

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

INFORMATION EFFECTIVE DATE: 08/07/2025

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

#####

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*

#####

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

FLD - FLOOD  
NSTD - NON-STANDARD LIGHTING SYSTEM  
PERI - PERIMETER  
STRB - STROBE  
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)