

## Description of the individual classes

**Class 1 (Primary Hub):** At the top, we start with a special class that includes the 25 largest airports in the world (TOP 25 Mega-Hubs). This is the only class where the number of airports is fixed from the start. Examples: Atlanta Hartsfield Jackson, Frankfurt am Main, Amsterdam Schiphol, London Heathrow and Paris Charles de Gaulle.

**Class 2 (Secondary Hub):** This class includes the large mega-hubs, which are not among the 25 largest airports in the world, but nevertheless have dimensions that can be classified as between large and gigantic. Often the largest or second largest airports in a country are represented in this class. Examples: Munich "Franz Josef Strauß" Airport, Stockholm Arlanda, Paris Orly, London Gatwick, Oslo Gardermoen.

**Class 3 (Major International Airports):** Major international airports from which intercontinental connections are usually still offered. Examples: Düsseldorf, Berlin Tegel, Gothenburg Landvetter, London Stansted.

**Class 4 (Minor International Airports):** International airports of supra-regional importance. In the largest countries in terms of area (Russia, USA, Australia, Brazil, Canada and China), they correspond to "Domestic Airports" and usually offer only national connections there. In addition, many secondary or tertiary airports of larger cities can be found in this class. Examples: Cologne-Bonn, London City Airport, Stockholm Bromma, Oslo Torp.

**Class 5 (Regional Airport):** Regional airports of corresponding importance that offer predominantly domestic connections and charter air traffic. Examples: Saarbrücken-Ensheim, Erfurt-Weimar. Airports with passenger numbers between 20,000 and 1,000,000 are usually assigned to this class. However, it is crucial that scheduled services are offered and that the tower is manned around the clock (regardless of the published opening hours). Thus, an airport in this class may also have fewer than 20,000 passengers per year.

**Class 6 (Large GA Airport):** Large general aviation (GA) airport. Typical examples: Frankfurt Egelsbach, New York Teterboro, Gothenburg Sæve, Paris Le Bourget. There are no scheduled flights from here, but there may be regular connections (e.g., island traffic in East Frisia). The absence of scheduled flights is decisive for the classification. A Class 6 airport can therefore handle more passengers than a Class 5 airport.

**Class 7 (Small GA Airport):** Small airfield where only general aviation traffic is handled. Airports in this class usually still have a paved runway (asphalt or concrete), but in some cases may be

some cases, however, may only be equipped with a grass runway (e.g., Uetersen). Other examples: Saarlouis-Düren, Koblenz, Borkum.

**Class 8 (Airstrip):** Small course with one grass runway. No paved runway and little infrastructure (e.g. hangar and pilots' hut) available.

**Class 12 (Drop-Off/Private):** Simple, short runway that is just barely recognizable as such. In addition, this group includes airfields that are privately owned. Airfields in this class do not generate standard jobs.

**Class 9 (Unclassified):** Airports that have yet to be classified "by hand" and until then have a default setting.

**Class 10 (Major Military Airport):** Large airport used purely for military purposes. Example: Ramstein Airbase.

**Class 11 (Minor Military Airport):** Smaller airport used purely for military purposes. Example: Hohn Airbase.

**Class 13 (Closed/partially intact structure):** Closed airport whose infrastructure, however, is still fully (terminals, hangars) or partially (runway and apron only) intact and can be put to renewed use. These may be former civilian or military airports. Examples: Zweibrücken, Magdeburg.

**Class 14 (Closed/tore off, demolished):** Closed airport that has been completely or almost completely demolished or built over. No longer possible to use. RIP.

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