

LANDING FACILITY DATA
COMMA-SEPARATED VALUES (CSV) RECORD LAYOUT
(APT-FILES)

INFORMATION EFFECTIVE DATE: 09/05/2024

RECORD FORMAT: COMMA DELIMITED WITH TEXT FIELDS ENCLOSED WITHIN DOUBLE-QUOTE CHARACTERS

LOGICAL RECORD INTERVAL: ALL RECORDS WITHIN A SPECIFIC APT FILE HAVE THE SAME NUMBER OF FIELDS, IN THE SAME ORDER AND RECORD ENDS AT A LINE TERMINATOR

DATA HEADERS: FIRST ROWS CONTAIN FIELD NAMES

APT FILES: APT_BASE, APT_ARS, APT_ATT, APT_CON, APT_RMK, APT_RWY, APT_RWY_END

COMMON TO ALL APT FILES: EFF_DATE, SITE_NO, SITE_TYPE_CODE, STATE_CODE, ARPT_ID, CITY, COUNTRY_CODE

GENERAL INFORMATION:

1. The APT_*.csv files were designed to replace the legacy APT.txt Subscriber File.
2. The Ordered By list for each APT FILE documented below is also the Unique Record Key.
3. APT_*.csv files contain the data found in the legacy APT.txt Subscriber File with the exception of any frequency data which is now located in the FRQ.csv. Data while comparable to the legacy APT.txt is in some cases organized and presented in a different way. The APT_*.csv files contain data that was not previously included in APT.txt subscriber – e.g. all airport contact information not just OWNER/MANAGER, all Fuel Types, etc.
4. Please enter any feedback in the Aeronautical Information Portal.
<https://nfdc.faa.gov/nfdcApps/controllers/PublicSecurity/nfdcLogin>

FIELD DESCRIPTIONS

COMMON TO ALL

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EFF_DATE – The 28 Day NASR Subscription Effective Date in format ‘YYYY/MM/DD’.

SITE_NO – Landing Facility Site Number. A unique identifying number.

SITE_TYPE_CODE – Landing Facility Type Code.

CODE	FACILITY
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A	AIRPORT
B	BALLOONPORT
C	SEAPLANE BASE
G	GLIDERPORT
H	HELIPORT
U	ULTRALIGHT

STATE_CODE – Associated State Post Office Code standard two letter abbreviation for US States and Territories.

ARPT_ID – Location Identifier. Unique 3-4 character alphanumeric identifier assigned to the Landing Facility.

CITY – Airport Associated City Name

COUNTRY_CODE - Country Post Office Code Airport Located

APT_BASE ordered by SITE_NO, SITE_TYPE_CODE

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REGION_CODE – FAA Region Code

CODE	REGION NAME
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AAL	ALASKA
ACE	CENTRAL
AEA	EASTERN
AGL	GREAT LAKES
ANE	NEW ENGLAND
ANM	NORTHWEST MOUNTAIN
ASO	SOUTHERN
ASW	SOUTHWEST
AWP	WESTERN-PACIFIC

ADO_CODE – FAA District or Field Office Code

STATE_NAME – Associated State Name

COUNTY_NAME – Associated County or Parish Name (For Non-Us Aerodromes This May Be Territory Or Province Name.)

COUNTY_ASSOC_STATE – Associated County's State (Post Office Code) State where the Associated County is located; may not be the same as the Associated City's State Code. For non-US Aerodrome Facilities, these "State" Codes are internal to this system and may not correspond to standard State or Country Codes in use elsewhere.

Nonstandard "COUNTY_ASSOCIATED_STATE" and "COUNTY" names currently in use include:

COUNTY_ASSOC_STATE	COUNTY NAME
AI	ANGUILLA
AN	NETHERLANDS ANTILLES
AS	AMERICAN SAMOA
BL	SAINT BARTHELEMY
BM	BERMUDA
BS	BAHAMAS
CN	B.C., CANADA
CN	QUEBEC, CANADA
CN	P.E.I., CANADA
CN	ALBERTA, CANADA
CN	ONTARIO, CANADA
CN	NUNAVUT, CANADA
CN	MANITOBA, CANADA
CN	YUKON TERR, CANADA
CN	NOVA SCOTIA, CANADA
CN	SASKATCHEWAN, CANADA
CN	NEWFOUNDLAND, CANADA
CN	NORTHWEST TERR, CANADA
CN	NEW BRUNSWICK, CANADA
FM	FED STS MICRONESIA
GL	GREENLAND
GP	GUADELOUPE
GU	GUAM
IO	BRITISH INDIAN OCEAN
IQ	US MISC PACIFIC IS
MF	SAINT MARTIN
MH	MARSHALL ISLANDS
MP	N MARIANA ISLANDS
PW	PALAU
QM	MIDWAY ISLAND
QW	WAKE ISLAND
SH	SAINT HELENA
TC	TURKS AND CAICOS
TQ	-TRUST TERR. OF PAC-
VG	VIRGIN ISLANDS, BRIT
VI	VIRGIN ISLANDS
XL	PALMYRA ATOLL

ARPT_NAME – Official Facility Name

OWNERSHIP_TYPE_CODE – Airport Ownership Type

PU - PUBLICLY OWNED
PR - PRIVATELY OWNED

MA - AIR FORCE OWNED
MN - NAVY OWNED
MR - ARMY OWNED
CG - COAST GUARD OWNED

FACILITY_USE_CODE – Facility Use

PU - OPEN TO THE PUBLIC
PR - PRIVATE

LAT_DEG – Airport Reference Point Latitude Degrees

LAT_MIN – Airport Reference Point Latitude Minutes

LAT_SEC – Airport Reference Point Latitude Seconds

LAT_HEMIS – Airport Reference Point Latitude Hemisphere

LAT_DECIMAL – Airport Reference Point Latitude in Decimal Format

LONG_DEG – Airport Reference Point Longitude Degrees

LONG_MIN – Airport Reference Point Longitude Minutes

LONG_SEC – Airport Reference Point Longitude Seconds

LONG_HEMIS – Airport Reference Point Longitude Hemisphere

LONG_DECIMAL – Airport Reference Point Longitude in Decimal Format

SURVEY_METHOD_CODE – Airport Reference Point Determination Method

E - ESTIMATED
S - SURVEYED

ELEV – Airport Elevation (Nearest Tenth of a Foot MSL) Elevation is measured at the highest point on the centerline of the usable landing surface.

ELEV_METHOD_CODE – Airport Elevation Determination Method

E - ESTIMATED
S - SURVEYED

MAG_VARN – Magnetic Variation

MAG_HEMIS – Magnetic Variation Direction

MAG_VARN_YEAR – Magnetic Variation Epoch Year

TPA – Traffic Pattern Altitude (Whole Feet AGL)

CHART_NAME – Aeronautical Sectional Chart on Which Facility Appears

DIST_CITY_TO_AIRPORT - Distance from Central Business District of the Associated City to the Airport

DIRECTION_CODE – Direction of Airport from Central Business District of Associated City (Nearest 1/8 Compass Point)

ACREAGE – Land Area Covered by Airport (Acres)

RESP_ARTCC_ID – Responsible ARTCC Identifier (The Responsible ARTCC Is The FAA Air Route Traffic Control Center Who Has Control Over The Airport.)

COMPUTER_ID – Responsible ARTCC (FAA) Computer Identifier

ARTCC_NAME – Responsible ARTCC Name

FSS_ON_ARPT_FLAG – Tie-In FSS Physically Located On Facility

Y - TIE-IN FSS IS ON THE AIRPORT

N - TIE-IN FSS IS NOT ON AIRPORT

FSS_ID – Tie-In Flight Service Station (FSS) Identifier

FSS_NAME – Tie-In FSS Name

PHONE_NO – Local Phone Number from Airport to FSS for Administrative Services

TOLL_FREE_NO - Toll Free Phone Number from Airport to FSS for Pilot Briefing Services

ALT_FSS_ID – Alternate FSS Identifier provides the identifier of a full-time Flight Service Station that assumes responsibility for the Airport during the off hours of a part-time primary FSS.

ALT_FSS_NAME – Alternate FSS Name

ALT_TOLL_FREE_NO – Toll Free Phone Number from Airport to Alternate FSS for Pilot Briefing Services

NOTAM_ID – Identifier of the Facility responsible for issuing Notices to Airmen (NOTAMS) and Weather information for the Airport

NOTAM_FLAG – Availability of NOTAM 'D' Service at Airport

Y - YES

N - NO

ACTIVATION_DATE – Airport Activation Date (YYYY/MM) provides the YEAR and MONTH that the Facility was added to the NFDC airport database. Note: this information is only available for those Facilities opened since 1981.

ARPT_STATUS – Airport Status Code

CI - CLOSED INDEFINITELY

CP - CLOSED PERMANENTLY

O - OPERATIONAL

FAR_139_TYPE_CODE – Airport ARFF Certification Type Code. Format is the class code ('I', 'II', 'III', or 'IV') followed by a one character code A, B, C, D, E, or L. Codes A, B, C, D, E are for Airports having a full certificate under CFR PART 139, and identifies the Aircraft Rescue and Firefighting index for the Airport.

Code L is for Airports having limited certification under CFR PART 139. Blank indicates the Facility is not certificated.

FAR_139_CARRIER_SER_CODE – Airport ARFF Certification Carrier Service Code. Code S is for Airports receiving scheduled Air Carrier Service from carriers certificated by the Civil Aeronautics Board. Code U is for Airports not receiving this scheduled service.

ARFF_CERT_TYPE_DATE - Airport ARFF Certification Date (YYYY/MM)

NASP_CODE – NPIAS/Federal Agreements Code. A Combination of 1 to 7 Codes that Indicate the Type of Federal Agreements existing at the Airport.

- N - NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS (NPIAS)
- B - INSTALLATION OF NAVIGATIONAL FACILITIES ON PRIVATELY OWNED AIRPORTS UNDER F&E PROGRAM
- G - GRANT AGREEMENTS UNDER FAAP/ADAP/AIP
- H - COMPLIANCE WITH ACCESSIBILITY TO THE HANDICAPPED
- P - SURPLUS PROPERTY AGREEMENT UNDER PUBLIC LAW 289
- R - SURPLUS PROPERTY AGREEMENT UNDER REGULATION 16-WAA
- S - CONVEYANCE UNDER SECTION 16, FEDERAL AIRPORT ACT OF 1946 OR SECTION 23, AIRPORT AND AIRWAY DEVELOPMENT ACT OF 1970
- V - ADVANCE PLANNING AGREEMENT UNDER FAAP
- X - OBLIGATIONS ASSUMED BY TRANSFER
- Y - ASSURANCES PURSUANT TO TITLE VI, CIVIL RIGHTS ACT OF 1964
- Z - CONVEYANCE UNDER SECTION 303(C), FEDERAL AVIATION ACT OF 1958
- 1 - GRANT AGREEMENT HAS EXPIRED; HOWEVER, AGREEMENT REMAINS IN EFFECT FOR THIS FACILITY AS LONG AS IT IS PUBLIC USE.
- 2 - SECTION 303(C) AUTHORITY FROM FAA ACT OF 1958 HAS EXPIRED; HOWEVER, AGREEMENT REMAINS IN EFFECT FOR THIS FACILITY AS LONG AS IT IS PUBLIC USE.
- 3 - AP-4 AGREEMENT UNDER DLAND OR DCLA HAS EXPIRED
- NONE - NO GRANT AGREEMENT EXISTS
- BLANK- NO GRANT AGREEMENT EXISTS

ASP_ANALYS_DTRM_CODE – Airport Airspace Analysis Determination

- CONDL (CONDITIONAL)
- NOT ANALYZED
- NO OBJECTION
- OBJECTIONABLE

CUST_FLAG – Facility has been designated by the U.S. Department of Homeland Security as an International Airport of Entry for Customs

- Y - YES
- N - NO

LNDG_RIGHTS_FLAG – Facility has been designated by the U.S. Department of Homeland Security as a Customs Landing Rights Airport. (Customs User Fee Airports will be designated with an E80, E80A, or E80C referenced remark "US CUSTOMS USER FEE ARPT.")

JOINT_USE_FLAG – Facility has Military/Civil Joint Use Agreement that allows Civil Operations at a Military Airport.

Y - YES

N - NO

MIL_LNDG_FLAG - Airport has entered into an Agreement that Grants Landing Rights to the Military

Y - YES

N - NO

INSPECT_METHOD_CODE - Airport Inspection Method

F - FEDERAL

S - STATE

C - CONTRACTOR

1 - 5010-1 PUBLIC USE MAILOUT PROGRAM

2 - 5010-2 PRIVATE USE MAILOUT PROGRAM

INSPECTOR_CODE - Agency/Group Performing Physical Inspection

F - FAA AIRPORTS FIELD PERSONNEL

S - STATE AERONAUTICAL PERSONNEL

C - PRIVATE CONTRACT PERSONNEL

N - OWNER

LAST_INSPECTION - Last Physical Inspection Date (YYYY/MM/DD)

LAST_INFO_RESPONSE - Last Date Information Request was completed by Facility Owner or Manager (YYYY/MM/DD)

FUEL_TYPES - Fuel Types available for public use at the Airport.

100	Grade 100 gasoline (Green)
100LL	100LL gasoline (low lead) (Blue)
A	Jet A, Kerosene, without FS-II*, FP** minus 40° C.
A+	Jet A, Kerosene, with FS-II*, FP** minus 40°C.
A++	Jet A, Kerosene, with FS-II*, CI/LI#, SDA##, FP** minus 40°C.
A++10	(A++100) Jet A, Kerosene, with FS-II*, CI/LI#, SDA##, FP** minus 40°C, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.
A1	Jet A-1, Kerosene, without FS-II*, FP** minus 47°C.
A1+	Jet A-1, Kerosene with FS-II*, FP** minus 47° C.
J5	(JP5)(JP-5 military specification) Kerosene with FS-II, FP** minus 46°C.
J8	(JP8)(JP-8 military specification) Jet A-1, Kerosene with FS-II*, CI/LI#, SDA##, FP** minus 47°C.
J8+10	(J8+100) (JP-8 military specification) Jet A-1, Kerosene with FS-II*, CI/LI#, SDA##,

FP** minus 47°C, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.

J (Jet Fuel Type Unknown)

MOGAS Automobile gasoline which is to be used as aircraft fuel.

UL91 Unleaded Grade 91 gasoline

UL94 Unleaded Grade 94 gasoline

UL100 Unleaded Grade 100 gasoline

*(Fuel System Icing Inhibitor)

** (Freeze Point)

(Corrosion Inhibitors/Lubricity Improvers)

(Static Dissipator Additive)

AIRFRAME_REPAIR_SER_CODE - Airframe Repair Service Availability/Type

MAJOR

MINOR

NONE

PWR_PLANT_REPAIR_SER - Power Plant (Engine) Repair Availability/Type

MAJOR

MINOR

NONE

BOTTLED_OXY_TYPE - Type of Bottled Oxygen Available (Value represents High and/or Low Pressure Replacement Bottle)

HIGH

LOW

HIGH/LOW

NONE

BULK_OXY_TYPE - Type of Bulk Oxygen Available (Value represents High and/or Low Pressure Cylinders)

HIGH

LOW

HIGH/LOW

NONE

LGT_SKED - Airport Lighting Schedule value is the beginning-ending times (local time) that the Standard Airport Lights are operated. Value can be "SS-SR" (indicating sunset-sunrise), blank, or "SEE RMK", indicating that the details are in a facility remark data entry.

BCN_LGT_SKED - Beacon Lighting Schedule value is the beginning-ending times (local time) that the Rotating Airport Beacon Light is operated. Value can be "SS-SR" (indicating sunset-sunrise), blank, or "SEE RMK", indicating that the details are in a facility remark data entry.

TWR_TYPE_CODE - Air Traffic Control Tower Facility Type (ATCT, NON-ATCT, ATCT-A/C, ATCT-RAPCON, ATCT-RATCF, ATCT-TRACON, TRACON). NON-ATCT is equivalent to "N" ATC TOWER at Airport. All Other are equivalent to "Y" ATC TOWER at AIRPORT.

TYPE CODE	DESCRIPTION
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ATCT	Air Traffic Control Tower.
NON-ATCT	No Air Traffic Control Tower on airport.
ATCT-A/C	Air Traffic Control Tower plus Approach Control.
ATCT-RAPCON	Air Traffic Control Tower plus Radar Approach Control (Air Force Operates ATCT/FAA Operates Approach Control)
ATCT-RATCF	Air Traffic Control Tower plus Radar Approach Control. (Navy Operates ATCT/ FAA Operates Approach Control)
ATCT-TRACON	Air Traffic Control Tower plus Terminal Radar Approach Control.

SEG_CIRCLE_MKR_FLAG - Segmented Circle Airport Marker System on the Airport

Y - YES
 N - NO
 NONE
 Y-L - YES, LIGHTED

BCN_LENS_COLOR - Lens Color of Operable Beacon located on the Airport

WG	WHITE-GREEN (LIGHTED LAND AIRPORT)
WY	WHITE-YELLOW (LIGHTED SEAPLANE BASE)
WGY	WHITE-GREEN-YELLOW (HELIPORT)
SWG	SPLIT-WHITE-GREEN (LIGHTED MILITARY AIRPORT)
W	WHITE (UNLIGHTED LAND AIRPORT)
Y	YELLOW (UNLIGHTED SEAPLANE BASE)
G	GREEN (LIGHTED LAND AIRPORT)
N	NONE

LNDG_FEE_FLAG - Landing Fee charged to Non-Commercial Users of Airport

Y - YES
 N - NO

MEDICAL_USE_FLAG - A "Y" in this field indicates that the Landing Facility Is used for Medical Purposes

BASED_SINGLE_ENG - Single Engine General Aviation Aircraft

BASED_MULTI_ENG - Multi Engine General Aviation Aircraft

BASED_JET_ENG - Jet Engine General Aviation Aircraft

BASED_HEL - General Aviation Helicopter

BASED_GLIDERS - Operational Gliders

BASED_MIL_ACFT - Operational Military Aircraft (Including Helicopters)

BASED_ULTRALGT_ACFT - Ultralight Aircraft

COMMERCIAL_OPS - Commercial Services (Scheduled Operations by CAB-Certificated Carriers or Intrastate Carriers)

COMMUTER_OPS - Commuter Services Operations (Scheduled Commuter/Cargo Carriers)

AIR_TAXI_OPS - Air Taxi Operations (Air Taxi Operators Carrying Passengers, Mail, or Mail for Revenue)

LOCAL_OPS - General Aviation Local Operations (Those Operating in the Local Traffic Pattern or Within a 20-Mile Radius of the Airport)

ITNRNT_OPS - General Aviation Itinerant Operations (Those General Aviation Operations Excluding Commuter or Air Taxi Not qualifying as Local)

MIL_ACFT_OPS - Military Aircraft Operations

ANNUAL_OPS_DATE - 12-Month Ending Date on which Annual Operations data in above six fields is based (YYYY/MM/DD)

ARPT_PSN_SOURCE - Airport Position Source

POSITION_SRC_DATE - Airport Position Source Date (YYYY/MM/DD)

ARPT_ELEV_SOURCE - Airport Elevation Source

ELEVATION_SRC_DATE - Airport Elevation Source Date (YYYY/MM/DD)

CONTR_FUEL_AVBL - Contract Fuel Available

Y - YES

N - NO

TRNS_STRG_BUOY_FLAG - Buoy Transient Storage Facilities

Y - YES

N - NO

TRNS_STRG_HGR_FLAG - Hangar Transient Storage Facilities

Y - YES

N - NO

TRNS_STRG_TIE_FLAG - Tie-Down Transient Storage Facilities

Y - YES

N - NO

OTHER_SERVICES - Other Airport Services Available. A Comma-Separated List of Other Airport Services Available at the Airport, which include:

AFRT - AIR FREIGHT SERVICES

AGRI - CROP DUSTING SERVICES
AMB - AIR AMBULANCE SERVICES
AVNCS - AVIONICS
BCHGR - BEACHING GEAR
CARGO - CARGO HANDLING SERVICES
CHTR - CHARTER SERVICE
GLD - GLIDER SERVICE
INSTR - PILOT INSTRUCTION
PAJA - PARACHUTE JUMP ACTIVITY
RNTL - AIRCRAFT RENTAL
SALES - AIRCRAFT SALES
SURV - ANNUAL SURVEYING
TOW - GLIDER TOWING SERVICES

WIND_INDCR_FLAG - Wind Indicator shows whether a Wind Indicator exists at the Airport

N - NO WIND INDICATOR
Y - UNLIGHTED WIND INDICATOR EXISTS
Y-L - LIGHTED WIND INDICATOR EXISTS

ICAO_ID - ICAO Identifier

MIN_OP_NETWORK - Minimum Operational Network (MON)

USER_FEE_FLAG – If Flag is checked in NASR, User Fee Airports Will Be Designated With Text "US CUSTOMS USER FEE ARPT."

CTA – Cold Temperature Airport. Altitude Correction Required At or Below Temperature Given in Celsius.

APT_ARS ordered by SITE_NO, SITE_TYPE_CODE, RWY_ID, RWY_END_ID, ARREST_DEVICE_CODE

#####

RWY_ID – Runway Identification

RWY_END_ID – Runway End Identifier (The Runway End described by the Arresting System Information.)

ARREST_DEVICE_CODE – Type of Aircraft Arresting Device (Indicates Type of Jet Arresting Barrier installed at the Far End.) Possible Values:

BAK-6
BAK-9
BAK-12
BAK-12B
BAK-13
BAK-14
E5

E5-1
E27
E27B
E28
E28B
EMAS
M21
MA-1
MA-1A
MA-1A MOD

APT_ATT ordered by SITE_NO, SITE_TYPE_CODE, SKED_SEQ_NO

#####

SKED_SEQ_NO – Attendance Schedule Sequence Number (A Number which, together with the Site Number, uniquely identifies the Attendance Schedule Component.)

MONTH – Describes the Months that the Facility is Attended. This field may also contain 'UNATNDD' for unattended Facilities.

DAY – Describes the Days of the Week that the Facility is Open

HOURL – Describes the Hours within the Day that the Facility is Attended

APT_CON ordered by SITE_NO, SITE_TYPE_CODE, TITLE

#####

TITLE – Title of Contact (MANAGER, OWNER, ASST-MGR, etc.)

NAME – Facility Contact Name for Title

ADDRESS1 – Title Address1

ADDRESS2 – Title Address2

TITLE_CITY – Title City

STATE – Title State

ZIP_CODE – Title Zip Code

ZIP_PLUS_FOUR – Title Zip Plus Four

PHONE_NO – Title Phone Number

APT_RMK ordered by SITE_NO, SITE_TYPE_CODE, TAB_NAME, REF_COL_NAME, ELEMENT, REF_COL_SEQ_NO

#####

LEGACY_ELEMENT_NUMBER – Legacy Remark Element Number. The Legacy element number field is equivalent to the LEGACY_ELEMENT_NAME field referenced in the TXT APT.txt NASR Subscriber File.

TAB_NAME – NASR Table name associated with Remark.

REF_COL_NAME – NASR Column name associated with Remark. Non-specific remarks are identified as GENERAL_REMARK.

ELEMENT – Specific Element that Remark Text Pertains to. Not all Tables require Element to be Unique.

<u>TABLE</u>	<u>ELEMENT</u>
AIRPORT ATTEND SCHED	SKED SEQ NO
AIRPORT CONTACT	TITLE
AIRPORT SERVICE	SERVICE TYPE CODE
ARRESTING DEVICE	RWY END ID _ ARREST DEVICE CODE
FUEL TYPE	FUEL TYPE
RUNWAY	RWY ID
RUNWAY END	RWY END ID
RUNWAY END OBSTN	RWY END ID
RUNWAY SURFACE TYPE	RWY ID

REF_COL_SEQ_NO - Sequence number assigned to Reference Column Remark.

REMARK – Remark Text (Free Form Text that further describes a specific Information Item.)

APT_RWY ordered by SITE_NO, SITE_TYPE_CODE, RWY_ID

#####

RWY_ID - Runway Identification

RWY_LEN - Physical Runway Length (Nearest Foot)

RWY_WIDTH - Physical Runway Width (Nearest Foot)

SURFACE_TYPE_CODE - Runway Surface Type (The value will usually be one of those described below or a combination of two types when the runway is composed of distinct sections.)

CONC	- PORTLAND CEMENT CONCRETE
ASPH	- ASPHALT OR BITUMINOUS CONCRETE
SNOW	- SNOW
ICE	- ICE
MATS	- PIERCED STEEL PLANKING (PSP); LANDING MATS; MEMBRANES
TREATED	- OILED; SOIL CEMENT OR LIME STABILIZED

GRAVEL - GRAVEL; CINDERS; CRUSHED ROCK; CORAL OR SHELLS; SLAG
TURF - GRASS; SOD
DIRT - NATURAL SOIL
PEM - PARTIALLY CONCRETE, ASPHALT OR BITUMEN-BOUND MACADAM
ROOF-TOP – MATERIAL NOT SPECIFIED
WATER - WATER

Less common:

ALUMINUM, BRICK, CALICHE, CORAL, DECK, GRASS, MATS, METAL, NSTD, OIL&CHIP,
PSP, SAND, SOD, STEEL, TRTD, WOOD

COND - Runway Surface Condition

EXCELLENT
GOOD
FAIR
POOR
FAILED

TREATMENT_CODE - Runway Surface Treatment

GRVD - SAW-CUT OR PLASTIC GROOVED
PFC - POROUS FRICTION COURSE
AFSC - AGGREGATE FRICTION SEAL COAT
RFSC - RUBBERIZED FRICTION SEAL COAT
WC - WIRE COMB OR WIRE TINE
NONE - NO SPECIAL SURFACE TREATMENT

PCN – Pavement Classification Number (PCN) See FAA Advisory Circular 150/5335-5 for Code Definitions and PCN Determination Formula.

PAVEMENT_TYPE_CODE – Pavement Type

R - RIGID
F - FLEXIBLE

SUBGRADE_STRENGTH_CODE – Subgrade Strength (Letters A-F)

TIRE_PRES_CODE – Tire Pressure Code (Letters W-Z)

DTRM_METHOD_CODE – Determination Method

T - TECHNICAL
U - USING AIRCRAFT

RWY_LGT_CODE - Runway Lights Edge Intensity

HIGH - HIGH
MED - MEDIUM
LOW - LOW

NSTD - NON-STANDARD LIGHTING SYSTEM

NONE - NO EDGE LIGHTING SYSTEM

RWY_LEN_SOURCE - Runway Length Source

LENGTH_SOURCE_DATE - Runway Length Source Date (YYYY/MM/DD)

GROSS_WT_SW - Runway Weight-Bearing Capacity for Single Wheel type Landing Gear

GROSS_WT_DW - Runway Weight-Bearing Capacity for Dual Wheel type Landing Gear

GROSS_WT_DTW - Runway Weight-Bearing Capacity for Two Dual Wheels in tandem type Landing Gear

GROSS_WT_DDTW - Runway Weight-Bearing Capacity for Two Dual Wheels in tandem/two dual wheels in double tandem body gear type Landing Gear

APT_RWY_END ordered by SITE_NO, SITE_TYPE_CODE, RWY_ID, RWY_END_ID

#####

RWY_ID - Runway Identification

RWY_END_ID - Runway End Identifier

TRUE_ALIGNMENT - Runway End True Alignment (True Heading of the Runway – to the nearest Degree.)

ILS_TYPE - Instrument Landing System (ILS) Type

ILS - INSTRUMENT LANDING SYSTEM

MLS - MICROWAVE LANDING SYSTEM

SDF - SIMPLIFIED DIRECTIONAL FACILITY

LOCALIZER - LOCALIZER

LDA - LOCALIZER-TYPE DIRECTIONAL AID

ISMLS - INTERIM STANDARD MICROWAVE LANDING SYSTEM

ILS/DME - INSTRUMENT LANDING SYSTEM/DISTANCE MEASURING EQUIPMENT

SDF/DME - SIMPLIFIED DIRECTIONAL FACILITY DISTANCE MEASURING EQUIPMENT

LOC/DME - LOCALIZER/DISTANCE MEASURING EQUIPMENT

LOC/GS - LOCALIZER/GLIDE SLOPE

LDA/DME - LOCALIZER-TYPE DIRECTIONAL AID DISTANCE MEASURING EQUIPMENT

RIGHT_HAND_TRAFFIC_PAT_FLAG - Right Hand Traffic Pattern for Landing Aircraft

Y - YES

N - NO

RWY_MARKING_TYPE_CODE - Runway Markings (Type)

PIR - PRECISION INSTRUMENT

NPI - NONPRECISION INSTRUMENT

BSC - BASIC

NRS - NUMBERS ONLY
NSTD - NONSTANDARD (OTHER THAN NUMBERS ONLY)
BUOY - BUOYS (SEAPLANE BASE)
STOL - SHORT TAKEOFF AND LANDING
NONE - NONE

RWY_MARKING_COND - Runway Markings (Condition)

G - GOOD
F - FAIR
P - POOR

RWY_END_LAT_DEG - Latitude Degrees of Physical Runway End

RWY_END_LAT_MIN –Latitude Minutes of Physical Runway End

RWY_END_LAT_SEC –Latitude Seconds of Physical Runway End

RWY_END_LAT_HEMIS – Latitude Hemisphere of Physical Runway End

LAT_DECIMAL – Latitude of Physical Runway End in Decimal Format

RWY_END_LONG_DEG – Longitude Degrees of Physical Runway End

RWY_END_LONG_MIN - Longitude Minutes of Physical Runway End

RWY_END_LONG_SEC - Longitude Seconds of Physical Runway End

RWY_END_LONG_HEMIS - Longitude Hemisphere of Physical Runway End

LONG_DECIMAL – Longitude of Physical Runway End in Decimal Format

RWY_END_ELEV - Elevation (Feet MSL) at Physical Runway End

THR_CROSSING_HGT - Threshold Crossing Height (Feet AGL) Height that the Effective Visual Glide Path Crosses Above the Runway Threshold.

VISUAL_GLIDE_PATH_ANGLE - Visual Glide Path Angle (Hundredths of Degrees)

DISPLACED_THR_LAT_DEG - Latitude Degrees at Displace Threshold

DISPLACED_THR_LAT_MIN - Latitude Minutes at Displace Threshold

DISPLACED_THR_LAT_SEC - Latitude Seconds at Displace Threshold

DISPLACED_THR_LAT_HEMIS - Latitude Hemisphere at Displace Threshold

LAT_DISPLACED_THR_DECIMAL – Latitude at Displace Threshold in Decimal Format

DISPLACED_THR_LONG_DEG - Longitude Degrees at Displace Threshold

DISPLACED_THR_LONG_MIN - Longitude Minutes at Displace Threshold

DISPLACED_THR_LONG_SEC - Longitude Seconds at Displace Threshold

DISPLACED_THR_LONG_HEMIS - Longitude Hemisphere at Displace Threshold

LONG_DISPLACED_THR_DECIMAL – Longitude at Displace Threshold in Decimal Format

DISPLACED_THR_ELEV - Elevation at Displaced Threshold (Feet MSL)

DISPLACED_THR_LEN - Displaced Threshold - Length in Feet from Runway End

TDZ_ELEV - Elevation at Touchdown Zone (Feet MSL)

VGSI_CODE - Visual Glide Slope Indicators

ACRONYMS: SAVASI - SIMPLIFIED ABBREVIATED VISUAL APPROACH SLOPE INDICATOR

VASI - VISUAL APPROACH SLOPE INDICATOR

PAPI - PRECISION APPROACH PATH INDICATOR

TRI - TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

PSI - PULSATING/STEADY BURNING VISUAL APPROACH SLOPE INDICATOR

PNI - A SYSTEM OF PANELS USED FOR ALIGNMENT OF APPROACH SLOPE INDICATOR

S2L 2-BOX SAVASI ON LEFT SIDE OF RUNWAY

S2R 2-BOX SAVASI ON RIGHT SIDE OF RUNWAY

V2L 2-BOX VASI ON LEFT SIDE OF RUNWAY

V2R 2-BOX VASI ON RIGHT SIDE OF RUNWAY

V4L 4-BOX VASI ON LEFT SIDE OF RUNWAY

V4R 4-BOX VASI ON RIGHT SIDE OF RUNWAY

V6L 6-BOX VASI ON LEFT SIDE OF RUNWAY

V6R 6-BOX VASI ON RIGHT SIDE OF RUNWAY

V12 12-BOX VASI ON BOTH SIDES OF RUNWAY

V16 16-BOX VASI ON BOTH SIDES OF RUNWAY

P2L 2-LGT PAPI ON LEFT SIDE OF RUNWAY

P2R 2-LGT PAPI ON RIGHT SIDE OF RUNWAY

P4L 4-LGT PAPI ON LEFT SIDE OF RUNWAY

P4R 4-LGT PAPI ON RIGHT SIDE OF RUNWAY

NSTD NONSTANDARD VASI SYSTEM

PVT PRIVATELY OWNED APPROACH SLOPE INDICATOR LIGHT SYSTEM ON A PUBLIC USE
AIRPORT THAT IS INTENDED FOR PRIVATE USE ONLY

VAS NON-SPECIFIC VASI SYSTEM

NONE NO APPROACH SLOPE LIGHT SYSTEM

N NO APPROACH SLOPE LIGHT SYSTEM

TRIL TRI-COLOR VASI ON LEFT SIDE OF RUNWAY

TRIR TRI-COLOR VASI ON RIGHT SIDE OF RUNWAY

PSIL PULSATING/STEADY BURNING VASI ON LEFT SIDE OF RUNWAY

PSIR PULSATING/STEADY BURNING VASI ON RIGHT SIDE OF RUNWAY

PNIL SYSTEM OF PANELS ON LEFT SIDE OF RUNWAY THAT MAY OR MAY NOT BE LIGHTED

PNIR SYSTEM OF PANELS ON RIGHT SIDE OF RUNWAY THAT MAY OR MAY NOT BE
LIGHTED

RWY_VISUAL_RANGE_EQUIP_CODE - Runway Visual Range Equipment (RVR) indicates location(s) at which RVR equipment is installed. Can be any one or a combination of the following three one letter codes:

T - TOUCHDOWN

M - MIDFIELD

R - ROLLOUT

N - NO RVR AVAILABLE

POSSIBLE VALUES: T,M,R,N,TM,TR,MR,TMR

RWY_VSBY_VALUE_EQUIP_FLAG - Runway Visibility Value Equipment (RVV) indicates presence of RVV equipment

Y - YES

N - NO

APCH_LGT_SYSTEM_CODE - Approach Light System

AFOVRN – AIR FORCE OVERRUN 1000-FOOT STANDARD APPROACH LIGHTING SYSTEM

ALSAF - 3,000 FOOT HIGH INTENSITY APPROACH LIGHTING SYSTEM WITH CENTERLINE SEQUENCE FLASHERS.

ALSF1 - STANDARD 2,400 FOOT HIGH INTENSITY APPROACH LIGHTING SYSTEM WITH SEQUENCED FLASHERS, CATEGORY I CONFIG.

ALSF2 - STANDARD 2,400 FOOT HIGH INTENSITY APPROACH LIGHTING SYSTEM WITH SEQUENCED FLASHERS, CATEGORY II OR III CONFIGURATION

MALS - 1,400 FOOT MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

MALSF - 1,400 FOOT MEDIUM INTENSITY APPROACH LIGHTING SYSTEM WITH SEQUENCED FLASHERS

MALSR - 1,400 FOOT MEDIUM INTENSITY APPROACH LIGHTING SYSTEM WITH RUNWAY ALIGNMENT INDICATOR LIGHTS

RAIL - RUNWAY ALIGNMENT INDICATOR LIGHTS

SALS - SHORT APPROACH LIGHTING SYSTEM

SALSF – SHORT APPROACH LIGHTING SYSTEM WITH SEQUENCE FLASHING LIGHTS

SSALS - SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

SSALF - SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM WITH SEQUENCED FLASHERS

SSALR - SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM WITH RUNWAY ALIGNMENT INDICATOR LIGHTS

ODALS - OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

RLLS - RUNWAY LEAD-IN LIGHT SYSTEM

MIL OVRN - MILITARY OVERRUN

NSTD - ALL OTHERS

NONE - NO APPROACH LIGHTING IS AVAILABLE

RWY_END_LGTS_FLAG - Runway End Identifier Lights (REIL) Availability

Y - YES

N - NO

CNTRLN_LGTS_AVBL_FLAG - Runway Centerline Lights Availability

Y - YES

N - NO

TDZ_LGT_AVBL_FLAG - Runway End Touchdown Lights Availability

Y - YES

N - NO

OBSTN_TYPE - Controlling Object Description

OBSTN_MRKD_CODE - Controlling Object Marked/Lighted

M - MARKED

L - LIGHTED

ML - MARKED AND LIGHTED

NONE

FAR_PART_77_CODE - FAA CFR Part 77 (Objects Affecting Navigable Airspace) Runway Category

A(V) - UTILITY RUNWAY WITH A VISUAL APPROACH

B(V) - OTHER THAN UTILITY RUNWAY WITH A VISUAL APPROACH

A(NP) - UTILITY RUNWAY WITH A NONPRECISION APPROACH

C - OTHER THAN UTILITY RUNWAY WITH A NONPRECISION APPROACH HAVING
VISIBILITY MINIMUMS GREATER THAN 3/4 MILE

D - OTHER THAN UTILITY RUNWAY WITH A NONPRECISION APPROACH HAVING
VISIBILITY MINIMUMS AS LOW AS 3/4 MILE

PIR - PRECISION INSTRUMENT RUNWAY

OBSTN_CLNC_SLOPE - Controlling Object Clearance Slope value, expressed as a ratio of N:1, of the Clearance that is available to approaching aircraft. If the Clearance Slope is greater than 50:1, then 50 or will be entered.

OBSTN_HGT - Controlling Object Height Above Runway (In Feet AGL) The Object Is Above The Physical Runway End.

DIST_FROM_THR - Controlling Object Distance from Runway End Distance, in feet, from the Physical Runway End to the Controlling Object. This is measured using the extended runway centerline to a point abeam the object.

CNTRLN_OFFSET - Controlling Object Centerline Offset Distance, in feet, that the Controlling Object is located away from the extended Runway Centerline as measured horizontally on a line perpendicular to the extended Runway Centerline.

CNTRLN_DIR_CODE – Controlling Object Centerline Offset Direction indicates the direction (left or right) to the object from the centerline as seen by an approaching pilot.

RWY_GRAD - Runway End Gradient

RWY_GRAD_DIRECTION - Runway End Gradient Direction (Up Or Down)

RWY_END_PSN_SOURCE - Runway End Position Source

RWY_END_PSN_DATE - Runway End Position Source Date (YYYY/MM/DD)

RWY_END_ELEV_SOURCE - Runway End Elevation Source

RWY_END_ELEV_DATE - Runway End Elevation Source Date (YYYY/MM/DD)

DSPL_THR_PSN_SOURCE - Displaced Threshold Position Source

RWY_END_DSPL_THR_PSN_DATE - Displaced Threshold Position Source Date (YYYY/MM/DD)

DSPL_THR_ELEV_SOURCE - Displaced Threshold Elevation Source

RWY_END_DSPL_THR_ELEV_DATE - Displaced Threshold Elevation Source Date (YYYY/MM/DD)

TKOF_RUN_AVBL - Takeoff Run Available (TORA), In Feet

TKOF_DIST_AVBL - Takeoff Distance Available (TODA), In Feet

ACLT_STOP_DIST_AVBL - Aclt Stop Distance Available (ASDA), In Feet

LNDG_DIST_AVBL - Landing Distance Available (LDA), In Feet

LAHSO_ALD - Available Landing Distance for Land and Hold Short Operations (LAHSO)

RWY_ID AS RWY_END_INTERSECT_LAHSO - ID of Intersecting Runway Defining Hold Short Point

LAHSO_DESC - Description of Entity Defining Hold Short Point If Not an Intersecting Runway

LAHSO_LAT - Latitude of LAHSO Hold Short Point (Formatted)

LAT_LAHSO_DECIMAL – Latitude of LAHSO Hold Short Point in Decimal Format

LAHSO_LONG - Longitude of LAHSO Hold Short Point (Formatted)

LONG_LAHSO_DECIMAL – Longitude of LAHSO Hold Short Point in Decimal Format

LAHSO_PSN_SOURCE - LAHSO Hold Short Point Lat/Long Source

RWY_END_LAHSO_PSN_DATE - Hold Short Point Lat/Long Source Date (YYYY/MM/DD)