

b. **Cargo Service Airports** are airports that, in addition to any other air transportation services that may be available, are served by aircraft providing air transportation of only cargo with a total annual landed weight of more than 100 million pounds. "Landed weight" means the weight of aircraft transporting only cargo in intrastate, interstate, and foreign air transportation. An airport may be both a commercial service and a cargo service airport.

Table 3 Definition of Airport Categories

AIRPORT CLASSIFICATIONS		HUB TYPE: PERCENTAGE OF ANNUAL PASSENGER BOARDINGS	COMMON NAME
Commercial Service: Publicly owned airports that have at least 2,500 passenger boardings each calendar year and receive scheduled passenger service §47102(7)	Primary: Have more than 10,000 passenger boardings each year §47102(11)	Large: 1% or more	Large Hub
		Medium: At least 0.25%, but less than 1%	Medium Hub
		Small: At least 0.05%, but less than 0.25%	Small Hub
		Nonhub: More than 10,000, but less than 0.05%*	Nonhub Primary
	Nonprimary	Nonhub: At least 2,500, and no more than 10,000*	Nonprimary Commercial Service
Nonprimary (Except Commercial Service)			Reliever §47102(18)
			General Aviation
Other than Passenger Classification			Cargo Service §47114(c)(2)

*Nonhub Airports – Locations having less than 0.05 percent of the United States passengers, including any nonprimary commercial service airport, are statutorily defined as nonhub airports. For some purposes we separate primary locations within this hub type, although more than 100 nonhub airports are currently classified as a nonprimary commercial service airport.

c. **Reliever Airports** are airports designated by the FAA to relieve congestion at **Commercial Service Airports** and to provide improved general aviation access to the overall community. These may be publicly or privately-owned.

d. The remaining airports, while not specifically defined in Title 49 USC, are commonly described as **General Aviation Airports**. This airport type is the largest single group of airports in the U.S. system. The category also includes privately owned, public use airports that enplane 2500 or more passengers annually and receive scheduled airline service. The airport privatization pilot program authorized under Title 49 U.S.C., Section 47134, may affect individual general aviation airports. Under this program, some private rather than public ownership provisions are allowed, and questions on it should be directed to AAS-400.