

## CHAPTER THREE AIRPORT ROLES

An important initial step in analyzing the future requirements of an airport system is examining the existing system to identify how each airport is currently functioning. In order to identify each airport’s current functional role in the system, a detailed analysis based on performance criteria was conducted. By analyzing each system airport in relation to the performance criteria identified for this analysis, the relative contribution that each airport provides to the system is identified. Based on this analysis, airports in the existing system will be classified in different functional levels based on the *current* types and levels of activity occurring at the facility.

It is important to note that the current functional level identified for each system airport is based on a “snapshot in time” analysis of present conditions and is used only as a starting point in this system planning process. Based on subsequent analysis, including forecasting future levels of activity for the system and anticipated trends in demographics and national aviation trends, the future functional level requirement for each system airport will be identified.

### I. PERFORMANCE CRITERIA

As previously described, the performance criteria used in this analysis were based initially on FAA guidelines, and supplemented through the review of criteria used by other states and planning agencies. Input from the Project Oversight Committee (POC) established for this study was sought during the study’s kick-off meeting regarding five initial performance criteria categories. The five performance criteria were selected for use in the stratification process because they are considered to describe and define an adequate airport system. These factors will be used to determine how each airport is *currently* contributing to the overall system.

Following discussion and minor revisions of the performance criteria, the POC members were asked to assign “importance weightings” to each criterion. The importance ratings are used to identify the relative value, based on POC input, of each performance criterion in evaluating the current role of the airports in the system. The performance criteria selected for this analysis, and the weighting factor given to each by the POC for this study, are listed below:

- Activity/Demand (weight = 9)
- Accessibility (weight = 8)
- Support (weight = 8)
- Facilities (weight = 7)
- Optimization Potential (weight = 7)

In the weighting process, each POC member was asked to rate each performance criterion from 1 to 10, with 10 signifying that the criterion was perceived to be of the highest importance and 1 signifying a criterion of lesser importance. It was possible to assign the same importance weighting to more than one of the performance criteria.

With these importance weightings assigned, the next step was to rate each individual airport on its current performance relative to each performance criterion. In the rating process, measurable subcategories were identified for each performance criterion. Each performance criterion and the associated measurable subcategories analyzed for each airport in this process are briefly discussed below:

**A. Activity/Demand**

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

- ❑ **Total Based Aircraft** – Airports were rated based on the total number of permanently based aircraft identified in the Airport Management Survey conducted as part of the inventory process. Total based aircraft counts at Pennsylvania airports ranged from zero and one at several airports to a high of 208 based aircraft at Northeast Philadelphia Airport.
- ❑ **Total Based Jets** – Airports were rated based on the number of based jets identified in the Airport Management Survey. Allegheny County Airport has the most based jets with a total of 37; numerous Pennsylvania airports have no based jet aircraft.
- ❑ **Aircraft Operations** – Airports were rated based on the number of total annual aircraft operations identified by tower counts, where available. Where tower counts were not available, an “operations per based aircraft” (OPBA) methodology was used to estimate total aircraft operations for use *only in this specific analysis*. The OPBA methodology used based aircraft data from the Airport Management Survey and average OPBA counts, developed for the various airport reference codes (ARCs) and derived from actual Delaware Valley Regional Planning Commission (DVRPC) operations counts.<sup>1</sup> The highest total annual aircraft operations estimate was almost 470,000 operations at Philadelphia International Airport, a towered airport. The lowest estimate of total annual operations, developed for several non-towered, turf runway airports, was approximately 450 operations.
- ❑ **Aviation Services** – Airports were rated based on the percentage of total aviation services available at each facility, as identified in the Airport Management Survey. Two airports, Erie International Airport and Wilkes-Barre/Scranton International Airport, provide over 80 percent of the identified aviation services, while several Pennsylvania airports provide none of the services included in the survey.
- ❑ **Total Fuel Pumped** – Airports were rated based on the total amount of aviation fuel pumped at each facility during 1999, as identified in the Airport Management Survey. Where data was not available, but fuel facilities do exist, airports were given a “holding” score so that the airports were not penalized for not having the information available. For

<sup>1</sup> The OPBA methodology will be discussed in greater detail in a subsequent section of this chapter.

those airports that provided data<sup>2</sup>, total fuel pumped ranged from almost 13.6 million gallons at Harrisburg International Airport to less than 10,000 gallons at several airports.

## B. Accessibility

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

- ❑ **Population within a 30-Minute Drive Time** – Estimates of total population within a 30-minute drive time of Pennsylvania airports ranged from over 3,000,000 at Wings Field to 14,200 at Cherry Springs Airport.
- ❑ **Drive Time from Airport to a four-Lane Highway/Interstate** – Estimated drive times from each Pennsylvania airport to a four-lane highway or interstate ranged from under one minute at several airports to almost 80 minutes at Cherry Springs Airport.
- ❑ **Businesses with 100+ Employees within a 30-Minute Drive Time** – The estimated number of businesses with over 100 employees within a 30-minute drive time of each Pennsylvania airport ranged from 100 or more at several Philadelphia area airports to zero at Flying Dollar.

## C. Support

Airports were evaluated based on the level of support and/or stability associated with each airport and its local community. The following factors were evaluated in this process:

- ❑ **Community Support** – The level of current community support for each airport was rated based on the attendance/outcome of community meetings and supplemented by additional data. Community meetings are summarized in Table 2-13 in Chapter Two, as well as in Appendix A. In general, airports were comparatively rated in terms of the number and associations of those in attendance at each airport’s community meeting, as well as other factors. The following descriptions were used to rate community support:
  - *Community Support*
  - *Neither Support nor Opposition*
  - *Community Opposition*
- ❑ **Current Airport Management** – System airports were rated based on the type of airport management currently in place at each facility. The following categories were used:
  - *Public Ownership with Full-time Management*
  - *Public Ownership with Contract Management*

<sup>2</sup> Pittsburgh International and Philadelphia International airports did not report this information in the management survey.

- *Private Ownership (in NPIAS)*
- *Private Ownership*
- **1999 Total Economic Impact** – Airports were rated based on their relative level of economic impact, as identified in the 1999 Statewide Airport Economic Impact Study. Estimated total economic impacts at Pennsylvania airports ranged from almost \$6.6 billion at Philadelphia International Airport to under \$1,000 dollars at several turf runway airports.
- **Airport Master Plan/Action Plan** – Airports were rated based on the date of the most recent airport master plan/action on file with PennDOT and/or FAA. The following categories were used:
  - *Study on File, Dated 1995-2000*
  - *Study on File, Dated 1990-1994*
  - *Study on File, Dated 1985-1989*
  - *Study on File, Dated Prior to 1984*
  - *No Studies on File*

#### D. Facilities

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

- **Primary Runway Length** – Airports were rated based on the length of the primary runway, as presented in Chapter Two of this study. Heliports and seaplane bases were not evaluated in this process. Primary runway lengths at Pennsylvania airports range from 11,500 feet at Pittsburgh International Airport to under 2,200 feet at several airports.
- **Types of Approach Available** – Airports were rated based on the type of the most demanding approach available/published. The following categories were used:
  - *Precision Approach*
  - *Non-Precision Approach*
  - *Circling Only Approach*
  - *No Published Approach*
- **Aircraft Storage Units** – Airports were rated based on the number of available aircraft storage units at each facility. The following methodology was used:

*Total Number of Storage Units* = Total number of T-Hangars + Estimated number of conventional hangar storage spaces (Total square footage of conventional hangar space/1800 square feet). Using this methodology, total estimated aircraft storage units ranged from over 300 units at Harrisburg International Airport to zero at several Pennsylvania airports.

## E. Optimization Potential

Airports were evaluated based on the optimization potential of each facility. The following factors were measured and rated:

- **% of Impacted Municipalities with Zoning in Place** – Airports were rated based on the percentage of airport-impacted municipalities with airport hazard zoning in place, as identified in the Airport Management Survey. The number of impacted municipalities was based on information provided in the Bureau’s Airport Land Use Compatibility Guidelines. The percentage of impacted municipalities with airport hazard zoning ranged from 100 percent at two airports to zero percent at a number of Pennsylvania airports.
- **Room for Airside/Landside Expansion** – Airports were rated based on their ability to support airside and/or landside expansion. Data collected from the Airport Management Survey was used in this analysis and supplemented with data collected at airport community meetings. The following categories were used:
  - *Not Constrained*
  - *Somewhat Constrained/Unknown*
  - *Constrained*

## II. SCORING

Each system airport was given an actual numeric rating for each of the individual measurable subcategories previously described. In this rating process, 10 signified the highest rating, while 1 signified the lowest rating. Ratings ranging from 10 through 8 were considered to be in the “high” range, ratings beginning with 7 and extending through 4 were considered to be in the “medium” range, and ratings from 3 down to 0 were considered to be in the “low” range. For each of the five performance criteria, airports were grouped into the high, medium, and low categories based on their actual numeric scores for the measurable subcategories examined. For presentation purposes within this study, airports are shown alphabetically by associated city.

Where appropriate, the methodology used to rank each airport within each performance criterion, as well as the data sources used in the process, are briefly described in the following sections. In addition, the outcome of the scoring process is summarized.

### A. Activity/Demand

Data regarding aviation activity and demand associated with each system airport were collected from two sources, surveys completed by each airport and operations counts from air traffic control towers. For each airport, the number of based aircraft, number of based jets, aviation services available, and total aviation fuel pumped were collected from the surveys completed by each airport for this study. These surveys reflect data for the calendar year 1999. In addition, at those airports with an air traffic control tower (ATCT), operations counts from those towers were collected to analyze total aircraft operations at those airports for the calendar year 1999.

For this specific analysis related to determining the airport’s current functional level, an “operations per based aircraft” (OPBA) methodology was used to estimate total aircraft operations for the calendar year 1999 at those airports without an ATCT. This OPBA methodology used aircraft operations data collected by the Delaware Valley Regional Planning Commission (DVRPC) to estimate the average number of aircraft operations occurring at DVRPC airports per based aircraft at each airport. DVRPC uses an acoustical counting system to count aircraft operations at airports within their region.

The OPBA methodology was developed solely for use in this analysis because it provides a reasonable, comparative means to estimate operations at over 100 airports throughout the Commonwealth. Only 15 of the Commonwealth’s airports have an ATCT. The remaining airports’ operational estimates were gathered from the airport operator. Typically, the operator is asked how many annual operations occur at the airport. Currently, there is no other methodology in place to determine aircraft operations counts at airports without an ATCT. The OPBA methodology provided a means of estimating annual operations in a uniform and consistent manner for the airports without an ATCT.

In this analysis, airports were categorized by their airport reference code (ARC), and an average OPBA estimate was developed for each ARC. **Table 3-1** presents the OPBA estimates based on ARC that were developed based on DVRPC data.

**Table 3-1  
OPBA Estimates by ARC**

ARC	OPBA Estimate
A-I	448
B-I	573
B-II	715
C-III	715

Source: DVRPC and Wilbur Smith Associates

For those airports without an ATCT, OPBA estimates developed through this methodology were then applied to based aircraft data, and estimates of total aircraft operations occurring at each of these airports were developed. All airports, both those with and without an ATCT, were then rated on total aircraft operations estimates. It is important to note that the estimates developed in this methodology were intended to be used (and only be used) for this specific analysis.

Aviation activity and demand ratings for each airport were then averaged and classified into the low, medium, and high ranges used in this analysis. The results of this process are presented in **Table 3-2**.

**Table 3-2  
Activity/Demand Summary Ratings**

<b>Airport Name</b>	<b>Associated City</b>	<b>Rating</b>
Lehigh Valley International	Allentown	H
Queen City	Allentown	M
Altoona-Blair County	Altoona	M
Millard	Annaville	L
Butter Valley Golf Port	Bally	L
Beaver County	Beaver Falls	H
Bedford County	Bedford	M
Bellefonte	Bellefonte	M
Total RF Heliport	Bensalem	L
Gwin	Bessemer	L
Grimes	Bethel	L
Bloomsburg Municipal	Bloomsburg	L
Bradford Regional	Bradford	L
Baublitz Commercial	Brogue	L
Miller	Burgettstown	L
Butler County	Butler	M
Butler Farm Show	Butler	L
Flying Dollar	Canadensis	L
Carlisle	Carlisle	M
Centre Airpark	Centre Hall	L
Penn's Cave	Centre Hall	L
Chambersburg Municipal	Chambersburg	L
Clarion County	Clarion	L
Clearfield-Lawrence	Clearfield	L
Chester County-G.O. Carlson	Coatesville	H
Perkiomen Valley	Collegeville	M
McGinness Field	Columbia	L
Connellsville	Connellsville	M
Corry-Lawrence	Corry	L
Culmerville	Culmerville	L
Danville	Danville	L
Doylestown	Doylestown	M
DuBois-Jefferson County	DuBois	M
Stroudsburg Pocono	East Stroudsburg	L
Easton (Braden Airpark)	Easton	M
Ebensburg	Ebensburg	L
Bandel	Eighty Four	L
Erie International	Erie	M
Van Sant	Erwinna	M
Philadelphia Seaplane Base	Essington	L
Keystone Heliport	Exton	L
Seamans Field	Factoryville	M
Mid-Atlantic Soaring Center	Fairfield	L
Finleyville Airpark	Finleyville	L
Venango Regional	Franklin	M
Farmer's Pride	Fredicksburg	L

Table 3-2 (cont)  
Activity/Demand Summary Ratings

Airport Name	Associated City	Rating
McVie	Freeport	L
Cherry Springs	Galeton	L
Flying M. Aerodrome	Germansville	L
Gettysburg Airport and Travel Center	Gettysburg	L
Southern Adams County Heliport	Gettysburg	L
Greenville Municipal	Greenville	L
Grove City	Grove City	L
Hanover	Hanover	L
Capital City	Harrisburg	M
Harrisburg International	Harrisburg	M
Hazleton Municipal	Hazleton	M
Cherry Ridge	Honesdale	M
Horsham Valley Airways Heliport	Horsham	L
Indiana County-Jimmy Stewart	Indiana	M
Inter County	Irwin	L
Greensburg-Jeanette Regional	Jeanette	L
Jersey Shore	Jersey Shore	L
Johnstown-Cambria County	Johnstown	M
Bermudian Valley Airpark	Kralltown	L
Kutztown	Kutztown	L
Lancaster	Lancaster	H
Arnold Palmer Regional	Latrobe	M
Keller Brothers	Lebanon	L
Beltzville	Lehighton	L
Jake Arner Memorial	Lehighton	L
William T. Piper Memorial	Lock Haven	M
Lakehill	Mars	L
Port Meadville	Meadville	M
Mifflintown	Mifflintown	L
Rostraver	Monongahela	M
Pittsburgh Monroeville	Monroeville	L
Morgantown	Morgantown	L
Donegal Springs Airpark	Mount Joy/Marietta	M
Mt. Pleasant-Scottsdale	Mount Pleasant	L
WPHS Heliport	Mount Pleasant	L
Pocono Mountains Municipal	Mount Pocono	M
Huntingdon County	Mount Union	L
Deck	Myerstown	L
New Castle Municipal	New Castle	L
New Hanover	New Hanover	L
Blue Knob Valley	Newry	L
Valley Forge Bicentennial Heliport	Norristown	L
Moorhead Memorial	North East	L
Reigle	Palmyra	L
Pennridge	Perkasie	M
Northeast Philadelphia	Philadelphia	H

Table 3-2 (cont)  
Activity/Demand Summary Ratings

Airport Name	Associated City	Rating
Penn's Landing - Pier 36 Heliport	Philadelphia	M
Philadelphia International	Philadelphia	H
Wings Field	Philadelphia	M
Albert	Philipsburg	L
Mid State	Philipsburg	L
Allegheny County	Pittsburgh	H
Pittsburgh International	Pittsburgh	M
Brokenstraw	Pittsfield	L
Pottstown Limerick	Pottstown	M
Pottstown Municipal	Pottstown	L
Schuylkill County-Joe Zerbey	Pottsville	L
Punxsutawney	Punxsutawney	L
Quakertown	Quakertown	M
Reading Regional	Reading	H
Mifflin County	Reedsville	L
Scandia Airpark	Russell	L
Blue Swan	Sayre	L
Penn Valley	Selinsgrove	M
Seven Springs	Seven Springs	L
Northumberland County	Shamokin	L
Shippensburg	Shippensburg	L
Slatington	Slatington	L
Smoketown	Smoketown	M
Somerset County	Somerset	L
St. Marys Municipal	St. Marys	L
University Park	State College	M
Spring Hill	Sterling	L
Shoestring Aviation	Stewartstown	L
Sunbury	Sunbury	L
Sunbury Seaplane Base	Sunbury	L
Rock	Tarentum	L
Titusville	Titusville	L
New Garden Flying Field	Toughkenamon	M
Bradford County	Towanda	L
Bendigo	Tower City	L
Sky Haven	Tunkhannock	L
Ridge Soaring Gliderport	Unionville	L
Washington County	Washington	M
Erie County	Wattsburg	L
Greene County	Waynesburg	L
Grand Canyon State	Wellsboro	L
Kampel	Wellsville	L
Brandywine	West Chester	M
Wilkes-Barre/Wyoming Valley	Wilkes-Barre	M
Wilkes-Barre/Scranton International	Wilkes-Barre/Scranton	H
Cove Valley	Williamsburg	L
Williamsport Regional	Williamsport	M
York	York	M
Zelienople Municipal	Zelienople	M

Source: Wilbur Smith Associates, Inc.

## B. Accessibility

Data regarding the accessibility factors listed above were collected and analyzed through the use of several geographical information system (GIS) databases. Each airport was rated individually for each accessibility factor used in the analysis. The accessibility scores given to each airport for these factors were averaged; the airports were then classified into the low, medium, and high ranges based on their average score. The results of this analysis are presented in **Table 3-3**.

## C. Support/Commitment

Although this performance criterion typically fluctuates over time and may imply a level of subjectivity, the factors identified for this analysis were purposely selected because they are objective, measurable, and tend to remain relatively constant. Data regarding local airport management and airport master plans/action plans were collected through the survey effort. The results of the 1999 Statewide Airport Economic Impact Study were included in this analysis to reflect the economic contribution of each airport to its local area. Airports were also rated on levels of community support in their local areas. Data regarding this factor was also collected through the inventory process and supplemented through the community meetings conducted at system airports.

The results of the support/commitment rating process are presented in **Table 3-4**. Airports were classified into the low, medium, and high categories based on the rating received in the factors examined.

## D. Facilities

System airports were also rated based on existing facilities. Facility factors examined in this analysis included primary runway length, types of available approaches, and number of aircraft storage units. Data used in this analysis were collected through the inventory process. If specific factors were not applicable to individual airports, the airports were not rated for those factors and the airport's average facility score was not negatively impacted. The results of the facility rating process are presented in **Table 3-5**.

## E. Optimization Potential

Airports were rated individually for the each of the optimization potential factors presented above, and the scores were averaged and classified into the low, medium, and high ranges. Data regarding both optimization potential factors, the percentage of airport-impacted municipalities with hazard zoning in place and the landside/airside expansion potential at each airport, were collected through the inventory process conducted at the onset of the study. In addition, data collected through the survey were verified during the community meetings held for system airports. The results of the optimization potential rating process are presented in **Table 3-6**.

**Table 3-3  
Accessibility Summary Ratings**

<b>Airport Name</b>	<b>Associated City</b>	<b>Rating</b>
Lehigh Valley International	Allentown	M
Queen City	Allentown	H
Altoona-Blair County	Altoona	M
Millard	Annville	M
Butter Valley Golf Port	Bally	M
Beaver County	Beaver Falls	M
Bedford County	Bedford	M
Bellefonte	Bellefonte	M
Total RF Heliport	Bensalem	H
Gwin	Bessemer	M
Grimes	Bethel	M
Bloomsburg Municipal	Bloomsburg	M
Bradford Regional	Bradford	L
Baublitz Commercial	Brogue	M
Miller	Burgettstown	M
Butler County	Butler	M
Butler Farm Show	Butler	M
Flying Dollar	Canadensis	L
Carlisle	Carlisle	M
Centre Airpark	Centre Hall	M
Penn's Cave	Centre Hall	M
Chambersburg Municipal	Chambersburg	M
Clarion County	Clarion	M
Clearfield-Lawrence	Clearfield	M
Chester County-G.O. Carlson	Coatesville	M
Perkiomen Valley	Collegeville	H
McGinness Field	Columbia	M
Connellsville	Connellsville	M
Corry-Lawrence	Corry	L
Culmerville	Culmerville	M
Danville	Danville	M
Doylestown	Doylestown	H
DuBois-Jefferson County	DuBois	M
Stroudsburg Pocono	East Stroudsburg	M
Easton (Braden Airpark)	Easton	M
Ebensburg	Ebensburg	M
Bandel	Eighty Four	M
Erie International	Erie	M
Van Sant	Erwinna	L
Philadelphia Seaplane Base	Essington	H
Keystone Heliport	Exton	H
Seamans Field	Factoryville	M
Mid-Atlantic Soaring Center	Fairfield	L
Finleyville Airpark	Finleyville	M
Venango Regional	Franklin	M
Farmer's Pride	Fredicksburg	M
McVile	Freeport	M
Cherry Springs	Galeton	L

Table 3-3 (cont)  
Accessibility Summary Ratings

Airport Name	Associated City	Rating
Flying M. Aerodrome	Germansville	M
Gettysburg Airport and Travel Center	Gettysburg	M
Southern Adams County Heliport	Gettysburg	M
Greenville Municipal	Greenville	M
Grove City	Grove City	M
Hanover	Hanover	M
Capital City	Harrisburg	M
Harrisburg International	Harrisburg	M
Hazleton Municipal	Hazleton	M
Cherry Ridge	Honesdale	L
Horsham Valley Airways Heliport	Horsham	H
Indiana County-Jimmy Stewart	Indiana	M
Inter County	Irwin	H
Greensburg-Jeanette Regional	Jeanette	M
Jersey Shore	Jersey Shore	M
Johnstown-Cambria County	Johnstown	M
Bermudian Valley Airpark	Kralltown	M
Kutztown	Kutztown	M
Lancaster	Lancaster	M
Arnold Palmer Regional	Latrobe	M
Keller Brothers	Lebanon	M
Beltzville	Lehighton	M
Jake Arner Memorial	Lehighton	M
William T. Piper Memorial	Lock Haven	M
Lakehill	Mars	H
Port Meadville	Meadville	M
Mifflintown	Mifflintown	M
Rostraver	Monongahela	H
Pittsburgh Monroeville	Monroeville	H
Morgantown	Morgantown	M
Donegal Springs Airpark	Mount Joy/Marietta	M
Mt. Pleasant-Scottsdale	Mount Pleasant	M
WPHS Heliport	Mount Pleasant	M
Pocono Mountains Municipal	Mount Pocono	M
Huntingdon County	Mount Union	L
Deck	Myerstown	M
New Castle Municipal	New Castle	M
New Hanover	New Hanover	H
Blue Knob Valley	Newry	M
Valley Forge Bicentennial Heliport	Norristown	H
Moorhead Memorial	North East	M
Reigle	Palmyra	M
Pennridge	Perkasie	H
Northeast Philadelphia	Philadelphia	H
Penn's Landing - Pier 36 Heliport	Philadelphia	H
Philadelphia International	Philadelphia	H
Wings Field	Philadelphia	H

**Table 3-3 (cont)**  
**Accessibility Summary Ratings**

<b>Airport Name</b>	<b>Associated City</b>	<b>Rating</b>
Albert	Philipsburg	L
Mid State	Philipsburg	M
Allegheny County	Pittsburgh	H
Pittsburgh International	Pittsburgh	H
Brokenstraw	Pittsfield	L
Pottstown Limerick	Pottstown	H
Pottstown Municipal	Pottstown	H
Schuylkill County-Joe Zerbey	Pottsville	M
Punxsutawney	Punxsutawney	L
Quakertown	Quakertown	H
Reading Regional	Reading	M
Mifflin County	Reedsville	M
Scandia Airpark	Russell	L
Blue Swan	Sayre	L
Penn Valley	Selinsgrove	M
Seven Springs	Seven Springs	M
Northumberland County	Shamokin	M
Shippensburg	Shippensburg	M
Slatington	Slatington	M
Smoketown	Smoketown	M
Somerset County	Somerset	M
St. Marys Municipal	St. Marys	L
University Park	State College	M
Spring Hill	Sterling	M
Shoestring Aviation	Stewartstown	M
Sunbury	Sunbury	M
Sunbury Seaplane Base	Sunbury	M
Rock	Tarentum	M
Titusville	Titusville	L
New Garden Flying Field	Toughkenamon	M
Bradford County	Towanda	L
Bendigo	Tower City	L
Sky Haven	Tunkhannock	M
Ridge Soaring Gliderport	Unionville	M
Washington County	Washington	M
Erie County	Wattsburg	M
Greene County	Waynesburg	M
Grand Canyon State	Wellsboro	L
Kampel	Wellsville	M
Brandywine	West Chester	H
Wilkes-Barre/Wyoming Valley	Wilkes-Barre	M
Wilkes-Barre/Scranton International	Wilkes-Barre/Scranton	M
Cove Valley	Williamsburg	M
Williamsport Regional	Williamsport	M
York	York	M
Zelienople Municipal	Zelienople	M

Source: Wilbur Smith Associates, Inc.

**Table 3-4  
Support/Commitment Summary Ratings**

<b>Airport Name</b>	<b>Associated City</b>	<b>Rating</b>
Lehigh Valley International	Allentown	H
Queen City	Allentown	M
Altoona-Blair County	Altoona	H
Millard	Annville	L
Butter Valley Golf Port	Bally	L
Beaver County	Beaver Falls	M
Bedford County	Bedford	H
Bellefonte	Bellefonte	L
Total RF Heliport	Bensalem	L
Gwin	Bessemer	L
Grimes	Bethel	L
Bloomsburg Municipal	Bloomsburg	M
Bradford Regional	Bradford	H
Baublitz Commercial	Brogue	L
Miller	Burgettstown	L
Butler County	Butler	M
Butler Farm Show	Butler	L
Flying Dollar	Canadensis	L
Carlisle	Carlisle	M
Centre Airpark	Centre Hall	L
Penn's Cave	Centre Hall	L
Chambersburg Municipal	Chambersburg	M
Clarion County	Clarion	M
Clearfield-Lawrence	Clearfield	H
Chester County-G.O. Carlson	Coatesville	M
Perkiomen Valley	Collegeville	L
McGinness Field	Columbia	L
Connellsville	Connellsville	M
Corry-Lawrence	Corry	H
Culmerville	Culmerville	L
Danville	Danville	H
Doylestown	Doylestown	H
DuBois-Jefferson County	DuBois	H
Stroudsburg Pocono	East Stroudsburg	M
Easton (Braden Airpark)	Easton	M
Ebensburg	Ebensburg	M
Bandel	Eighty Four	L
Erie International	Erie	H
Van Sant	Erwinna	L
Philadelphia Seaplane Base	Essington	L
Keystone Heliport	Exton	L
Seamans Field	Factoryville	L
Mid-Atlantic Soaring Center	Fairfield	L
Finleyville Airpark	Finleyville	M
Venango Regional	Franklin	M
Farmer's Pride	Fredicksburg	M
McVile	Freeport	L

Table 3-4 (cont)  
Support/Commitment Summary Ratings

Airport Name	Associated City	Rating
Cherry Springs	Galeton	L
Flying M. Aerodrome	Germansville	L
Gettysburg Airport and Travel Center	Gettysburg	M
Southern Adams County Heliport	Gettysburg	L
Greenville Municipal	Greenville	M
Grove City	Grove City	M
Hanover	Hanover	L
Capital City	Harrisburg	H
Harrisburg International	Harrisburg	H
Hazleton Municipal	Hazleton	M
Cherry Ridge	Honesdale	M
Horsham Valley Airways Heliport	Horsham	L
Indiana County-Jimmy Stewart	Indiana	H
Inter County	Irwin	L
Greensburg-Jeanette Regional	Jeanette	L
Jersey Shore	Jersey Shore	M
Johnstown-Cambria County	Johnstown	H
Bermudian Valley Airpark	Kralltown	L
Kutztown	Kutztown	M
Lancaster	Lancaster	H
Arnold Palmer Regional	Latrobe	H
Keller Brothers	Lebanon	L
Beltzville	Lehighton	L
Jake Arner Memorial	Lehighton	H
William T. Piper Memorial	Lock Haven	M
Lakehill	Mars	L
Port Meadville	Meadville	M
Mifflintown	Mifflintown	L
Rostraver	Monongahela	M
Pittsburgh Monroeville	Monroeville	L
Morgantown	Morgantown	L
Donegal Springs Airpark	Mount Joy/Marietta	L
Mt. Pleasant-Scottsdale	Mount Pleasant	M
WPHS Heliport	Mount Pleasant	M
Pocono Mountains Municipal	Mount Pocono	M
Huntingdon County	Mount Union	M
Deck	Myerstown	M
New Castle Municipal	New Castle	M
New Hanover	New Hanover	L
Blue Knob Valley	Newry	L
Valley Forge Bicentennial Heliport	Norristown	L
Moorhead Memorial	North East	L
Reigle	Palmyra	L
Pennridge	Perkasie	L
Northeast Philadelphia	Philadelphia	M
Penn's Landing - Pier 36 Heliport	Philadelphia	L
Philadelphia International	Philadelphia	H

Table 3-4 (cont)  
Support/Commitment Summary Ratings

Airport Name	Associated City	Rating
Wings Field	Philadelphia	M
Albert	Philipsburg	L
Mid State	Philipsburg	M
Allegheny County	Pittsburgh	H
Pittsburgh International	Pittsburgh	M
Brokenstraw	Pittsfield	L
Pottstown Limerick	Pottstown	M
Pottstown Municipal	Pottstown	M
Schuylkill County-Joe Zerbey	Pottsville	H
Punxsutawney	Punxsutawney	M
Quakertown	Quakertown	M
Reading Regional	Reading	H
Mifflin County	Reedsville	H
Scandia Airpark	Russell	L
Blue Swan	Sayre	M
Penn Valley	Selinsgrove	M
Seven Springs	Seven Springs	L
Northumberland County	Shamokin	M
Shippensburg	Shippensburg	L
Slatington	Slatington	L
Smoketown	Smoketown	M
Somerset County	Somerset	M
St. Marys Municipal	St. Marys	H
University Park	State College	H
Spring Hill	Sterling	M
Shoestring Aviation	Stewartstown	L
Sunbury	Sunbury	L
Sunbury Seaplane Base	Sunbury	L
Rock	Tarentum	M
Titusville	Titusville	M
New Garden Flying Field	Toughkenamon	M
Bradford County	Towanda	M
Bendigo	Tower City	L
Sky Haven	Tunkhannock	M
Ridge Soaring Gliderport	Unionville	L
Washington County	Washington	M
Erie County	Wattsburg	L
Greene County	Waynesburg	M
Grand Canyon State	Wellsboro	M
Kampel	Wellsville	L
Brandywine	West Chester	M
Wilkes-Barre/Wyoming Valley	Wilkes-Barre	M
Wilkes-Barre/Scranton International	Wilkes-Barre/Scranton	H
Cove Valley	Williamsburg	L
Williamsport Regional	Williamsport	H
York	York	M
Zelienople Municipal	Zelienople	M

Source: Wilbur Smith Associates, Inc.

Table 3-5  
Facilities Summary Ratings

Airport Name	Associated City	Rating
Lehigh Valley International	Allentown	H
Queen City	Allentown	M
Altoona-Blair County	Altoona	H
Millard	Annaville	L
Butter Valley Golf Port	Bally	L
Beaver County	Beaver Falls	M
Bedford County	Bedford	M
Bellefonte	Bellefonte	M
Total RF Heliport	Bensalem	L
Gwin	Bessemer	L
Grimes	Bethel	L
Bloomsburg Municipal	Bloomsburg	M
Bradford Regional	Bradford	M
Baublitz Commercial	Brogue	L
Miller	Burgettstown	L
Butler County	Butler	H
Butler Farm Show	Butler	L
Flying Dollar	Canadensis	L
Carlisle	Carlisle	M
Centre Airpark	Centre Hall	L
Penn's Cave	Centre Hall	L
Chambersburg Municipal	Chambersburg	M
Clarion County	Clarion	M
Clearfield-Lawrence	Clearfield	M
Chester County-G.O. Carlson	Coatesville	H
Perkiomen Valley	Collegeville	M
McGinness Field	Columbia	L
Connellsville	Connellsville	M
Corry-Lawrence	Corry	M
Culmerville	Culmerville	L
Danville	Danville	L
Doylestown	Doylestown	M
DuBois-Jefferson County	DuBois	M
Stroudsburg Pocono	East Stroudsburg	M
Easton (Braden Airpark)	Easton	M
Ebensburg	Ebensburg	M
Bandel	Eighty Four	L
Erie International	Erie	H
Van Sant	Erwinna	L
Philadelphia Seaplane Base	Essington	L
Keystone Heliport	Exton	L
Seamans Field	Factoryville	M
Mid-Atlantic Soaring Center	Fairfield	M
Finleyville Airpark	Finleyville	M
Venango Regional	Franklin	H
Farmer's Pride	Fredicksburg	L

Table 3-5 (cont)  
Facilities Summary Ratings

Airport Name	Associated City	Rating
McVille	Freeport	L
Cherry Springs	Galeton	L
Flying M. Aerodrome	Germansville	L
Gettysburg Airport and Travel Center	Gettysburg	L
Southern Adams County Heliport	Gettysburg	L
Greenville Municipal	Greenville	M
Grove City	Grove City	M
Hanover	Hanover	L
Capital City	Harrisburg	H
Harrisburg International	Harrisburg	H
Hazleton Municipal	Hazleton	M
Cherry Ridge	Honesdale	L
Horsham Valley Airways Heliport	Horsham	L
Indiana County-Jimmy Stewart	Indiana	M
Inter County	Irwin	L
Greensburg-Jeanette Regional	Jeanette	L
Jersey Shore	Jersey Shore	L
Johnstown-Cambria County	Johnstown	H
Bermudian Valley Airpark	Kralltown	L
Kutztown	Kutztown	M
Lancaster	Lancaster	H
Arnold Palmer Regional	Latrobe	H
Keller Brothers	Lebanon	L
Beltzville	Lehighton	L
Jake Arner Memorial	Lehighton	M
William T. Piper Memorial	Lock Haven	L
Lakehill	Mars	L
Port Meadville	Meadville	M
Mifflintown	Mifflintown	L
Rostraver	Monongahela	M
Pittsburgh Monroeville	Monroeville	L
Morgantown	Morgantown	L
Donegal Springs Airpark	Mount Joy/Marietta	M
Mt. Pleasant-Scottsdale	Mount Pleasant	L
WPHS Heliport	Mount Pleasant	L
Pocono Mountains Municipal	Mount Pocono	M
Huntingdon County	Mount Union	L
Deck	Myerstown	M
New Castle Municipal	New Castle	M
New Hanover	New Hanover	L
Blue Knob Valley	Newry	L
Valley Forge Bicentennial Heliport	Norristown	L
Moorhead Memorial	North East	L
Reigle	Palmyra	L
Penridge	Perkasie	M
Northeast Philadelphia	Philadelphia	H
Penn's Landing - Pier 36 Heliport	Philadelphia	L

Table 3-5 (cont)  
Facilities Summary Ratings

Airport Name	Associated City	Rating
Philadelphia International	Philadelphia	H
Wings Field	Philadelphia	M
Albert	Philipsburg	L
Mid State	Philipsburg	M
Allegheny County	Pittsburgh	H
Pittsburgh International	Pittsburgh	H
Brokenstraw	Pittsfield	L
Pottstown Limerick	Pottstown	M
Pottstown Municipal	Pottstown	L
Schuylkill County-Joe Zerbey	Pottsville	M
Punxsutawney	Punxsutawney	L
Quakertown	Quakertown	M
Reading Regional	Reading	H
Mifflin County	Reedsville	M
Scandia Airpark	Russell	L
Blue Swan	Sayre	L
Penn Valley	Selinsgrove	M
Seven Springs	Seven Springs	L
Northumberland County	Shamokin	M
Shippensburg	Shippensburg	L
Slatington	Slatington	L
Smoketown	Smoketown	L
Somerset County	Somerset	M
St. Marys Municipal	St. Marys	M
University Park	State College	M
Spring Hill	Sterling	L
Shoestring Aviation	Stewartstown	L
Sunbury	Sunbury	L
Sunbury Seaplane Base	Sunbury	L
Rock	Tarentum	L
Titusville	Titusville	M
New Garden Flying Field	Toughkenamon	M
Bradford County	Towanda	M
Bendigo	Tower City	L
Sky Haven	Tunkhannock	L
Ridge Soaring Gliderport	Unionville	L
Washington County	Washington	M
Erie County	Wattsburg	L
Greene County	Waynesburg	M
Grand Canyon State	Wellsboro	M
Kampel	Wellsville	L
Brandywine	West Chester	M
Wilkes-Barre/Wyoming Valley	Wilkes-Barre	L
Wilkes-Barre/Scranton International	Wilkes-Barre/Scranton	H
Cove Valley	Williamsburg	L
Williamsport Regional	Williamsport	H
York	York	M
Zelienople Municipal	Zelienople	M

Source: Wilbur Smith Associates, Inc.

**Table 3-6  
Optimization Summary Ratings**

<b>Airport Name</b>	<b>Associated City</b>	<b>Rating</b>
Lehigh Valley International	Allentown	M
Queen City	Allentown	L
Altoona-Blair County	Altoona	L
Millard	Annville	L
Butter Valley Golf Port	Bally	H
Beaver County	Beaver Falls	M
Bedford County	Bedford	L
Bellefonte	Bellefonte	L
Total RF Heliport	Bensalem	M
Gwin	Bessemer	M
Grimes	Bethel	M
Bloomsburg Municipal	Bloomsburg	L
Bradford Regional	Bradford	L
Baublitz Commercial	Brogue	L
Miller	Burgettstown	M
Butler County	Butler	L
Butler Farm Show	Butler	L
Flying Dollar	Canadensis	L
Carlisle	Carlisle	L
Centre Airpark	Centre Hall	M
Penn's Cave	Centre Hall	L
Chambersburg Municipal	Chambersburg	L
Clarion County	Clarion	M
Clearfield-Lawrence	Clearfield	H
Chester County-G.O. Carlson	Coatesville	L
Perkiomen Valley	Collegeville	L
McGinness Field	Columbia	L
Connellsville	Connellsville	M
Corry-Lawrence	Corry	L
Culmerville	Culmerville	L
Danville	Danville	M
Doylestown	Doylestown	L
DuBois-Jefferson County	DuBois	M
Stroudsburg Pocono	East Stroudsburg	M
Easton (Braden Airpark)	Easton	L
Ebensburg	Ebensburg	L
Bandel	Eighty Four	L
Erie International	Erie	L
Van Sant	Erwinna	L
Philadelphia Seaplane Base	Essington	L
Keystone Heliport	Exton	L
Seamans Field	Factoryville	L
Mid-Atlantic Soaring Center	Fairfield	L
Finleyville Airpark	Finleyville	M
Venango Regional	Franklin	L
Farmer's Pride	Fredicksburg	M
McVile	Freeport	L
Cherry Springs	Galeton	M

Table 3-6 (cont)  
Optimization Summary Ratings

Airport Name	Associated City	Rating
Flying M. Aerodrome	Germansville	L
Gettysburg Airport and Travel Center	Gettysburg	M
Southern Adams County Heliport	Gettysburg	M
Greenville Municipal	Greenville	L
Grove City	Grove City	L
Hanover	Hanover	L
Capital City	Harrisburg	L
Harrisburg International	Harrisburg	L
Hazleton Municipal	Hazleton	M
Cherry Ridge	Honesdale	L
Horsham Valley Airways Heliport	Horsham	L
Indiana County-Jimmy Stewart	Indiana	L
Inter County	Irwin	M
Greensburg-Jeanette Regional	Jeanette	L
Jersey Shore	Jersey Shore	L
Johnstown-Cambria County	Johnstown	M
Bermudian Valley Airpark	Kralltown	M
Kutztown	Kutztown	M
Lancaster	Lancaster	H
Arnold Palmer Regional	Latrobe	L
Keller Brothers	Lebanon	L
Beltzville	Lehighton	L
Jake Arner Memorial	Lehighton	L
William T. Piper Memorial	Lock Haven	L
Lakehill	Mars	L
Port Meadville	Meadville	L
Mifflintown	Mifflintown	M
Rostraver	Monongahela	L
Pittsburgh Monroeville	Monroeville	L
Morgantown	Morgantown	L
Donegal Springs Airpark	Mount Joy/Marietta	M
Mt. Pleasant-Scottsdale	Mount Pleasant	L
WPHS Heliport	Mount Pleasant	L
Pocono Mountains Municipal	Mount Pocono	L
Huntingdon County	Mount Union	M
Deck	Myerstown	L
New Castle Municipal	New Castle	M
New Hanover	New Hanover	M
Blue Knob Valley	Newry	L
Valley Forge Bicentennial Heliport	Norristown	L
Moorhead Memorial	North East	M
Reigle	Palmyra	M
Penridge	Perkasie	L
Northeast Philadelphia	Philadelphia	L
Penn's Landing - Pier 36 Heliport	Philadelphia	M
Philadelphia International	Philadelphia	L
Wings Field	Philadelphia	M

Table 3-6 (cont)  
Optimization Summary Ratings

Airport Name	Associated City	Rating
Albert	Philipsburg	L
Mid State	Philipsburg	M
Allegheny County	Pittsburgh	L
Pittsburgh International	Pittsburgh	L
Brokenstraw	Pittsfield	M
Pottstown Limerick	Pottstown	M
Pottstown Municipal	Pottstown	M
Schuylkill County-Joe Zerbey	Pottsville	L
Punxsutawney	Punxsutawney	M
Quakertown	Quakertown	L
Reading Regional	Reading	L
Mifflin County	Reedsville	M
Scandia Airpark	Russell	L
Blue Swan	Sayre	L
Penn Valley	Selinsgrove	M
Seven Springs	Seven Springs	L
Northumberland County	Shamokin	M
Shippensburg	Shippensburg	L
Slatington	Slatington	L
Smoketown	Smoketown	H
Somerset County	Somerset	L
St. Marys Municipal	St. Marys	L
University Park	State College	M
Spring Hill	Sterling	M
Shoestring Aviation	Stewartstown	L
Sunbury	Sunbury	L
Sunbury Seaplane Base	Sunbury	L
Rock	Tarentum	L
Titusville	Titusville	M
New Garden Flying Field	Toughkenamon	M
Bradford County	Towanda	L
Bendigo	Tower City	L
Sky Haven	Tunkhannock	L
Ridge Soaring Gliderport	Unionville	L
Washington County	Washington	L
Erie County	Wattsburg	M
Greene County	Waynesburg	L
Grand Canyon State	Wellsboro	L
Kampel	Wellsville	L
Brandywine	West Chester	L
Wilkes-Barre/Wyoming Valley	Wilkes-Barre	L
Wilkes-Barre/Scranton International	Wilkes-Barre/Scranton	L
Cove Valley	Williamsburg	L
Williamsport Regional	Williamsport	L
York	York	M
Zelienople Municipal	Zelienople	L

Source: Wilbur Smith Associates, Inc.

### III. FUNCTIONAL LEVELS

Once each airport was rated and scored numerically on its current performance relative to the five performance criteria, the importance weighting for each criterion was applied to the airport’s score for each criterion. Each airport’s total score (rating times the importance weighting) for the five performance criteria was summed. The objective of this exercise was to group the airports into functional levels based on their current contribution to the Commonwealth’s airport system and the airport’s current role in meeting statewide aviation needs.

The functional levels that were developed for use in the SASP are intended to segregate the system’s existing airports based on their current contribution to the statewide airport system as a whole. The five different functional levels that have been identified in this analysis represent groupings that occurred as a result of an analysis that examined a number of factors, including primary users, types of existing facilities, and current activity levels. Through the system stratification process, airports were ranked and rated based on the 19 factors previously described. At the conclusion of the rating process, airports were given an overall score (total rating points received divided by total points possible). When these overall scores were sorted from high to low, natural breaks occurred in the sorting. These natural breaks are the points at which the airports were segregated into functional levels. It is important to note that specialty facilities were evaluated through this process; however, due to their nature, they were automatically included in the specialty facility functional level.

Based on the rating, weighting, and ranking process previously described, system airports were divided into the following five functional levels:

- ❑ Advanced Airports
- ❑ Intermediate Airports
- ❑ Basic Airports
- ❑ Limited Airports
- ❑ Special Use Facilities

**Table 3-7** summarizes the results of this process and shows the functional level category for each system airport. It is important to note that within each functional level, the airports are listed alphabetically by associated city.

The following sections describe each functional level being used in the SASP process. The descriptions that follow are intended to be general in nature and will identify a “target market,” or primary types of users that each functional level is intended to serve. The descriptions are not intended to be an all-inclusive list of the types of activities anticipated for each level of airport, as it should be understood that each functional level of airport can serve a wide variety of users. These users range from commercial passenger and air cargo carriers to general aviation pilots and other recreational aviation uses, such as gliders, balloons, and ultralights. For the sake of the system planning process, however, each functional level of airport will generally be focused on specific components of aviation activity.

Table 3-7  
Summary of Functional Levels 1/

Advanced Airports	Associated City
Lehigh Valley International	Allentown
Altoona-Blair County	Altoona
Beaver County	Beaver Falls
Chester County-G.O. Carlson	Coatesville
Doylestown	Doylestown
DuBois-Jefferson County	DuBois
Erie International	Erie
Venango Regional	Franklin
Harrisburg International	Harrisburg
Capital City	Harrisburg
Hazleton Municipal	Hazleton
Johnstown-Cambria County	Johnstown
Lancaster	Lancaster
Arnold Palmer Regional	Latrobe
Rostraver	Monongahela
Northeast Philadelphia	Philadelphia
Philadelphia International	Philadelphia
Wings Field	Philadelphia
Allegheny County	Pittsburgh
Pittsburgh International	Pittsburgh
Pottstown Limerick	Pottstown
Reading Regional	Reading
University Park	State College
Wilkes-Barre/Scranton International	Wilkes-Barre/Scranton
Williamsport Regional	Williamsport
York	York

Intermediate Airports	Associated City
Queen City	Allentown
Bedford County	Bedford
Butler County	Butler
Carlisle	Carlisle
Clearfield-Lawrence	Clearfield
Perkiomen Valley	Collegeville
Connellsville	Connellsville
Indiana County-Jimmy Stewart	Indiana
Kutztown	Kutztown
Port Meadville	Meadville
Donegal Springs Airpark	Mount Joy/Marietta
Pocono Mountains Municipal	Mount Pocono
New Castle Municipal	New Castle
Pottstown Municipal	Pottstown
Schuylkill County-Joe Zerbey	Pottsville
Quakertown	Quakertown
Mifflin County	Reedsville
Penn Valley	Selinsgrove
Northumberland County	Shamokin
Smoketown	Smoketown
New Garden Flying Field	Toughkenamon
Washington County	Washington
Brandywine	West Chester
Zelienople Municipal	Zelienople

Table 3-7 (cont)  
Summary of Functional Levels

Basic Airports	Associated City
Bloomsburg Municipal	Bloomsburg
Bradford Regional	Bradford
Clarion County	Clarion
Corry-Lawrence	Corry
Danville	Danville
Stroudsburg Pocono	East Stroudsburg
Easton (Braden Airpark)	Easton
Ebensburg	Ebensburg
Finleyville Airpark	Finleyville
Farmer's Pride	Fredicksburg
Gettysburg Airport and Travel Center	Gettysburg
Grove City	Grove City
Jake Arner Memorial	Lehighton
William T. Piper Memorial	Lock Haven
Deck	Myerstown
Reigle	Palmyra
Penndel	Perkasie
Mid State	Phillipsburg
Somerset County	Somerset
St. Marys Municipal	St. Marys
Rock	Tarentum
Titusville	Titusville
Greene County	Waynesburg
Wilkes-Barre/Wyoming Valley	Wilkes-Barre

Limited Airports	Associated City
Millard	Annaville
Butter Valley Golf Port	Bally
Bellefonte	Bellefonte
Gwin	Bessemer
Grimes	Bethel
Baublitz Commercial	Brogue
Miller	Burgettstown
Butler Farm Show	Butler
Flying Dollar	Canadensis
Penn's Cave	Centre Hall
Centre Airpark	Centre Hall
Chambersburg Municipal	Chambersburg
McGinness Field	Columbia
Culmerville	Culmerville
Bandel	Eighty Four
Van Sant	Erwinna
Seamans Field	Factoryville
McVile	Freeport
Cherry Springs	Galeton
Flying M. Aerodrome	Germansville
Greenville Municipal	Greenville
Hanover	Hanover
Cherry Ridge	Honesdale
Inter County	Irwin
Greensburg-Jeanette Regional	Jeanette
Jersey Shore	Jersey Shore

Table 3-7 (cont)  
Summary of Functional Levels

Limited Airports (cont)	Associated City
Bermudian Valley Airpark	Kralltown
Keller Brothers	Lebanon
Beltzville	Lehighton
Lakehill	Mars
Mifflintown	Mifflintown
Pittsburgh Monroeville	Monroeville
Morgantown	Morgantown
Mt. Pleasant-Scottsdale	Mount Pleasant
Huntingdon County	Mount Union
New Hanover	New Hanover
Blue Knob Valley	Newry
Moorhead Memorial	North East
Albert	Phillipsburg
Brokenstraw	Pittsfield
Punxsutawney	Punxsutawney
Scandia Airpark	Russell
Blue Swan	Sayre
Seven Springs	Seven Springs
Shippensburg	Shippensburg
Slatington	Slatington
Spring Hill	Sterling
Sunbury	Sunbury
Bradford County	Towanda
Bendigo	Tower City
Sky Haven	Tunkhannock
Erie County	Wattsburg
Grand Canyon State	Wellesboro
Kampel	Wellsville
Cove Valley	Williamsburg

Special Use Facilities	Associated City
Total RF Heliport	Bensalem
Philadelphia Seaplane Base	Essington
Keystone Heliport	Exton
Mid-Atlantic Soaring Center	Fairfield
Southern Adams County Heliport	Gettysburg
Horsham Valley Airways Heliport	Horsham
WPHS Heliport	Mount Pleasant
Valley Forge Bicentennial Heliport	Norristown
Penn's Landing - Pier 36 Heliport	Philadelphia
Shoestring Aviation	Stewartstown
Sunbury Seaplane Base	Sunbury
Ridge Soaring Gliderport	Unionville

Note 1/: Airport functional level classifications and facility and service objectives are recommendations of the SASP and have been made at the State airport system level. It is important to note that some airports may not be able to be developed to meet the functional level classifications and facility and service objectives noted, due to land use, physical, or aeronautical constraints.

Source: Wilbur Smith Associates, Inc.

- **Advanced Airports** – Advanced airports support commercial airline activities that include scheduled passenger traffic and general aviation activities. Airports in this functional level accommodate high levels of activity and are typically located in or near significant population centers. In some cases, these airports are in major metropolitan areas and are intended to function as relievers to larger, more congested commercial service airports in the area. Where capacity constraints do not limit, this functional level of airport should support general aviation activities, including corporate/executive operations, private pilot business and recreational activities, and flight training.
- **Intermediate Airports** – Intermediate airports are intended to support corporate/executive and private pilot general aviation activities. Where capacity constraints do not limit, this level of facility could also support recreational general aviation activities and flight training. These airports accommodate significant amounts of activity, and are typically used as gateways for business and recreational travelers to reach a county-wide or regional area in proximity to the airport.
- **Basic Airports** – Basic airports are intended to support smaller corporate aircraft and the operations of general aviation aircraft by private pilots for business and pleasure. This functional level of airport represents a typical general aviation airport and is intended to support a variety of uses (such as business, pleasure, and training), while providing the system with operational and storage capacity for single- and multi-engine piston aircraft.
- **Limited Airports** – Limited airports include facilities with paved or turf runways that support small general aviation aircraft storage and operation. This level of airport supports private pilots that may be flying for business or pleasure, and requires minimal support facilities and services.
- **Special Use Facilities** – Special use facilities include those aviation facilities, such as heliports, gliderports, seaplane bases, and ultralight facilities, that primarily support components of aviation demand other than fixed-wing aircraft.

#### IV. SUMMARY

These five functional categories and the stratification of the Commonwealth’s airport system will be evaluated in a subsequent chapter to determine the ability of the airports to meet their roles, as well as the adequacies and deficiencies of the entire airport system. Based on subsequent analyses, airport roles and possibly the categories may be revised in the development of a recommended statewide airport system.