandreau	Flandreau Municipal	4P3	General Aviation
Gettysburg	Gettysburg Municipal	0D8	General Aviation
Gregory	Gregory Municipal-Flynn Field	9D1	General Aviation
Highmore	Highmore Municipal	9D0	General Aviation
Hot Springs	Hot Springs Municipal	HSR	General Aviation
Hoven	Hoven Municipal	9F8	General Aviation
Howard	Howard Municipal	8D9	General Aviation
Huron	Huron Regional	HON	General Aviation
Lemmon	Lemmon Municipal	LEM	General Aviation
Madison	Madison Municipal	MDS	General Aviation
Martin	Martin Municipal	9V6	General Aviation

Associated City	Airport Name	FAA ID	NPIAS Classification
McLaughlin	McLaughlin Municipal	5P2	General Aviation
Milbank	Milbank Municipal	1D1	General Aviation
Miller	Miller Municipal	MKA	General Aviation
Mitchell	Mitchell Municipal	MHE	General Aviation
Mobridge	Mobridge Municipal	MBG	General Aviation
Murdo	Murdo Municipal	8F6	General Aviation
Onida	Onida Municipal	98D	General Aviation
Parkston	Parkston Municipal	8V3	General Aviation
Philip	Philip	PHP	General Aviation
Pine Ridge	Pine Ridge	IEN	General Aviation
Platte	Platte Municipal	1D3	General Aviation
Redfield	Redfield Municipal	1D8	General Aviation
Rosebud	Rosebud Sioux Tribal	SUO	General Aviation
Sisseton	Sisseton Municipal	8D3	General Aviation
Spearfish	Black Hills-Clyde Ice Field	SPF	General Aviation
Springfield	Springfield Municipal	Y03	General Aviation
Sturgis	Sturgis Municipal	49B	General Aviation
Tea	Marv Skie-Lincoln County	Y14	General Aviation
Vermillion	Harold Davidson Field	VMR	General Aviation
Wagner	Wagner Municipal	AGZ	General Aviation
Wall	Wall Municipal	6V4	General Aviation
Webster	The Sigurd Anderson	1D7	General Aviation
Wessington Springs	Wessington Springs	4X4	General Aviation
Winner	Winner Regional	ICR	General Aviation
Yankton	Chan Gurney Municipal	YKN	General Aviation

Source: 2019-2023 NPIAS Report

Note: Pierre and Watertown are classified as Nonprimary airports in the 2019-2023 Report; however, both airports crossed the 10,000-enplanement threshold since the 2019-2023 NPIAS Report data was gathered and published. As such, both airports are shown as Primary Nonhub airports in this table. For more information on recommended changes to NPIAS classifications, see **Appendix E – NPIAS Analysis and Recommendations.*

3.2.2. FAA ASSET Study

As previously mentioned, the NPIAS classifies Primary airports as any airport with at least 10,000 enplanements, and all other airports not meeting the 10,000 enplanements minimum as Nonprimary. Nonprimary airports make up the vast majority of the airports within the NPIAS, at nearly 90% - the majority of which are GA airports. In 2012, the FAA reviewed the network of Nonprimary facilities within the NPIAS to better capture their diverse functions and activities. The results of this study were compiled in *General Aviation Airports: A National Asset* (referred to as the ASSET Study). This report highlights the following key aeronautical functions provided by Nonprimary airports:

- Emergency preparedness and response
- Critical community access for remote areas
- Commercial, industrial, and economic activity functions
- Access to tourism and special events
- Other aviation-specific functions, including corporate flights and flight instruction

The ASSET Study was an important development for aviation systems across the country because nearly 85% of NPIAS airports in the U.S. serve only GA operations and do not provide scheduled commercial service. These facilities support a wide variety of aeronautical activities integral to the nation's air transportation network, such as wildland firefighting, aerial medical evacuations, and search and rescue operations.

The ASSET Study created four new classifications that are used to differentiate Nonprimary airports across the country. These new categories were designed to provide policy makers with a better understanding of the diverse nature of this division of the NPIAS. ASSET categories are aimed at capturing the true role of Nonprimary airports at local and regional levels, filling the gap left in the higher-level NPIAS classifications. The ASSET classifications are primarily based on existing activity levels, number and type of based aircraft, and volume and types of flights. Aeronautical functions economically and operationally supported by the airport are also considering as a part of the evaluation criteria. As a result, the ASSET Study helps to classify airports based on how they serve their community and serve public interest. Airports not meeting the defined criteria are noted as "Unclassified" and often have limited activity and based aircraft. **Table 3-4** defines and describes the ASSET classifications for Nonprimary airports.

Table 3-4: ASSET Classifications and Criteria

Classification	Description	Criteria
National	Support the national airport system by providing communities access to national and international markets in multiple states and throughout the U.S. National airports have very high levels of aviation activity with many jets and multiengine propeller aircraft.	• 5,000+ annual instrument operations, • AND 11+ more based jets, • AND annual international flights of 20+ or interstate departures of 500+; OR • 10,000+ annual enplanements and charter passengers service of large certificated air carriers; OR • 500 million pounds of cargo landed weight.
Regional	Support regional economies by connecting communities to regional and national markets. Generally located in metropolitan areas and serve relatively large populations. Regional airports have high levels of activity with some jets and multiengine propeller aircraft. The metropolitan areas in which regional airports are located can be Metropolitan Statistical Areas with an urban core population of at least 50,000 or	· MSA (Metro or Micro), · AND 10 annual domestic flights over 500 miles, · AND 1,000 annual instrument operations, · AND 1 based jet or 100+ based aircraft; OR · Nonprimary commercial service airports within MSA (usually not scheduled service but aircraft for hire).

Classification	Description	Criteria
	Micropolitan Statistical Areas with a core urban population between 10,000 and 50,000.	
Local	Supplement local communities by providing access to markets within a state or immediate region. Local airports are most often located near larger population centers, but not necessarily in metropolitan or micropolitan areas. Most of the flying at local airports is by piston aircraft in support of business and personal needs. These airports typically accommodate flight training, emergency services, and charter passenger service.	• 10+ annual instrument operations, • AND 15+ based aircraft; OR • Annual passenger boarding's of 2,500+ (usually not scheduled service but charter).
Basic	Provide a means for GA flying and link the community to the national airport system. These airports support GA activities such as emergency response, air ambulance service, flight training, and personal flying. Most of the flying at Basic airports is self-piloted for business and personal reasons using propeller-driven aircraft. They often fulfill their role with a single runway or helipad, and minimal infrastructure.	• 10+ based aircraft (airports); OR • 4 based helicopters (heliports); OR • 30+ miles from the nearest NPIAS airport; OR • Critical community service provided by a federal service such as: Forest Service, Marshals, Postal Service (Air Stop), Customs/Border Protection, USDOT Essential Air Service; OR • A new airport or replacement facility activated after January 1, 2001.
Unclassified	Currently in the NPIAS but with limited activity. If the next review of an Unclassified airport's activity shows levels that meet the criteria for one of the classifications, the airport will be reclassified in the next published NPIAS.	As a group, they have different activity levels and characteristics and cannot be described in their own unique category.

Source: ASSET Study 2012

Following the release of the 2012 ASSET Study, the FAA requested additional information from airport sponsors regarding the aeronautical functions supported by and sophistication of flying occurring at their airports. This subsequent investigation led the FAA to develop and release an updated version of this study, referred to as *ASSET 2: In-Depth Review of 497 Unclassified Airports* (ASSET 2) in 2014. ASSET 1 determined that South Dakota had 14 airports in the state that could not be classified. After ASSET 2 was published in 2014, eight of those 14 airports were classified as Basic, leaving six unclassified as of 2014. Since the release of ASSET 2, the FAA began to incorporate ASSET classifications into the NPIAS reports published every two years. In subsequent updates to the NPIAS reports some of those airports were eventually classified. As of the 2019-2023 NPIAS Report, two of the airports included in the 2020

SDSASP remain unclassified (Edgemont and Howard). **Table 3-5** presents the current ASSET classifications of the Nonprimary airports included in the 2020 SDSASP.

Table 3-5: ASSET Classifications of South Dakota's Nonprimary Airports (2019-2023 NPIAS)

Associated City	Airport Name	FAA ID	ASSET Classification
Belle Fourche	Belle Fourche Municipal	EFC	Local
Bison	Bison Municipal	6V5	Basic
Britton	Britton Municipal	BTN	Basic
Brookings	Brookings Regional	BKX	Local
Buffalo	Harding County	9D2	Basic
Canton	Canton Municipal	7G9	Basic
Chamberlain	Chamberlain Municipal	9V9	Local
Clark	Clark County	8D7	Local
Custer	Custer County	CUT	Basic
De Smet	Wilder Field	6E5	Basic
Eagle Butte	Cheyenne Eagle Butte	84D	Basic
Edgemont	Edgemont Municipal	6V0	Unclassified
Eureka	Eureka Municipal	3W8	Basic
Faith	Faith Municipal	D07	Basic
Faulkton	Faulkton Municipal	3FU	Local
Flandreau	Flandreau Municipal	4P3	Basic
Gettysburg	Gettysburg Municipal	0D8	Basic
Gregory	Gregory Municipal-Flynn Field	9D1	Basic
Highmore	Highmore Municipal	9D0	Basic
Hot Springs	Hot Springs Municipal	HSR	Local
Hoven	Hoven Municipal	9F8	Basic
Howard	Howard Municipal	8D9	Unclassified
Huron	Huron Regional	HON	Local
Lemmon	Lemmon Municipal	LEM	Basic
Madison	Madison Municipal	MDS	Local
Martin	Martin Municipal	9V6	Basic
McLaughlin	McLaughlin Municipal	5P2	Basic
Milbank	Milbank Municipal	1D1	Basic
Miller	Miller Municipal	MKA	Basic
Mitchell	Mitchell Municipal	MHE	Regional
Mobridge	Mobridge Municipal	MBG	Local
Murdo	Murdo Municipal	8F6	Basic

Associated City	Airport Name	FAA ID	ASSET Classification
Onida	Onida Municipal	98D	Local
Parkston	Parkston Municipal	8V3	Basic
Philip	Philip	PHP	Basic
Pine Ridge	Pine Ridge	IEN	Basic
Platte	Platte Municipal	1D3	Local
Redfield	Redfield Municipal	1D8	Local
Rosebud	Rosebud Sioux Tribal	SUO	Basic
Sisseton	Sisseton Municipal	8D3	Basic
Spearfish	Black Hills-Clyde Ice Field	SPF	Local
Springfield	Springfield Municipal	Y03	Basic
Sturgis	Sturgis Municipal	49B	Local
Tea	Marv Skie-Lincoln County	Y14	Local
Vermillion	Harold Davidson Field	VMR	Local
Wagner	Wagner Municipal	AGZ	Basic
Wall	Wall Municipal	6V4	Basic
Webster	The Sigurd Anderson	1D7	Basic
Wessington Springs	Wessington Springs	4X4	Basic
Winner	Winner Regional	ICR	Basic
Yankton	Chan Gurney Municipal	YKN	Local

Source: 2019-2023 NPIAS Report
Note: This table only includes airports in the 2020 SDSASP.

3.3. State Classifications

In addition to the federal classification systems, many states develop and adopt state-level classification systems. As previously mentioned, these can mimic or partially overlap with the federal classifications, or they can be completely different. The following sections describe the methodology and criteria used in the previous 2010 SDSASP as well as the roles and methodology established for the 2020 SDSASP.

3.3.1. 2010 SDSASP Roles, Methodology, and Results

The 2010 SDSASP established five airport roles that captured the varying types of airports in the state system – one for commercial service and four for GA airports:

- **Commercial Service**: These airports support some level of scheduled commercial airline service in addition to a full range of GA aircraft. This includes both domestic and international destinations.
- **Large General Aviation**: These airports support all GA aircraft and accommodate corporate aviation activity, including business jets, helicopters, and other GA activity. These airport's primary users are business related and service a large geographic region or they experience high levels of GA activity.

- **Medium General Aviation**: These airports support most twin and single engine aircraft and may accommodate occasional business jets. These airports support regional transportation needs.
- **Small General Aviation**: These airports support primarily single-engine, GA aircraft, but can accommodate smaller twin-engine GA aircraft. These airports support local air transportation needs and special use aviation activities.
- **Basic Service**: these airports support primarily single-engine, GA aircraft, special use aviation activities, and access to remote areas or provide emergency service access.

A set of six criteria was to evaluate and assign one of five roles to each system airport. This methodology provided a straightforward and transparent approach to stratifying the state's airport system. To be classified in the highest airport role, an airport must meet the most demanding set of criteria, followed by less demanding criteria for lower airport roles. **Table 3-6** includes the six criteria areas and the associated minimums for each that was used for the 2010 SDSASP roles analysis.

Table 3-6: 2010 SDSASP Airport Role Criteria

Role	Runway (min)	Approach	Weather	Services	Fuel	ARC
Commercial Service	6,500 ft	Precision	Yes	Major	JetA/100LL	C-II
Large General Aviation	5,000 ft	Non-precision	Yes	Minor	JetA/100LL	C-I
Medium General Aviation	4,200 ft	Non-precision	Yes	On-call	100LL	B-II
Small General Aviation	3,000 ft	Visual	No	No	No	B-I
Basic Service	No min	Visual	No	No	No	A-I

Source: 2010 SDSASP

These criteria were selected for the 2010 SDSASP as they best reflected the major differences between airports serving different types of users and demand. An airport must meet all the criteria in one of the role levels in order to meet that classification. Using this methodology to classify system airports provided a clear distinction between airport roles and the criteria needed for an airport to move up or down a level. **Table 3-7** includes the airport roles assigned to each of the system airports in 2010, organized by role, and **Figure 3-1** illustrates their location across the state, as provided in the 2010 SDSASP. As noted in **Chapter 1. Study Design and System Goals**, 16 airports were removed from the SDSASP in 2020. These airports are included in **Table 3-7** and **Figure 3-1** but are not considered system airports in 2020.

Table 3-7: 2010 SDSASP Airport Roles

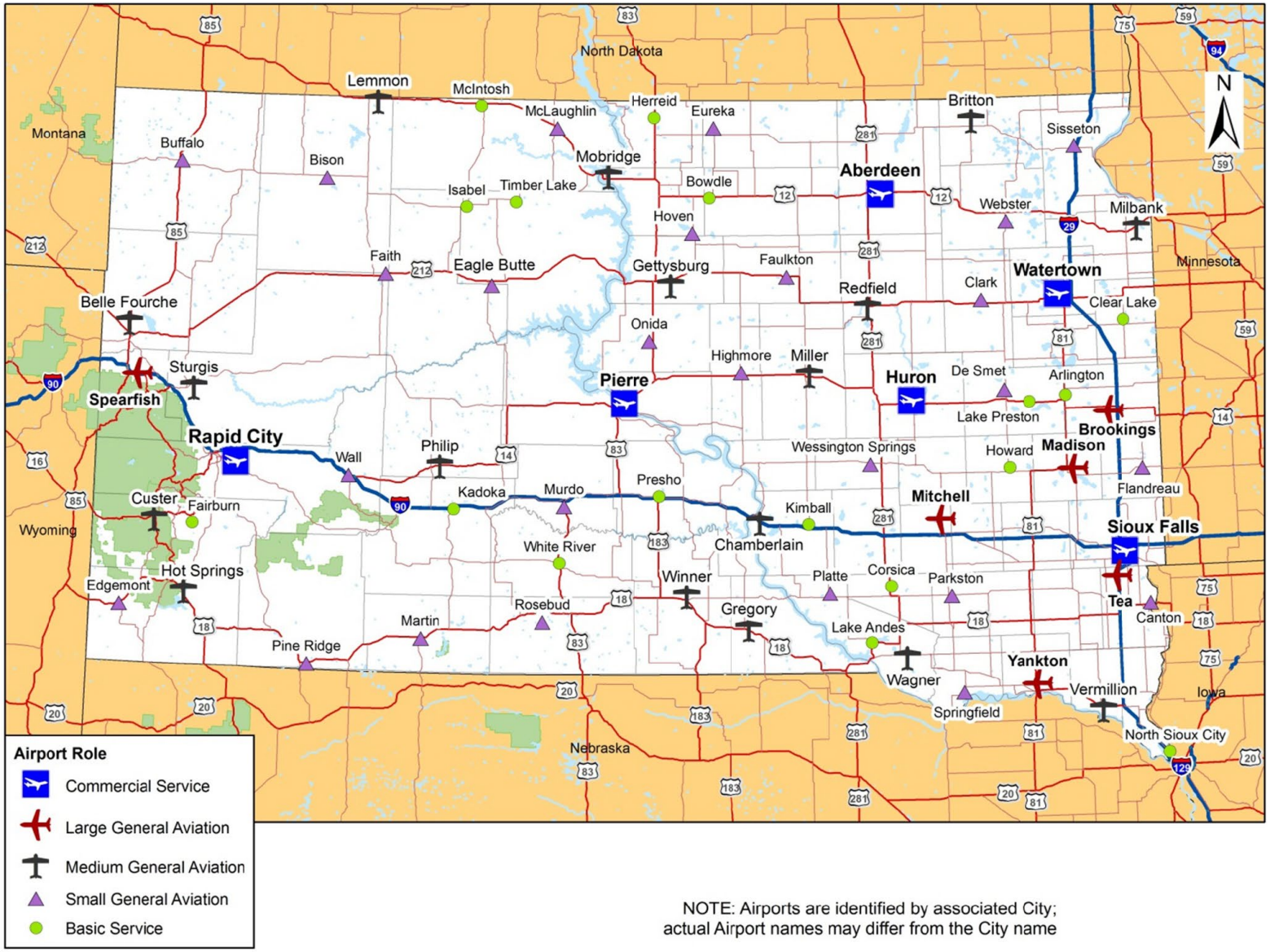
Associated City	Airport Name	FAA ID	2010 State Role
Aberdeen	Aberdeen Regional	ABR	Commercial Service
Pierre	Pierre Regional	PIR	Commercial Service
Rapid City	Rapid City Regional	RAP	Commercial Service
Sioux Falls	Joe Foss Field	FSD	Commercial Service
Watertown	Watertown Regional	ATY	Commercial Service
Huron	Huron Regional	HON	Commercial Service
Brookings	Brookings Regional	BKX	Large General Aviation

Associated City	Airport Name	FAA ID	2010 State Role
Madison	Madison Municipal	MDS	Large General Aviation
Mitchell	Mitchell Municipal	MHE	Large General Aviation
Spearfish	Black Hills-Clyde Ice Field	SPF	Large General Aviation
Tea	Marv Skie-Lincoln County	Y14	Large General Aviation
Yankton	Chan Gurney Municipal	YKN	Large General Aviation
Belle Fourche	Belle Fourche Municipal	EFC	Medium General Aviation
Britton	Britton Municipal	BTN	Medium General Aviation
Chamberlain	Chamberlain Municipal	9V9	Medium General Aviation
Custer	Custer County	CUT	Medium General Aviation
Gettysburg	Gettysburg Municipal	0D8	Medium General Aviation
Gregory	Gregory Municipal-Flynn Field	9D1	Medium General Aviation
Hot Springs	Hot Springs Municipal	HSR	Medium General Aviation
Lemmon	Lemmon Municipal	LEM	Medium General Aviation
Milbank	Milbank Municipal	1D1	Medium General Aviation
Miller	Miller Municipal	MKA	Medium General Aviation
Mobridge	Mobridge Municipal	MBG	Medium General Aviation
Philip	Philip	PHP	Medium General Aviation
Redfield	Redfield Municipal	1D8	Medium General Aviation
Sturgis	Sturgis Municipal	49B	Medium General Aviation
Vermillion	Harold Davidson Field	VMR	Medium General Aviation
Wagner	Wagner Municipal	AGZ	Medium General Aviation
Winner	Winner Regional	ICR	Medium General Aviation
Bison	Bison Municipal	6V5	Small General Aviation
Buffalo	Harding County	9D2	Small General Aviation
Canton	Canton Municipal	7G9	Small General Aviation
Clark	Clark County	8D7	Small General Aviation
De Smet	Wilder Field	6E5	Small General Aviation
Eagle Butte	Cheyenne Eagle Butte	84D	Small General Aviation
Edgemont	Edgemont Municipal	6V0	Small General Aviation
Eureka	Eureka Municipal	3W8	Small General Aviation
Faith	Faith Municipal	D07	Small General Aviation
Faulkton	Faulkton Municipal	3FU	Small General Aviation
Flandreau	Flandreau Municipal	4P3	Small General Aviation
Highmore	Highmore Municipal	9D0	Small General Aviation
Hoven	Hoven Municipal	9F8	Small General Aviation

Associated City	Airport Name	FAA ID	2010 State Role
Martin	Martin Municipal	9V6	Small General Aviation
McLaughlin	McLaughlin Municipal	5P2	Small General Aviation
Murdo	Murdo Municipal	8F6	Small General Aviation
Onida	Onida Municipal	98D	Small General Aviation
Parkston	Parkston Municipal	8V3	Small General Aviation
Pine Ridge	Pine Ridge	IEN	Small General Aviation
Platte	Platte Municipal	1D3	Small General Aviation
Rosebud	Rosebud Sioux Tribal	SUO	Small General Aviation
Sisseton	Sisseton Municipal	8D3	Small General Aviation
Springfield	Springfield Municipal	Y03	Small General Aviation
Wall	Wall Municipal	6V4	Small General Aviation
Webster	The Sigurd Anderson	1D7	Small General Aviation
Wessington Springs	Wessington Springs	4X4	Small General Aviation
Howard	Howard Municipal Airport	8D9	Basic Service
2010 SDSASP Airports Not Included in the 2020 SDSASP			
Arlington	Arlington Municipal	3A9	Basic Service
Bowdle	Bowdle Municipal (Closed)	5SD3	Basic Service
Clear Lake	Clear Lake Municipal	5H3	Basic Service
Corsica	Corsica Municipal	D65	Basic Service
Fairburn	Custer State Park Airport	3V0	Basic Service
Herreid	Herreid Municipal	5T4	Basic Service
Isabel	Isabel Municipal	3Y7	Basic Service
Kadoka	Kadoka Municipal	5V8	Basic Service
Kimball	Kimball Municipal	6A6	Basic Service
Lake Andes	Lake Andes Municipal	8D8	Basic Service
Lake Preston	Lake Preston Municipal (Closed)	Y34	Basic Service
McIntosh	McIntosh Municipal (Closed)	8D6	Basic Service
North Sioux City	Graham Field Airport (Privately Owned)	7K7	Basic Service
Presho	Presho Municipal	5P5	Basic Service
Timber Lake	Timber Lake Municipal	D58	Basic Service
White River	White River Municipal	7Q7	Basic Service

Source: 2010 SDSASP

Figure 3-1: 2010 SDSASP Roles



NOTE: Airports are identified by associated City; actual Airport names may differ from the City name

Source: 2010 SDSASP

3.3.2. 2020 SDSASP Roles, Methodology, and Results

Since the 2010 SDSASP was published, the South Dakota Department of Transportation Office of Aeronautics Services (SDDOT) has had success in using the five airport roles and criteria established by the previous plan. The use of these classifications has allowed SDDOT to align appropriate development expectations and objectives with airports serving different roles.

During the development of the 2020 SDSASP, these roles and criteria were re-evaluated, and alternative options were considered – both in role titles and criteria. The ASSET classifications for system airports were also reviewed and considered as these federal classifications did not exist during the last plan. After careful consideration, SDDOT determined the roles and criteria used in the 2010 SDSASP still adequately capture the different types of airports in the system, and as such, were carried forward for the 2020 SDSASP.

Although the roles and criteria were carried forward, one major change to the methodology was made to allow for greater flexibility. Instead of using an "all or nothing" approach to the criteria, the new methodology requires an airport to meet four of the six criteria. This allows airports serving a higher role despite not meeting all six of the criteria for that role to be recognized as such.

The revised methodology was employed to assess each of the system airports and classify them by role, using the newest inventory data collected for this study. **Table 3-8** identifies each of the 56 system airports, organized by role, and **Figure 3-3** depicts their locations across the state. The table also includes the inventory data used to classify each airport. It is important to note that at the time of initial data collection for the 2020 SDSASP, Marv-Skie Lincoln County Airport in Tea reported having only a visual approach. Since that time, Tea has been granted an improvement project to upgrade their approach to a non-precision approach. The timeline for this project has yet to be finalized but is expected to be complete in 2021. Therefore, for the purpose of this role analysis, Marv-Skie Lincoln County Airport is listed as having a non-precision approach.

Table 3-8: 2020 SDSASP Airport Roles

Associated City	Airport Name	FAA ID	RWY Length	Primary Approach	Weather	Repair	Fuel	ARC
Commercial Service								
Aberdeen	Aberdeen Regional	ABR	6,900'	PI	Yes	Major	Jet A & 100 LL	C-II
Pierre	Pierre Regional	PIR	6,900'	PI	Yes	Major	Jet A & 100 LL	C-II
Rapid City	Rapid City Regional	RAP	8,699'	PI	Yes	Major	Jet A & 100 LL	C-III
Sioux Falls	Sioux Falls Regional	FSD	8,998'	PI	Yes	Major	Jet A & 100 LL	D-IV
Watertown	Watertown Regional	ATY	6,893'	PI	Yes	Major	Jet A & 100 LL	C-II
Large General Aviation								
Brookings	Brookings Regional	BKX	6,000'	PI	Yes	Major	Jet A & 100 LL	C-IV
Huron	Huron Regional	HON	7,200'	PI	Yes	Major	Jet A & 100 LL	C-II

Associated City	Airport Name	FAA ID	RWY Length	Primary Approach	Weather	Repair	Fuel	ARC
Madison	Madison Municipal	MDS	5,000'	NPI	Yes	Major	Jet A & 100 LL	B-II
Mitchell	Mitchell Municipal	MHE	6,700'	PI	Yes	Major	Jet A & 100 LL	C-III
Spearfish	Black Hills-Clyde Ice Field	SPF	6,401'	NPI	Yes	Major	Jet A & 100 LL	B-II
Tea	Marv Skie-Lincoln County	Y14	3,650'	NPI	Yes	Major	Jet A & 100 LL	B-I
Yankton	Chan Gurney Municipal	YKN	6,095'	PI	Yes	Minor	Jet A & 100 LL	B-II
Medium General Aviation								
Belle Fourche	Belle Fourche Municipal	EFC	4,500'	NPI	Yes	Major	Jet A & 100 LL	B-I
Britton	Britton Municipal	BTN	4,200'	NPI	Yes	Minor	100 LL	B-II
Chamberlain	Chamberlain Municipal	9V9	4,299'	NPI	Yes	Minor	Jet A & 100 LL	B-II
Clark	Clark County	8D7	3,698'	NPI	Yes	Major	100 LL	A/B-I
Gettysburg	Gettysburg Municipal	0D8	4,399'	NPI	Yes	Minor	Jet A & 100 LL	B-II
Gregory	Gregory Municipal-Flynn Field	9D1	3,800'	NPI	Yes	Minor	Jet A & 100 LL	A/B-I
Hot Springs	Hot Springs Municipal	HSR	4,506'	NPI	Yes	No	100 LL	B-II
Lemmon	Lemmon Municipal	LEM	4,499'	NPI	Yes	No	Jet A & 100 LL	B-II
Milbank	Milbank Municipal	1D1	4,000'	NPI	Yes	Minor	100 LL	A/B-I
Mobridge	Mobridge Municipal	MBG	4,400'	NPI	Yes	No	Jet A & 100 LL	A/B-II
Rosebud	Rosebud Sioux Tribal	SUO	4,801'	NPI	No	No	100 LL	B-II
Onida	Onida Municipal	98D	3,800'	NPI	Yes	Minor	Jet A & 100 LL	A/B-I
Sturgis	Sturgis Municipal	49B	5,100'	NPI	Yes	Minor	Jet A & 100 LL	B-I
Vermillion	Harold Davidson Field	VMR	4,104'	NPI	Yes	Major	Jet A & 100 LL	B-II
Wagner	Wagner Municipal	AGZ	3,500'	NPI	Yes	Minor	100 LL	A/B-I
Winner	Winner Regional	ICR	4,500'	NPI	Yes	Major	Jet A & 100 LL	A/B-II
Small General Aviation								
Bison	Bison Municipal	6V5	3,500'	V	Yes	No	Jet A & 100 LL	A/B-I
Buffalo	Harding County	9D2	3,900'	V	No	No	100 LL	B-I

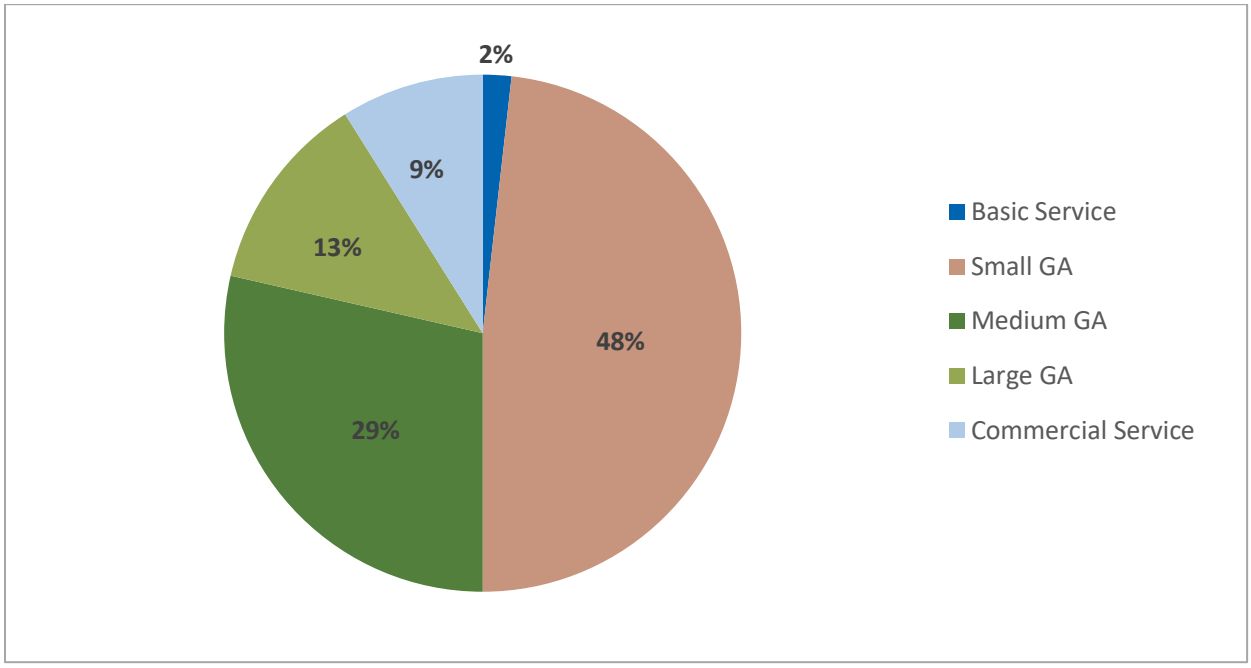
Associated City	Airport Name	FAA ID	RWY Length	Primary Approach	Weather	Repair	Fuel	ARC
Canton	Canton Municipal	7G9	3,600'	V	Yes	Minor	100 LL	B-I
Custer	Custer County	CUT	5,498'	V	Yes	No	Jet A & 100 LL	A/B-I
De Smet	Wilder Field	6E5	3,700'	V	Yes	No	None	A/B-I
Eagle Butte	Cheyenne Eagle Butte	84D	4,200'	NPI	Yes	No	None	B-I
Edgemont	Edgemont Municipal	6V0	3,900'	V	No	No	None	A-I
Eureka	Eureka Municipal	3W8	3,113'	V	No	No	None	A-I
Faith	Faith Municipal	D07	4,200'	V	Yes	No	100 LL	A/B-I
Faulkton	Faulkton Municipal	3FU	3,248'	V	Yes	Minor	None	A/B-II
Flandreau	Flandreau Municipal	4P3	3,100'	V	Yes	No	100 LL	A/B-I
Highmore	Highmore Municipal	9D0	3,701'	NPI	Yes	No	None	B-II
Hoven	Hoven Municipal	9F8	3,700'	V	Yes	No	100 LL	A/B-I
Martin	Martin Municipal	9V6	3,700'	NPI	Yes	No	None	B-II
McLaughlin	McLaughlin Municipal	5P2	3,800'	V	No	No	None	A/B-I
Miller	Miller Municipal	MKA	3,600'	NPI	Yes	No	Jet A & 100 LL	A/B-I
Murdo	Murdo Municipal	8F6	4,000'	V	No	No	None	A/B-I
Parkston	Parkston Municipal	8V3	3,600'	NPI	Yes	No	Jet A & 100 LL	A/B-I
Philip	Philip	PHP	4,000'	NPI	Yes	No	100 LL	A/B-I
Pine Ridge	Pine Ridge	IEN	5,000'	NPI	Yes	No	None	A/B-I
Platte	Platte Municipal	1D3	3,100'	V	Yes	No	100 LL	A/B-I
Redfield	Redfield Municipal	1D8	3,500'	V	Yes	No	100 LL	B-II
Sisseton	Sisseton Municipal	8D3	3,400'	NPI	Yes	No	100 LL	A/B-I
Springfield	Springfield Municipal	Y03	3,500'	V	Yes	On Call	Jet A & 100 LL	B-I
Wall	Wall Municipal	6V4	3,499'	V	Yes	No	None	B-I
Webster	The Sigurd Anderson	1D7	3,704'	V	Yes	No	None	A/B-I
Wessington Springs	Wessington Springs	4X4	3,600'	NPI	Yes	No	100 LL	A/B-I

Associated City	Airport Name	FAA ID	RWY Length	Primary Approach	Weather	Repair	Fuel	ARC
Basic Service								
Howard	Howard Municipal	8D9	2,672'	V	Yes	No	None	A-I

Source: 2020 SDSASP Inventory Form

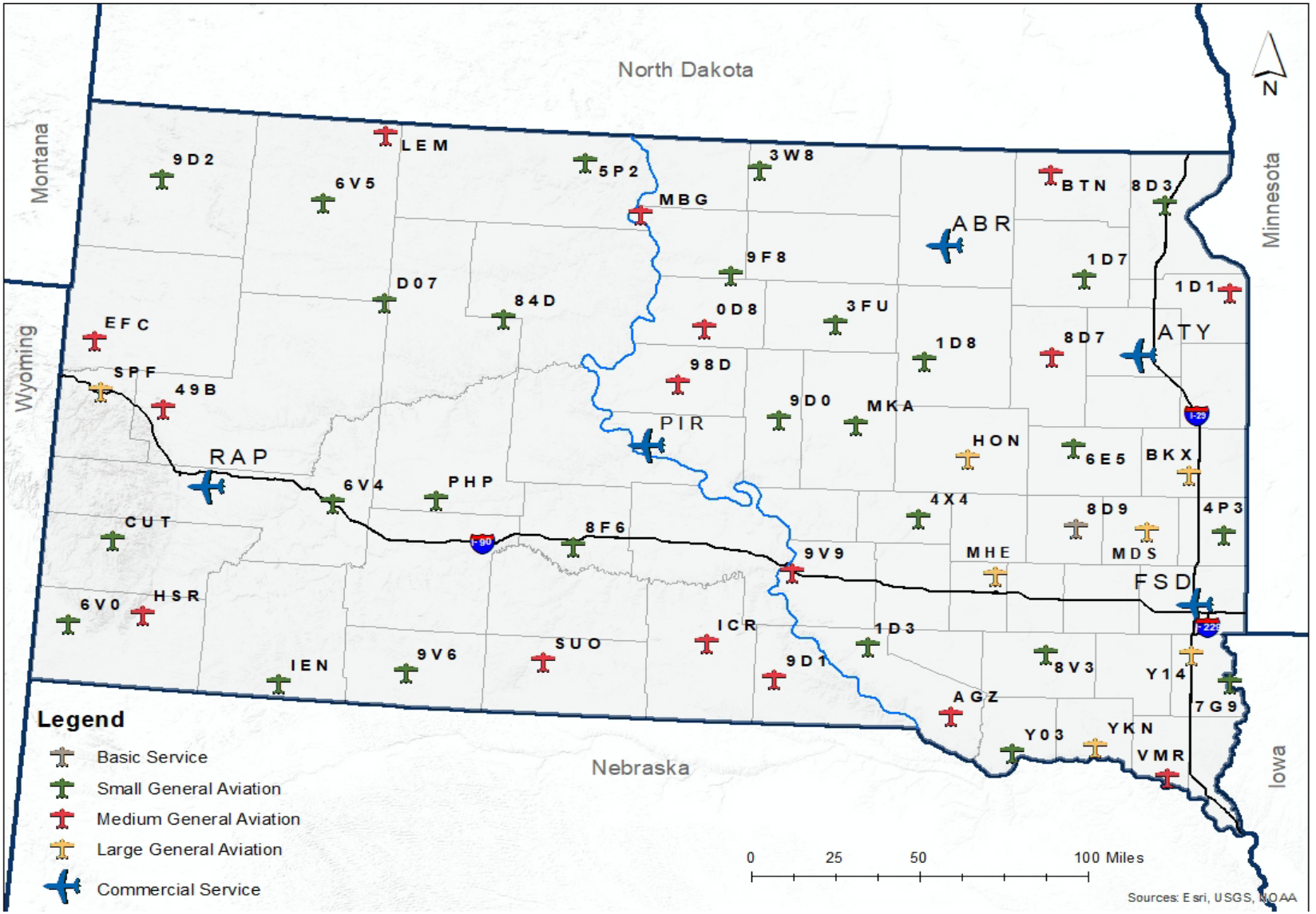
As seen in **Figure 3-2**, the Small GA airports make up the majority of the airports in the system at 48%. Medium GA airports account for 29% of the system, with Large GA making up 13% of the system. The role with the fewest airports in the system is the Basic Service airports, accounting for only 2%. Commercial Service account for 9% of airports in the system.

Figure 3-2: Percentage of Airport Roles Represented in the SDSASP



Source: 2020 SDSASP

Figure 3-3: 2020 SDSASP Airport Roles



Source: Kimley-Horn, 2020

3.4. Facility and Service Targets

As part of the system planning process, it is important to identify the facility and services that each classification of airport should offer to effectively perform its role at the federal, state, and/or local levels. As such, a set of facility and service targets have been developed for each airport role. These targets are not requirements but serve as guidelines for airports and SDDOT to use during the airport planning process. An airport that offers facilities and services above or below these targets can still fulfill its role based on local needs and context; however, the inability to meet certain guidelines may impact the future functionality of the system. Still, it is important to recognize that each airport's needs are unique and potential improvements should be tailored to each airport. Therefore, these targets are to be used as a guide and do not supersede ongoing planning efforts or imply funding eligibility.

The facility and service targets included in the 2020 SDSASP are the same targets used in the 2010 plan, except for a couple that have been removed as targets and implemented as performance measures instead. The targets are suggested levels of services or facilities that would generally be considered appropriate for the type of use associated with each airport role. The level of service expected at a Commercial Service airport, or Large GA airport varies greatly from those associated with a Small GA or Basic Service facility. Facility and service targets are separated into three categories: airside facilities, landside facilities, and services. **Table 3-9** shows the 2020 SDSASP facility and service targets associated with each airport role. The targets in bold are included in the 2020 airport role criteria analysis. Definitions of the facility and service targets are provided following the table.

Table 3-9: 2020 SDSASP Facility and Service Targets

Description	Commercial Service	Large GA	Medium GA	Small GA	Basic Service
Airside Facilities					
Airport Reference Code	**C-II**	**C-I**	**B-II**	**B-I or below**	**A-I**
Primary Runway Length	**Minimum 6,500'**	**Minimum 5,000'**	**Minimum 4,200'**	**Minimum 3,000'**	**Not a Target**
Primary Runway Width	Minimum 100'	Minimum 100'	Minimum 75'	Minimum 60'	Minimum 50'
Primary Runway Surface	Paved	Paved	Paved	Paved	Not a Target
Primary Taxiway Type	Full Parallel	Full Parallel	Turnarounds Meet Standards (Both Ends)	Exits as Needed	Not a Target
Primary Runway Approach	**Precision**	**Non-precision**	**Non-precision**	**Visual**	**Visual**
Primary Runway Lighting	MIRL	MIRL	MIRL	LIRL	Not a Target
Primary Taxiway Lighting	MITL	MITL	MITL	Not a Target	Not a Target
Visual Guidance Slope Indicator	Both Runway Ends (or PI)	Both Runway Ends (or PI)	Both Runway Ends	Not a Target	Not a Target
Runway End Identifier Lights - As Required	Both Runway Ends (or PI)	Both Runway Ends (or PI)	Both Runway Ends	Not a Target	Not a Target
Rotating Beacon	Yes	Yes	Yes	Yes	Not a Target
Lighted Wind Indicator	Yes - Multiple as Needed	Yes	Yes	If Open at Night	If Open at Night

Description	Commercial Service	Large GA	Medium GA	Small GA	Basic Service
Airside Facilities - Continued					
Remote Communication Outlet (RCO) Facilities	Tower or RCO	Not a Target	Not a Target	Not a Target	Not a Target
Wind Coverage or Crosswind Runway	Crosswind Runway or 95% Wind Coverage for NPIAS Facilities	Crosswind Runway or 95% Wind Coverage for NPIAS Facilities	Crosswind Runway or 95% Wind Coverage for NPIAS Facilities	Not a Target	Not a Target
Landside Facilities					
Covered Storage	100% of Based Aircraft	100% of Based Aircraft	100% of Based Aircraft	100% of Based Aircraft	Not a Target
Overnight Storage for Business Aircraft	Typical Average Aircraft/Business User Demand	Typical Average Aircraft/Business User Demand	Typical Average Aircraft/Business User Demand	Not a Target	Not a Target
Aircraft Apron	100% of Average Daily Transients	100% of Average Daily Transients	100% of Average Daily Transients	50% of Average Daily Transients	Not a Target
Terminal/ Administration Building	Yes	Yes	Yes	Waiting Area	Not a Target
Paved Entry/Terminal Parking	Yes	Yes	Yes	Not a Target	Not a Target
Services					
Fuel	**Jet A & 100LL**	**Jet A & 100LL**	**100LL**	**Not a Target**	**Not a Target**
Comp Plan Define Land Uses	Yes	Yes	Yes	Yes	Yes
Emergency Plan	Yes	Yes	Yes	Yes	Yes
Airport Layout Plan (ALP)	ALP Update Within Last 8 Years	ALP Update Within Last 10 Years	ALP Update Within Last 10 Years	Yes	Not a Target
Weekday Hours of Operation	Standard Business Hours/ After Hours On Call	Standard Business Hours/ After Hours On Call	Standard Business Hours/ After Hours On Call	On Call	Not a Target
Weekend Hours of Operation	Standard Business Hours/ After Hours On Call	Standard Business Hours/ After Hours On Call	Standard Business Hours/ After Hours On Call	On Call	Not a Target
Ground Transportation	Yes (Any Ground Transportation)	Yes (Any Ground Transportation)	Yes (Any Ground Transportation)	Not a Target	Not a Target
Food & Beverage	Yes (Vending)	Yes (Vending)	Yes (Vending)	Not a Target	Not a Target
Posted Contact Information	Yes	Yes	Yes	Yes	Yes
Internet Access	Yes	Yes	Yes	Not a Target	Not a Target
Restroom	Yes	Yes	Yes	Yes	Not a Target
Pilot Area	Yes	Yes	Yes	Not a Target	Not a Target
Security Plan	Security Plan	Security Plan	Security Plan	Security Plan	Security Plan

Description	Commercial Service	Large GA	Medium GA	Small GA	Basic Service
Rental Aircraft	Based	Available	Available	Not a Target	Not a Target
Services Continued					
Flight Training	Available	Available	Available	Available	Not a Target
Aircraft Maintenance/ Repair	**Major**	**Minor**	**On Call**	**Not a Target**	**Not a Target**
Aircraft Charter	Based	Available	Available	Available	Not a Target
Minimum Fixed-Base Operator (FBO) Standards	Yes	Yes	Yes	Not a Target	Not a Target
Weather Reporting	**Yes**	**Yes**	**Yes**	**Not a Target**	**Not a Target**

Sources: Kimley-Horn, 2020; 2010 SDSASP

Note: Targets in bold text indicate criteria used to assign airport roles. Acronyms: LIRL = Low Intensity Runway Lighting, MIRL = Medium Intensity Runway Lighting, MITL = Medium Intensity Taxiway Lighting, PI = Precision Instrument Approach

3.4.1. Airside Facility Targets

Airport Reference Code (ARC) – The ARC for each airport is generally defined by the types of facilities in place on the airfield or by the types of aircraft currently using the facility. The targets range from C-III for Commercial Service to A-I for Basic Service airports.

Primary Runway Length – The runway lengths needed at airports are determined by the type of aircraft currently operating at each facility, and other local factors such as temperature and elevation. The minimum runway length targets established are average lengths typically needed to support the type of activity occurring at airports in each classification, not accounting for unique local factors. These lengths are used for classification purposes, but do not supersede local planning efforts to determine appropriate runway lengths needed at individual facilities. The targets range from 6,500 feet in length for Commercial Service airports to 3,000 feet in length for Small GA airports. Basic Service airports do not have an objective since the majority have turf or gravel surfaces.

Primary Runway Width – The runway width target is a product of the critical aircraft and the FAA design standards, ranging from a minimum of 100 feet in width for Commercial Service and Large GA airports to a minimum of 50 feet in width for Basic Service airports.

Primary Runway Surface – The surface of a runway is a contributing factor to the type of aircraft that can use the runway. It is recommended that all Commercial Service, Large, Medium, and Small GA airports have a paved runway. Basic Service airports do not have a target associated with primary runway surface as most have turf or gravel runways.

Type of Parallel Taxiway – To increase the safe operations at an airport, taxiways are recommended in various configurations. Full parallel taxiways are recommended for Commercial and Large GA airports while turnarounds at both runway ends that meet the individual design standards are recommended for Medium GA airports. Small GA airports are recommended to have exits as necessary from the runway to aircraft parking and hangar areas.

Type of Runway Approach – Three targets are suggested to meet these criteria with Commercial Service airports having precision approaches, Large and Medium GA airports having non-precision approaches and Small GA and Basic Service having only visual approaches.

Runway Lighting – The runway lighting associated with the airport roles suggests a minimum of Medium Intensity Runway Lighting (MIRL) for Commercial Service, Large, and Medium GA airports while Small GA airports should have at least Low Intensity Runway Lighting (LIRL). Runway lighting is not a target for Basic Service airports.

Taxiway Lighting – Medium Intensity Taxiway Lighting (MITL) is recommended for Commercial Service, Large GA, and Medium GA airports while no target is named for Small GA and Basic Service airports.

Visual Guidance Slope Indicators (VGSI) – To facilitate use of an airport in low-visibility situations, a recommended target for the Commercial Service airports is to have indicators at both runway ends with a preferred option being an Instrument Landing System (ILS), while Large and Medium GA airports should have guidance at both runway ends of their primary runway, using various methods.

Runway End Identifier Lights (REILs) – Provision of REILs is a recommended target for the Commercial Service airports at both runway ends with a preferred option being an ILS, while Large and Medium GA airports should have these NAVAIDS at both runway ends for their primary runway.

Rotating Beacons – To increase the visibility of an airport to the flying public, it is recommended that rotating beacons be installed at the four higher classifications of airports.

Lighted Wind Indicators – Providing pilots with information on wind conditions at an airport, via lighted wind indicators is important and is a target for all of the airports in the system, but only specified as needed for Small GA and Basic Service airports if the airport is open at night.

Remote Communications Outlets (RCOs) – Providing RCOs for communication purposes are only established as a target for Commercial Service airports.

Adequate Wind Coverage or a Crosswind Runway – Criteria established by the FAA calls for an airport to provide adequate wind coverage of 95% with runways. Consequently, a target for Commercial Service, Large GA, and Medium GA airports is to meet 95% coverage.

3.4.2. Landside Facility Targets

Covered Aircraft Storage – Providing adequate storage of all based aircraft at an individual airport is a target for all but the Basic Service airports.

Overnight Storage for Business Aircraft – Providing adequate overnight covered storage options for business and itinerant aircraft is a target for the Commercial Service and Large and Medium GA airports.

Adequate Aircraft Apron Area – Parking of transient aircraft is an important part of airport operations; therefore, airports are encouraged to meet the needs of airport users by providing adequate apron areas for 100 percent of average daily transients. This is a target for all but the Basic Service airports.

Terminal/Administration Building – Having a dedicated structure that supports landside operations is a recommended target for commercial Service, Large GA and Medium GA airports. Just a waiting area is considered to be acceptable for Small GA airports, while Basic Service airports do not have a target.

Paved Entry/Terminal Building – Providing adequate vehicular access and vehicular parking to accommodate the users of an airport is also important, therefore targets are established for Commercial Service, Large GA and Medium GA airports to meet the needs of their local user base.

3.4.3. Service Targets

Fuel (Type and Hours) – Targets for fuel types and hours of operation vary greatly by airport role, ranging from 24-hour single point access to 100 low lead fuel and Jet A fuel at Commercial Service and Large GA airports to only 100 low lead fuel at Medium GA airports.

Local Comprehensive Plans Define Compatible Land Uses – Since the local land use decisions that take place beyond the airport boundary are often governed by entities other than the airport sponsors, it is important to have local comprehensive plans both acknowledge the existence of local airports as well as include provisions to address compatible land use concerns in areas around the airports. This is an important issue for all airports and is encouraged for all airport roles.

Current Emergency Plans – Airports of any size have the potential to have an emergency event take place on or near the airport and this are encouraged to have adequate emergency plans in place that address the needs of the specific types of users. SDDOT acknowledges that emergency plans should be tailored to meet the specific needs of an airport and individual airport roles should be used as a guide.

Current Airport Layout Plan (ALP) – Airports that are part of the NPIAS are required to have an ALP on file with the FAA, consequently it is recommended that airports have a current ALP on file that accurately depicts the most recent development on the airport. For Commercial Service airports an update is recommended to have taken place in the past eight years, while Large and Medium GA airports are encouraged to have updated their ALPs within the past ten years. Small GA airports, even those that are not NPIAS airports, are encouraged to have a minimal ALP while Basic Service airports are not expected to have an ALP.

Attendance

- **Weekday Hours of Operation** – Commercial Service, Large GA, and Medium GA airports are expected to maintain standard business hours during the week and be available on-call after hours to meet user needs. Small GA airports are encouraged to have attendance on-call as a minimum.
- **Weekend Hours of Operation** – Commercial Service, Large GA, and Medium GA airports are expected to maintain standard business hours on the weekend and be available on-call after hours to meet user needs. Small GA airports are encouraged to have attendance on-call as a minimum.

Ground Transportation – Since the airport is not often passengers' final destination, providing transportation to and from the local community is critical. As such, Commercial Service, Large GA, and Medium GA airports are encouraged to provide at least one type of ground transportation, such as a courtesy car, rental car, taxi, shuttle, ride share, etc. for use to reach destinations in the communities around airports.

Food & Beverage – Providing at least vending machines for food and beverages is recommended for Commercial Service, Large GA, and Medium GA airports.

Posted Contact Information – To allow users to contact airport management or emergency contacts, providing a posted list of contact information is suggested for all airports.

Internet Access – With the continued use of computers to access weather information and flight planning services, as well as general business use, Commercial Service, Large GA and Medium GA airports are encouraged to have internet access available, either wirelessly or through a dedicated computer.

Restroom Facilities – Commercial Service, Large GA, Medium GA, and Small GA airports are all recommended to have restroom facilities that are available to the public for use.

Pilot Area – Since Commercial Service, Large GA, and Medium GA serve corporate pilots, it is recommended that these airports provide a pilot area, so they may relax and rest while waiting for their passengers to return.

Security Plan – All airports are encouraged to have a security plan that is appropriate to meet their individual needs, based upon their role classification.

Rental Aircraft – In an effort to provide access to aircraft, it is recommended that Commercial Service airports provide based rental aircraft, while Large GA and Medium GA airports have access to rental aircraft through other means.

Flight Training – In an effort to provide access to flight training, it is recommended that Commercial Service, Large GA, Medium GA, and Small GA airports have flight training opportunities available at their airports. Based opportunities are preferred but on-call services are considered acceptable.

Aircraft Maintenance/Repair – Providing access to aircraft maintenance and repair is an important element in serving the aircraft within the State, consequently, it is recommended that Commercial Service Airports offer major repair, Large GA airports offer minor repair, and Medium GA airports have aircraft maintenance and repair opportunities on an on-call basis (if not based).

Aircraft Chapter Operations – Providing access to aircraft charter opportunities is important in order to serve the flying public within the State, consequently, it is recommended that Commercial Service airports have this service based at their airports while Large, Medium, and Small GA airports are encouraged to have this service available on call at their airports.

Minimum Fixed-Base Operator (FBO) Standards – The establishment of minimum FBO standards is a target for Commercial Service airports, as well as Large and Medium GA airports. Standards have not been identified as a target by the SDDOT for Small GA or Basic Service airports.

Weather Reporting Equipment – Since weather conditions have a significant impact on flight operations, the provision of weather reporting equipment is recommended as targets for Commercial Service, Large GA, and Medium GA airports to meet the needs of their local user base.

3.5. Summary

While the federal airport classifications via the NPIAS provide important distinctions between the roles that South Dakota airports serve, state airport classifications from the 2010 SDSASP continue to be useful to SDDOT and system airports. As a result, the 2020 SDSASP utilizes the same criteria from the 2010 roles analysis with a modification to the methodology to allow for greater flexibility in airport role

assignments. This methodology is straightforward and allows SDDOT to perform interim role evaluations between system plans with easily-updatable information from industry sources. Facility and service targets assigned to each airport role are provided and are intended to serve as minimum development recommendations that help guide airports in their development based on the type and volume of aviation activities that they serve.

The roles established in this chapter are used in subsequent analyses to determine system performance, find service/facility duplication or shortfalls, develop system recommendations, and create a system-wide capital improvement plan (CIP).