

# **Airports GIS Data Information Portal (ADIP)**

## Airport Master Records Data Dictionary



Office of Airport Safety and Standards

Federal Aviation Administration  
800 Independence Avenue SW  
Washington, DC 20591

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## Airport Master Records Data Dictionary

	FAA Site No	<p><i>Not editable – Element Assigned by FAA</i></p> <p>This is a number that contains a one-letter suffix. The number is assigned to the airport in ascending order depending on the State and the associated city. Site numbers are stored in the NASR database for the purpose of producing reports of airports in alphabetical order by state and associated city. The suffix indicates the primary use of the facility.</p> <p>For Example: FAA SITE NR: 10430.A</p> <p>A = Airport B = Balloon port C = Seaplane Base G = Glider port H = Heliport U = Ultra-light Flight park</p>
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	LOC ID	<p><i>Not editable – Element Assigned by FAA</i></p> <p>This is the airport’s location identifier and is issued by Air Traffic for air traffic control purposes when the airport is first entered into the National Airspace System.</p> <p>Public-use airports are issued a three-letter or a three-character (one letter and two numbers or one number and two letters) location identifier.</p> <p>For Example: LAX or L39 or 9LE</p> <p>Private-use airports are issued a four-character (two letters and two numbers) location identifier in one of three combinations. The two letters are the two-letter abbreviation of the state. Supplemental two-letter state abbreviations are used when the three combinations have exhausted the state two-letter abbreviations. Refer to FAA Order JO 7350.8 for a detailed explanation, <a href="https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.information/documentID/1034848">https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.information/documentID/1034848</a></p> <p>For Example: 8FL6 or 86FA or FD86 for a private-use airport in Florida</p>
1	Associated City	<p><i>In order to change this field for non-NPIAS airports, please provide the revised Associated City information directly to the Aeronautical Information Portal at <a href="https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/">https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/</a>.</i></p> <p><i>For NPIAS airports, please create a Ticket in the ADIP Issue Tracker with the requested revision at <a href="https://adip.faa.gov/agis/portal/#/createIssue">https://adip.faa.gov/agis/portal/#/createIssue</a></i></p> <p>Enter the principal city that the airport serves and with which it is associated.</p> <p>It is not necessarily the closest city to the airport. The associated city is the prerogative of the airport owner.</p> <p>If Associated City changes, then CBD to Airport value will also change.</p>
2	Airport Name	<p>Enter the official airport name.</p> <p>Airport names and acronyms shall not mimic location identifiers in order to avoid confusion in aeronautical charts.</p> <p>Airport names shall not include the “International” or “INTL” designation unless recognized by authority defined in policy 19 CFR part 122.1 (e)(f) and part 122.11.</p>

3	CBD to Airport (NM)	<p>The Central Business District (CBD) to Airport (NM) is a two-part data element. Enter the distance and the cardinal direction in a straight line from the center of the associated city to the airport. If Associated City changes, then CBD to Airport value will also change.</p> <p>The distance is reported to the nearest whole nautical mile (NM) and the cardinal direction is reported to the nearest 1/8 compass point.</p> <p>For Example: 8 South West or 5 North</p>
4	State	<p><i>Not editable – Element Assigned by FAA.</i></p> <p>Represents the standard two-letter state abbreviation.</p>
5	County	<p><i>Not editable – Element Assigned by FAA.</i></p> <p>Represents the name of the county where the airport is physically located. It is not necessarily the same county as the county in which the associated city is located.</p> <p>For Example: FREDERICK</p> <p>If the county is in a different state than the associated city, enter the name of the county together with the two-letter state abbreviation.</p> <p>For Example: CHEYENNE CO</p>
6	Region / ADO	<p><i>Not editable – Element Assigned by FAA.</i></p> <p>This is three-letter code for the FAA Regional Office and the three-letter code for the FAA Airports District Office (ADO) [when there is one] separated by a slash.</p> <p>For Example: ASO/ORL or ACE/NONE.</p>
7	Sectional Aeronautical Chart	<p><i>Not editable – Element Assigned by FAA.</i></p> <p>This is the VFR sectional chart on which the airport may be depicted.</p>
10	Ownership	<p><u>Select the value for the type of ownership of the airport using one of the entries below.</u></p> <p>CG = Coast Guard  MA = Military Air Force  MN = Military Navy  MR = Military Army  PR = Privately Owned (if the airport is owned by an individual or a private entity)  PU = Publicly Owned (if the airport is owned by a public entity)</p>

11	Owner Name	<p>If the airport is publicly owned, enter the full name of the public entity. If the airport is privately owned, enter the full name of the owner or private entity.</p> <p>If the airport owner leases the airport to another entity, enter the lessee's name in this data element. Next enter a referenced remark explaining that this is the "Lessee" and then enter the owner's name and address and telephone information in the referenced remark.</p> <p>For Example: A011 - LESSEE. Airport owned by Joe Smith, 15 Nowhere Road, Figment, MD 21144, Telephone 410-555-1234.</p> <p>If the landing area is a seaplane base, enter the name of the owner of the property on which the shore facility is established.</p> <p>If the airport is owned by the military, enter US Air Force, US Navy, US Army, etc.</p>
12	Owner Address	<p>Enter the complete mailing address (Address, City, State/Zip) of the owner or lessee identified in element 11.</p> <p>Do not include the airport name in the address</p>
13	Owner Phone Number	<p>Enter the 10-digit phone number of the owner or lessee identified in data element 11.</p> <p>For Example: XXX-XXX-XXXX.</p>
14	Manager Name	<p>Enter the name of the airport manager or the person authorized by the controlling authority to exercise administrative control of the airport.</p> <p>If this individual is not an airport manager, enter the name followed by the title.</p> <p>For Example: John Doe, Mayor or Police Chief or City Clerk, etc.</p> <p>If the airport is private use and there is no airport manager, re-enter the name of the owner or lessee identified in data element 11.</p>
15	Manager Address	<p>Enter the complete mailing address (Address, City, State/Zip) of the airport manager identified in data element 14.</p> <p>If the airport is private use and there is no airport manager, re-enter the address of the owner or lessee identified in data element 11.</p>
16	Manager Phone Number	<p>Enter the 10-digit phone number of the airport manager.</p> <p>If the airport is private use and there is no airport manager, re-enter the phone number of the owner or lessee identified in data element 11 or enter an alternate phone number for the owner or lessee.</p> <p>For Example: XXX-XXX-XXXX.</p>

17	Attendance Schedule	<p>Enter the months and days and hours (in local time) when there is an attendant or operator on duty to provide at least minimal services such as fuel sales, transportation, repairs, etc.</p> <p>NOTE: The attendance schedule is not necessarily the hours of operation at the airport.</p> <p>There are up to three lines available under the column headings.</p> <p><u>Example 1: These are two most common entries for private-use airports:</u></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">MONTHS</td> <td style="width: 33%;">DAYS</td> <td style="width: 33%;">HOURS</td> </tr> <tr> <td>UNATTENDED</td> <td style="text-align: center;">or</td> <td>REGULAR</td> </tr> </table> <p><u>Example 2:</u></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">MONTHS</td> <td style="width: 33%;">DAYS</td> <td style="width: 33%;">HOURS</td> </tr> <tr> <td>JUN-AUG</td> <td>MON-FRI</td> <td>0700-2100</td> </tr> <tr> <td>SEP-MAY</td> <td>ALL</td> <td>0800-DUSK</td> </tr> </table> <p><u>Example 3:</u></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">MONTHS</td> <td style="width: 33%;">DAYS</td> <td style="width: 33%;">HOURS</td> </tr> <tr> <td>ALL</td> <td>MON-FRI</td> <td>0700-2100</td> </tr> <tr> <td>ALL</td> <td>SAT</td> <td>DAWN-DUSK</td> </tr> <tr> <td>ALL</td> <td>SUN</td> <td>ON CALL</td> </tr> </table> <p>Enter specific months or UNATTENDED in the MONTHS column. Do not use entries such as 4 Months, seasons such as Spring or Fall, or month-day combinations such as April 15-May 30.</p> <p>ON CALL requires a referenced remark listing a publishable phone number.</p> <p>For Example: A017 FOR SERVICE SUNDAYS CALL XXX-XXX-XXXX.</p>	MONTHS	DAYS	HOURS	UNATTENDED	or	REGULAR	MONTHS	DAYS	HOURS	JUN-AUG	MON-FRI	0700-2100	SEP-MAY	ALL	0800-DUSK	MONTHS	DAYS	HOURS	ALL	MON-FRI	0700-2100	ALL	SAT	DAWN-DUSK	ALL	SUN	ON CALL
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18	Use	<p><i>Note: At an airport with no federal funding, the FAA will conduct an aeronautical study of an airport proposal provided the airport operator file an <u>FAA Form 7480-1</u>, Notice of Landing Area Proposal online with the nearest FAA Regional Office at least 90 days before any construction, realignment, alteration, activation, or deactivation of any runway or other aircraft landing or takeoff area.</i></p> <p><i>At an airport with federal funding, the FAA will conduct an aeronautical study of an airport proposal based on the review and approval of the Airport Layout Plan (the ALP is used in lieu of the <u>FAA Form 7480-1</u>).</i></p> <p>Public A public-use airport is an airport available for use by the general public without a requirement for prior approval from the owner or operator.</p> <p>The owners of public-use airports cannot impose operational restrictions on the use of the airport. Restrictions such as “prior permission required” or “use at your own risk” or “contact the airport manager prior to landing” are not permissible at public-use airports.</p> <p>Private A private-use airport is an airport available for use by the owner only or by the owner and other persons authorized by the owner only.</p> <p>Therefore, the owners of private-use airports do not have to reiterate in a remark that the airport is private use or that prior permission is required.</p>
19	Latitude D / M / S / Hem	<p><i>Note: At an airport with no federal funding, the FAA will conduct an aeronautical study of an airport proposal provided the airport operator file an <u>FAA Form 7480-1</u>, Notice of Landing Area Proposal online with the nearest FAA Regional Office at least 90 days before any construction, realignment, alteration, activation, or deactivation of any runway or other aircraft landing or takeoff area.</i></p> <p><i>At an airport with federal funding, the FAA will conduct an aeronautical study of an airport proposal based on the review and approval of the Airport Layout Plan (the ALP is used in lieu of the <u>FAA Form 7480-1</u>).</i></p> <p>Airport Reference Point (ARP): Represents the estimated/surveyed airport latitude in degrees, minutes, and seconds to one decimal place in NAD 83.</p> <p>For Example: 43-13.1.71 N</p>

20	Longitude D / M / S / Hem	<p><i>Note: At an airport with no federal funding, the FAA will conduct an aeronautical study of an airport proposal provided the airport operator file an <u>FAA Form 7480-1</u> , Notice of Landing Area Proposal online with the nearest FAA Regional Office at least 90 days before any construction, realignment, alteration, activation, or deactivation of any runway or other aircraft landing or takeoff area.</i></p> <p><i>At an airport with federal funding, the FAA will conduct an aeronautical study of an airport proposal based on the review and approval of the Airport Layout Plan (the ALP is used in lieu of the <u>FAA Form 7480-1</u>).</i></p> <p>Airport Reference Point (ARP): Represents the estimated/surveyed airport latitude in degrees, minutes, and seconds to one decimal place in NAD 83.</p> <p>For Example: 87-9-29.37 W</p>
21	Airport Elevation	<p><i>Note: At an airport with no federal funding, the FAA will conduct an aeronautical study of an airport proposal provided the airport operator file an <u>FAA Form 7480-1</u> , Notice of Landing Area Proposal online with the nearest FAA Regional Office at least 90 days before any construction, realignment, alteration, activation, or deactivation of any runway or other aircraft landing or takeoff area.</i></p> <p><i>At an airport with federal funding, the FAA will conduct an aeronautical study of an airport proposal based on the review and approval of the Airport Layout Plan (the ALP is used in lieu of the <u>FAA Form 7480-1</u>).</i></p> <p>Represents the estimated/surveyed airport elevation in whole feet above mean sea level (AMSL) measured along the centerline at the highest point of the airport's usable runways.</p>
22	Acreage	Enter the total number of acres within the airport boundary.

23	Right Traffic	<p><i>Note: At an airport with no federal funding, the FAA will conduct an aeronautical study of an airport proposal provided the airport operator file an <u>FAA Form 7480-1</u>, Notice of Landing Area Proposal online with the nearest FAA Regional Office at least 90 days before any construction, realignment, alteration, activation, or deactivation of any runway or other aircraft landing or takeoff area.</i></p> <p><i>At an airport with federal funding, the FAA will conduct an aeronautical study of an airport proposal based on the review and approval of the Airport Layout Plan (the ALP is used in lieu of the <u>FAA Form 7480-1</u>).</i></p> <p>Represents the runway number(s) for the runway(s) with a right-hand traffic pattern. A “Yes” or “No” is an unacceptable entry in this data element.</p> <p>For Example: RWY 18</p> <p>This data element will be blank if the traffic pattern to landing aircraft is the standard left-hand traffic pattern for all runway ends.</p> <p>Right traffic is an airport airspace item, and accordingly, the FAA will not publish right traffic to a runway end until the FAA has performed an aeronautical study and the results of the study are favorable. Therefore, if the airport proponent desires a right-hand traffic pattern for a runway end, the airport proponent must file an FAA Form 7480-1, Notice of Landing Area Proposal, in order to initiate an aeronautical study.</p>
24	Non.-Comm. Landing Fee	<p>Select Yes if a landing fee is charged to non-commercial users of the airport.</p> <p>Select No if a landing fee is not charged to non-commercial users of the airport.</p>
25	NPIAS/ Federal Agreements	<p><i>Only editable by FAA.</i></p> <p>This data element is a list of codes that correspond to the federal agreements for airports in the FAA’s National Plan of Integrated Airport System (NPIAS).</p> <p><a href="https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.information/documentID/8460">https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.information/documentID/8460</a></p>

26	FAR Part 139 Index / CSC	<p><i>Only editable by FAA.</i></p> <p>This is a three-part data element showing the class and the ARFF Index operating certificate issued to an airport, the type of air carrier operation service, and the month and year the certificate was first issued.</p> <p>I A I B I C I D I E I L II A III A IV A</p> <p>S-Scheduled U-Unscheduled</p> <p>Note: This element is not applicable to civil private-use airports.</p>
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30	Runway/ Helipad ID	<p><i>Note: At an airport with no federal funding, the FAA will conduct an aeronautical study of an airport proposal provided the airport operator file an <u>FAA Form 7480-1</u>, Notice of Landing Area Proposal online with the nearest FAA Regional Office at least 90 days before any construction, realignment, alteration, activation, or deactivation of any runway or other aircraft landing or takeoff area.</i></p> <p><i>At an airport with federal funding, the FAA will conduct an aeronautical study of an airport proposal based on the review and approval of the Airport Layout Plan (the ALP is used in lieu of the <u>FAA Form 7480-1</u>).</i></p> <p>This is the two-number identification (designation) of both ends of the runway and is derived from the magnetic compass headings of the runway ends. The runway end numbers are separated by a slash (/).</p> <p>Represents the runway identification numbers of both ends separated by a slash. The runway identification number is reported in 10-degree increments by dropping the last zero.</p> <p>For Example: 18/36 (the identification of a runway with a centerline magnetic bearing of 180 degrees and 360 degrees)</p> <p>For more detailed information, see AC 150/5340-1, Standards for Airport Markings.</p> <p>RWY 18W/36W is the acceptable runway identification for a sealane.</p> <p><u>The following suffixes can be used in conjunction with runway identification numbers even if the runway is not painted accordingly:</u></p> <p>G = Glider Runway  W = Water Sealane or Waterway  U = Ultra-light Runway</p> <p>For Example: RWY 18W/36W, etc.</p> <p>The following identification methods are also used: H1, H2, etc. is used for helipads, and B1, B2, etc. is used for balloon pads.</p>
31	Length	<p><i>Note: At an airport with no federal funding, the FAA will conduct an aeronautical study of an airport proposal provided the airport operator file an <u>FAA Form 7480-1</u>, Notice of Landing Area Proposal online with the nearest FAA Regional Office at least 90 days before any construction, realignment, alteration, activation, or deactivation of any runway or other aircraft landing or takeoff area.</i></p> <p><i>At an airport with federal funding, the FAA will conduct an aeronautical study of an airport proposal based on the review and approval of the Airport Layout Plan (the ALP is used in lieu of the <u>FAA Form 7480-1</u>).</i></p> <p>Represents the total length of the runway to the nearest foot. A runway is a defined rectangular surface, and the runway length is the entire usable length of the runway. Displaced threshold lengths are included in the length of the runway.</p>

32	Width	<p><i>Note: At an airport with no federal funding, the FAA will conduct an aeronautical study of an airport proposal provided the airport operator file an <u>FAA Form 7480-1</u>, Notice of Landing Area Proposal online with the nearest FAA Regional Office at least 90 days before any construction, realignment, alteration, activation, or deactivation of any runway or other aircraft landing or takeoff area.</i></p> <p><i>At an airport with federal funding, the FAA will conduct an aeronautical study of an airport proposal based on the review and approval of the Airport Layout Plan (the ALP is used in lieu of the <u>FAA Form 7480-1</u>).</i></p> <p>Represents the width of the runway to the nearest foot. For paved runways, it represents the width that is full strength and usable for a runway.</p> <p>A runway is a defined rectangular surface. If the width of the runway is uneven and varies, it will represent the narrowest width only.</p>
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33	Surface Type Surface Condition	<p>This is a two-part data element comprised of the type of runway surface and the condition of the runway surface.</p> <p><b>SURFACE TYPE:</b> Select the runway surface type.</p> <p>ASPH = Hot Mix, Bituminous Concrete Blacktop, Macadam, Plant Mix, or Road Mix</p> <p>CONC = Concrete or Portland Cement</p> <p>DIRT = Adobe, Bare, Bladed, Caliche, Clay, Dirt, Earth, Loam, Silt, or Soil</p> <p>GRAVEL = Gravel, Cinders, Crushed Rock, Coral, Shells, Slag, Laterite, or Shale</p> <p>ICE = Ice</p> <p>MATS = Pierced Steel Planking, Landing Mats, or Membrane</p> <p>SAND = Sand</p> <p>SNOW = Snow</p> <p>TREATED = Oiled, Soil Cement, Lime Stabilized, Asphalt or Coal-Tar Seal Coat, or Paved Roof</p> <p>TURF = Grass or Sod or Turf</p> <p>WATER = Water</p>
		<p>If the surface type is a combination of two surface types such as asphalt and turf (ASPH-TURF), select the value containing both surface types and then add a referenced remark explaining the exact dimensions of both surface types.</p> <p>ASPH-CONC = Asphalt/Concrete</p> <p>ASPH-DIRT = Asphalt/Dirt</p> <p>ASPH-GRVL = Asphalt/Gravel</p> <p>ASPH-TRTD = Asphalt/Treated</p> <p>ASPH-TURF = Asphalt/Turf</p> <p>CONC-DIRT = Concrete/Dirt</p> <p>CONC-GRVL = Concrete/Gravel</p> <p>CONC-TRTD = Concrete/Treated</p> <p>CONC-TURF = Concrete/Turf</p> <p>GRVL-DIRT = Gravel/Dirt</p> <p>ROOF-TOP =</p> <p>TURF-DIRT = Turf/Dirt</p> <p>TURF-GRVL = Turf/Gravel</p> <p>For Example: A033 RWY 18/36 SOUTH 500 FEET ASPH, NORTH 2500 FEET TURF</p> <p><u>CONDITION: Select the condition of the runway using one of the values below:</u></p> <p>E-EXCELLENT</p> <p>G-GOOD</p> <p>F-FAIR</p>

		<p>P-POOR L-FAILED</p> <p><u>Use the following guidelines to determine the condition:</u></p> <p>E-EXCELLENT = Excellent Condition: New pavement or pavement with no cracks or a few hairline cracks.</p> <p>G-GOOD = Good Condition: Some cracking of the pavement. Cracks are generally spaced more than 50 feet apart. Less than 10% of the cracks and joints need sealing. There is minimal or slight raveling. There is no distortion, and the patches are in good condition.</p> <p>F-FAIR = Fair Condition: Some cracking and raveling. Cracks are generally spaced less than 50 feet apart. Joint and crack sealing is needed on 10% to 25% of the cracks and joints. There is isolated alligator cracking, the patches are in poor condition, and/or there are crack settlements up to 1 inch.</p> <p>L-FAILED = Failed Condition: Widespread severe cracking and distortion over 2 inches. Alligator cracking over 20% or more and widespread vegetation growth in the pavement cracks. Slabs are extensively cracked and shattered with severe spalling and faulting over one half inch. If the condition is listed as failed, a referenced A033 remark is required.</p> <p>P-POOR = Poor Condition: Widespread, open, unsealed cracks and joints. There are cracks over one-half inch wide with raveling in 25% of the cracks. Cracks are generally spaced 5 to 50 feet apart with surface and slab spalling. Alligator cracking or patches are in poor condition and cover up to 20% of the surface or there is vegetation through the cracks and joints. If the condition is listed as poor, a referenced A033 remark is required.</p> <p>For Example: A033 RWY 18/36 HAS SEVERE CRACKS AND LOOSE ROCKS.</p>
34	Surface Treatment	<p><u>Select the type of treatment at the surface of the runway.</u></p> <p>AFSC - Aggregate Friction Seal Coat  GRVD - GRVD-Saw-Cut or Plastic Grooved  NONE - No Special  PFC - Porous Friction Course  RFSC - Rubberized Friction Seal Coat  WC - Wire Comb or Wire Tine</p>

35	Single Wheel (S)	<p><i>Only editable by FAA.</i></p> <p>Represents the single wheel type landing gear gross weight strength of the runway in thousands of pounds.</p> <p>If the airport manager has chosen a weight limit lower than the computed weight using standard FAA evaluation procedures, it represents the FAA evaluation in data element 35. Next, the operator's reduced weight limit will be displayed in a referenced remark.</p> <p>For Example: A035 RWY 02/20 IS LIMITED BY THE AIRPORT OPERATOR TO 8,000 LBS SINGLE-WHEEL GEAR.</p> <p>Note: This element is not applicable to civil private-use airports.</p>
36	Dual Wheel (D)	<p><i>Only editable by FAA.</i></p> <p>Represents the dual wheel type landing gear gross weight strength of the runway in thousands of pounds.</p> <p>Note: This element is not applicable to civil private-use airports.</p>
37	2 Dual Wheels in Tandem (2D)	<p><i>Only editable by FAA.</i></p> <p>Represents the two dual wheels in tandem type landing gear gross weight strength of the runway in thousands of pounds.</p> <p>Note: This element is not applicable to civil private-use airports.</p>
38	2 Dual Wheels in Tandem/ 2 Dual Wheels in Double Tandem (2D/2D2)	<p><i>Only editable by FAA.</i></p> <p>Represents the two dual wheels in tandem/two dual wheels in double tandem body gear type landing gear gross weight strength of the runway in thousands of pounds.</p> <p>NOTE: When reporting other large airplanes with triple dual tandem or combinations of dual tandem and/or triple dual tandem wheels, add an explanatory referenced remark.</p> <p>For Example: A038 RWY 02/20 THE TRIPLE DUAL TANDEM LANDING GEAR GROSS WEIGHT STRENGTH IS 700,000 POUNDS.</p> <p>Note: This element is not applicable to civil private-use airports.</p>

39	Pavement Classification Number (PCN)	<p>The ACN/PCN System is the ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 pounds.</p> <p>The Pavement Classification Number (PCN) is established by an engineering assessment of the runway (NOT to be confused with PCI). The PCN is for use in conjunction with an Aircraft Classification Number (ACN).</p> <p><u>PCN is comprised of 5 entry fields:</u></p> <table data-bbox="418 506 1446 741"> <tr> <td>Pavement Class</td> <td>= Numerical value up to 3-digits</td> </tr> <tr> <td>Pavement Type</td> <td>= F-FLEXIBLE or R-RIGID</td> </tr> <tr> <td>Subgrade Strength</td> <td>= A-HIGH, B-MEDIUM, C-LOW, or D-ULTRA-LOW</td> </tr> <tr> <td>Tire Pressure Limit</td> <td>= W-UNLIMITED (No Pressure Limit), X-HIGH (Limit to 25 4 PSI), Y-MEDIUM (Limit to 181 PSI), or Z- LOW (Limit to 73 PSI)</td> </tr> <tr> <td>Rating Method</td> <td>= T-TECHNICAL EVAL or U-BY EXPERIENCE</td> </tr> </table> <p>For Example: 80/R/B/W/T (represents Pavement Class=80, Pavement Type=R-Rigid, Subgrade Strength=B-Medium, Tire Pressure Limit=W-Unlimited (No Limit), and Rating Method=T-Technical Evaluation)</p> <p>Note: This element is not applicable to civil private-use airports.</p>	Pavement Class	= Numerical value up to 3-digits	Pavement Type	= F-FLEXIBLE or R-RIGID	Subgrade Strength	= A-HIGH, B-MEDIUM, C-LOW, or D-ULTRA-LOW	Tire Pressure Limit	= W-UNLIMITED (No Pressure Limit), X-HIGH (Limit to 25 4 PSI), Y-MEDIUM (Limit to 181 PSI), or Z- LOW (Limit to 73 PSI)	Rating Method	= T-TECHNICAL EVAL or U-BY EXPERIENCE
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Tire Pressure Limit	= W-UNLIMITED (No Pressure Limit), X-HIGH (Limit to 25 4 PSI), Y-MEDIUM (Limit to 181 PSI), or Z- LOW (Limit to 73 PSI)											
Rating Method	= T-TECHNICAL EVAL or U-BY EXPERIENCE											

40	Edge Intensity	<p><u>Select the type of runway edge lighting system.</u></p> <p>FLD-Flood = Flood Lights (for helipads)  HIGH- High Intensity = High Intensity Runway Lights  LOW-Low Intensity = Low Intensity Runway Lights  MED-Medium Intensity = Medium Intensity Runway Lights  NSTD-Non-Standard = Non-Standard  PERI-Perimeter = Perimeter Lights (for helipads)  STRB-Strobe = Strobe</p> <p>If the runway edge lights do not meet FAA advisory circular standards and are non-standard due to improper spacing or color or placement, select NSTD-Non-Standard in data element 40 and then add an explanatory referenced remark.</p> <p>For Example: A040 RWY 03/21 NSTD LIRL DUE TO THLD LIGHTS ALL GREEN.</p> <p>If the runway edge lights do not meet FAA advisory circular standards and are non-standard because only part of the runway is lighted, select NSTD-Non-Standard in data element 40 and then add an explanatory referenced remark.</p> <p>For Example: A040 RWY 03/21 NSTD LIRL ONLY THE INNER 2000 FT PORTION OF THE RWY IS LIGHTED.</p> <p>If the helipad lights do not meet FAA advisory circular standards and are non-standard, select NSTD-Non-Standard in data element 40 and then add an explanatory referenced remark.</p> <p>For Example: A040 HELIPAD H1 NSTD PERIMETER LIGHTS ONLY ONE LIGHT IN EACH CORNER OF THE PAD.</p>
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42

Runway  
Marking  
Type  
Runway  
Marking  
Condition

The entry is for two runway ends, and the two runway ends each have a drop down for selection.

This is a two-part data element.

RUNWAY MARKING TYPE: Select the type of runway marking at each runway end followed by the condition of the runway at each runway end.

- BSC-Basic = Basic (number and centerline)
- BUOY-Buoys or Seaplane Base = Buoys (for waterways and seaplane bases)
- NONE-No Markings = No Markings
- NPI-Nonprecision Instrument = Non-Precision Instrument
- NRS-Numbers Only = Numbers Only (no centerline)
- NSTD-Non-Standard = Non-Standard
- PIR-Precision Instrument = Precision Instrument
- STOL-Short Takeoff and Landing = Short Takeoff and Landing

Refer to AC 150/5340-1, Standards for Airport Markings.

Check data elements 42 and 50 for compatibility.

If the runway is a paved surface runway, the runway should be marked in accordance with the current FAA advisory circular on runway markings. If the runway markings do not meet FAA standards, they are non-standard. Select NSTD-Non-Standard in data element 42 and then add and a referenced remark describing why the runway markings are non-standard.

For Example: A042 RWY 18/36 BASIC MARKINGS NSTD DUE TO SMALL NUMBERS.

There are no standards for markings on non-paved surface runways such as turf runways, so NSTD-Non-Standard is not an acceptable selection for markings on a turf runway. However, if the runway is a non-paved surface runway and there is some form of marking on the runway, leave data element 42 blank and add a referenced remark that briefly describes how the runway is marked.

For Example: A042 RWY 18/36 MARKED WITH TIRES PAINTED WHITE. A042 RWY 18/36 MARKED WITH ORANGE 3 FT CONES.

CONDITION: Select the condition of the runway markings using one of the values below:

- F-FAIR = Fair
- G-GOOD = Good
- P-POOR = Poor

If the runway marking condition is poor, an explanatory referenced remark is required.

		For Example: A042 RWY 18/36 MARKINGS FADED.
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43	Visual Glide Slope Indicator (VGSI)	<p>The entry is for two runway ends, and the two runway ends each have a drop down for selection.</p> <p>This is the type of visual glideslope indicator (VGSI) equipment that is available at a runway end to a pilot on final approach.</p> <p>Select the type of equipment and, if applicable, the numbers of boxes for the runway end approach at which it is located. The standard VGSI values are listed below and are also listed in the directory legend of any Chart Supplement.</p> <p>NOTE: Be aware that there is a difference between the entry in element 43 and in an A081 referenced remark. Data element 43 contains the abbreviated codes V2L or TRIL, but in the referenced remark, it must be written as a VASI or TRCV.</p> <p><u>Select the type of VGSI available using one of the values below:</u></p> <p>NSTD = Any visual approach slope indicator system not approved by the FAA. Select NSTD when a non-standard system exists. Enter a referenced remark describing the NSTD VGSI</p> <p>P2L = 2-box Precision Approach Path Indicator (PAPI) on the Left side of the runway</p> <p>P2R = 2-box Precision Approach Path Indicator (PAPI) on the Right side of the runway</p> <p>P4L = 4-box Precision Approach Path Indicator (PAPI) on the Left Side of the runway</p> <p>P4R = 4-box Precision Approach Path Indicator (PAPI) on the Right side of the runway</p> <p>PNIL = A System of Panels (APAP) used for alignment of an approach path, which may or may not be lighted, on the Left side of the runway</p> <p>PNIR = A System of Panels (APAP) used for alignment of an approach path, which may or may not be lighted, on the Right Side of the runway</p> <p>PSIL = Pulsating/Steady Burning Visual Approach Slope Indicator (PVASI) on the Left side of the runway, normally a single light unit projecting two colors</p> <p>PSIR = Pulsating/Steady Burning Visual Approach Slope Indicator (PVASI) on the Right side of the runway, normally a single light unit projecting two colors</p> <p>PVT = A Privately Owned, for Private Use Only, approach slope indicator light system installed on a public-use airport</p> <p>S2L = 2-box Simplified Abbreviated Visual Approach Slope Indicator (SAVASI) on the Left side of the runway</p> <p>S2R = 2-box Simplified Abbreviated Visual Approach Slope Indicator (SAVASI) on the Right side of the runway</p> <p>TRIL = Tri-Color Visual Approach Slope Indicator (TRCV) on the Left side of the runway, normally a single light unit projecting three colors</p> <p>TRIR = Tri-Color Visual Approach Slope Indicator (TRCV) on the Right side of the runway, normally a single light unit projecting three colors</p>
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		<p>V12 = 12-box Visual Approach Slope Indicator (VASI) on both sides of the runway</p> <p>V16 = 16-box Visual Approach Slope Indicator (VASI) on both sides of the runway</p> <p>V2L = 2-box Visual Approach Slope Indicator (VASI) on the Left side of the runway</p> <p>V2R = 2-box Visual Approach Slope Indicator (VASI) on the Right side of the runway</p> <p>V4L = 4-box Visual Approach Slope Indicator (VASI) on the Left Side of the runway</p> <p>V4R = 4-box Visual Approach Slope Indicator (VASI) on the Right side of the runway</p> <p>V6L = 6-box Visual Approach Slope Indicator (VASI) on the Left side of the runway</p> <p>V6R = 6-box Visual Approach Slope Indicator (VASI) on the Right side of the runway</p> <p>VAS = VAS-Non-Specific VASI</p> <p>Note: This element is not applicable to civil private-use airports.</p>
44	Threshold Crossing Height	<p>The entry is for two runway ends, and the two runway ends each have fields for entry.</p> <p>Enter the threshold crossing height of the visual glideslope indicator equipment at each runway end to the nearest whole foot. Entering a Threshold Crossing Height requires an entry in Element #45 Visual Glide Angle.</p> <p>Obtain the information from the airport manager, the Airport Layout Plan (ALP), or the appropriate FAA office if installed with Federal funds.</p> <p>Note: This element is not applicable to civil private-use airports.</p>
45	Visual Glide Angle	<p>The entry is for two runway ends, and the two runway ends each have fields for entry.</p> <p>Enter the glide angle of the visual glideslope indicator equipment installed at each runway end to the hundredths of a degree.</p> <p>For Example: 3.00° or 3.25°</p> <p>Obtain this information from the airport manager, the ALP, or the appropriate FAA office if installed with Federal funds.</p> <p>Note: This element is not applicable to civil private-use airports.</p>

46	Centerline Touchdown Zone	<p>The entry is for two runway ends, and the two runway ends each have a drop down for selection.</p> <p>This is a two-part data element for the centerline lights and the touchdown zone lights at each runway end.</p> <p>Select Yes if the runway has centerline lights or No for none.</p> <p>Select Yes if the runway has touchdown zone lights or No for none.</p> <p>Note: This element is not applicable to civil private-use airports.</p>																					
47	Runway Visual Range (RVR) Runway Visual Value (RVV)	<p>The entry is for two runway ends, and the two runway ends each have a drop down for selection.</p> <p>This is a two-part data element for the runway visual range and the runway visibility value installed at each runway end.</p> <p><u>Select one of the following letter codes to indicate the runway visual range equipment installed at the runway end:</u></p> <table border="0" data-bbox="410 888 1336 1119"> <tr> <td>M-Midfield</td> <td>=</td> <td>Mid-Field</td> </tr> <tr> <td>MR-Midfield Rollout</td> <td>=</td> <td>Midfield Rollout</td> </tr> <tr> <td>R-Rollout</td> <td>=</td> <td>Roll Out</td> </tr> <tr> <td>TMR-Touchdown Midfield Rollout</td> <td>=</td> <td>Touchdown Midfield Rollout</td> </tr> <tr> <td>TM-Touchdown Midfield</td> <td>=</td> <td>Touchdown Midfield</td> </tr> <tr> <td>TR-Touchdown Rollout</td> <td>=</td> <td>Touchdown Rollout</td> </tr> <tr> <td>T-Touchdown</td> <td>=</td> <td>Touchdown</td> </tr> </table> <p>Then select Yes or No to indicate if runway visibility value equipment is installed.</p> <p>Note: This element is not applicable to civil private-use airports.</p>	M-Midfield	=	Mid-Field	MR-Midfield Rollout	=	Midfield Rollout	R-Rollout	=	Roll Out	TMR-Touchdown Midfield Rollout	=	Touchdown Midfield Rollout	TM-Touchdown Midfield	=	Touchdown Midfield	TR-Touchdown Rollout	=	Touchdown Rollout	T-Touchdown	=	Touchdown
M-Midfield	=	Mid-Field																					
MR-Midfield Rollout	=	Midfield Rollout																					
R-Rollout	=	Roll Out																					
TMR-Touchdown Midfield Rollout	=	Touchdown Midfield Rollout																					
TM-Touchdown Midfield	=	Touchdown Midfield																					
TR-Touchdown Rollout	=	Touchdown Rollout																					
T-Touchdown	=	Touchdown																					
48	Runway End Indicator Lights (REIL)	<p>The entry is for two runway ends, and the two runway ends each have a drop down for selection.</p> <p>Select Yes if the runway end has runway end identifier lights installed.</p> <p>Select No if the runway end does not have runway end identifier lights installed.</p> <p>Note: This element is not applicable to civil private-use airports.</p>																					

49	Approach Lights	<p>The entry is for two runway ends, and the two runway ends each have a drop down for selection.</p> <p><u>Select the particular type of approach lighting system that is installed at each runway end.</u></p> <p>AFOVRN = Air Force Overrun  ALSF = 3000-Foot High Intensity Approach System with Centerline Sequence Flashers  ALSF1 = Standard 2,400-Foot High Intensity Approach System with Sequenced Flashers - Category I Configuration  ALSF2 = Standard 2,400-Foot High Intensity Approach System with Sequenced Flashers - Category II or III Configuration  MALS = 1,400-Foot Medium Intensity Approach Light System  MALSF = 1,400-Foot Medium Intensity Approach Light System with Sequenced Flasher Lights  MALSRL = 1,400-Foot Medium Intensity Approach Light System with Runway Alignment Indicator Lights  MIL_OVRN = Military Overrun  NSTD = All Others are Non-Standard  ODALS = Omni-Directional Approach Lighting System. Do not show REIL in addition to ODALS because the REIL are part of this system.  RAIL = Runway Alignment Indicator Lights  RLLS = Runway Lead-In Light System  SALSF = Short Approach Light-Sequence Flash  SALS = Short Approach Light System  SSALF = Simplified Short Approach Lighting System With Runway Sequenced Flasher Lights  SSALRL = Simplified Short Approach Lighting System With Runway Alignment Indicator Lights  SSALS = Simplified Short Approach Lighting System</p> <p>Also see the directory legend in the Chart Supplement.</p> <p>Note: This element is not applicable to civil private-use airports.</p>
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The entry is for two runway ends, and the two runway ends each have a drop down for selection.

ENTER	FOR	Primary Surface Width	Approach Surface Slope
A(V)	Utility runway with a visual approach	250 feet	20:1
B(V)	Other than utility runway with a visual approach.	500 feet	20:1
A(NP)	Utility runway with a non-precision approach	500 feet	20:1
C	Other than utility runway with a non-precision approach having visibility minimums greater than ¾ mile	500 feet	34:1
D	Other than utility runway with a non-precision approach having visibility minimums less than or equal to ¾ mile	1,000 feet	34:1
PIR	Precision Instrument Runway	1,000 feet	50:1

**PART 77 CATEGORY NOTES**

**UTILITY RUNWAY** = a runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight and less.

**OTHER THAN UTILITY RUNWAY** = a runway that is intended to be used by propeller driven aircraft with a maximum gross weight greater than 12,500 pounds and/or jet aircraft of any gross weight.

**NOTE:** After the “utility” or “other than utility” category is determined for that runway, look at the instrument approach procedures for the type of approach and visibility minimums. This will determine the correct Part 77 Category for that particular runway.

**VISUAL RUNWAY** = a runway using visual approach procedures, with no straight-in instrument approach procedures and no instrument designation.

**NON-PRECISION INSTRUMENT RUNWAY** = a runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in non-precision instrument approach procedure has been approved, or planned, and for which no precision approach facilities are planned or indicated on an FAA planning document or military service military

50

Far 77 Category

		<div style="border: 1px solid black; padding: 5px;"> <p>airport planning document.</p> <p>PRECISION INSTRUMENT RUNWAY = a runway with an existing instrument approach procedure utilizing an instrument landing system (ILS) or a Precision Approach Radar (PAR).</p> <p>APPROACH SURFACE = a surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available for that runway end.</p> </div>
51	Displaced Threshold	<p><i>Note: At an airport with no federal funding, the FAA will conduct an aeronautical study of an airport proposal provided the airport operator file an <u>FAA Form 7480-1</u>, Notice of Landing Area Proposal online with the nearest FAA Regional Office at least 90 days before any construction, realignment, alteration, activation, or deactivation of any runway or other aircraft landing or takeoff area.</i></p> <p><i>At an airport with federal funding, the FAA will conduct an aeronautical study of an airport proposal based on the review and approval of the Airport Layout Plan (the ALP is used in lieu of the <u>FAA Form 7480-1</u>).</i></p> <p>The entry is for two runway ends, and the two runway ends each have fields for entry.</p> <p>Represents the length of the displaced threshold at a runway end in whole feet.</p> <p>DISPLACED THRESHOLD MARKINGS FOR RUNWAYS WITH A PAVED SURFACE:</p> <p>When a threshold is displaced, the markings at a displaced portion of the runway should be marked in accordance with the current FAA advisory circular on runway markings. If not, enter an explanatory referenced remark.</p> <p>For Example: A051 RWY 03 DSPLCD THLD MARKINGS NSTD YELLOW.</p> <p>DISPLACED THRESHOLD MARKINGS FOR RUNWAYS WITH A NON-PAVED SURFACE:</p> <p>Describe any form of markers used at the displaced threshold of a turf or gravel runway in an explanatory referenced remark.</p> <p>For Example: A051 RWY 03 DSPLCD THLD MARKED WITH ORANGE CONES.</p>

52	Controlling Obstruction	<p>The entry is for two runway ends, and the two runway ends each have a drop down for selection.</p> <p>Select the obstruction within the boundaries of the approach surface that controls the obstruction clearance slope to a runway end (not the displaced threshold). The approach surface is defined in Part 77.</p> <p>For paved runways, the approach surface starts 200 feet from the runway end, so the controlling obstruction must be at least 200 feet from the runway threshold. Nothing located in the primary surface (0-199 feet) can be listed as the controlling obstruction.</p> <p>For non-paved surface (unpaved) runways, the approach surface starts at the actual runway threshold (not 200 feet from the runway threshold).</p> <p>If there is an entry in data element 52, then entries are required in data elements 53 through 55 for private-use airports and 53 through 56 for public-use airports.</p> <p><u>The following standard values can be used:</u></p> <table data-bbox="418 871 1489 1711"> <tr><td>ACFT</td><td>= Aircraft</td></tr> <tr><td>ANT</td><td>= Antenna, Antenna Mast on building, Radio/Television</td></tr> <tr><td>BERM</td><td>= Berm, Dike, Levee, Riverbank, etc.</td></tr> <tr><td>BLDG</td><td>= House, Factory, Church, Hangar, etc.</td></tr> <tr><td>BOAT</td><td>= Boat or Ship that normally traverse the lake, river, canal, channel, etc.</td></tr> <tr><td>BRDG</td><td>= Bridge, Overpass, etc.</td></tr> <tr><td>BRUSH</td><td>= Brush, Shrubs, Hedge, etc.</td></tr> <tr><td>CROPS</td><td>= Crops</td></tr> <tr><td>FENCE</td><td>= Fence</td></tr> <tr><td>GND</td><td>= Ground or Rising Terrain</td></tr> <tr><td>HANGAR</td><td>= Hangar</td></tr> <tr><td>HILL</td><td>= Hill, Sand Dunes, Gravel or Rock Pile, Knoll, Cliff, Canyon, Wall, Mountain, Butte, etc.</td></tr> <tr><td>LIGHT</td><td>= Light</td></tr> <tr><td>OTHER</td><td>= Other Misc. Obstruction</td></tr> <tr><td>PLINE</td><td>= Power Line, Telephone Lines, etc.</td></tr> <tr><td>POLE</td><td>= Power Pole, Telephone Pole, Light Pole, Flag Pole, etc.</td></tr> <tr><td>ROAD</td><td>= Private Road, Public Road, or Interstate Highway</td></tr> <tr><td>RR</td><td>= Railroad</td></tr> <tr><td>SIGN</td><td>= Sign, Billboard, etc.</td></tr> <tr><td>STACK</td><td>= Smoke Stack, Chimney, etc.</td></tr> <tr><td>TANK</td><td>= Storage Tank</td></tr> <tr><td>TOWER</td><td>= Tower, Beacon, Derrick, Drilling Rig, Microwave Tower, Radio or TV Transmitter, Windmill, Water Tower, etc.</td></tr> <tr><td>TREES</td><td>= Forest, Orchard, Grove, etc.</td></tr> <tr><td>TREE</td><td>= Tree</td></tr> </table> <p>All obstructions should be covered by one of the above classifications. However, if an unusual obstruction is encountered, describe the obstruction in a reference remark.</p>	ACFT	= Aircraft	ANT	= Antenna, Antenna Mast on building, Radio/Television	BERM	= Berm, Dike, Levee, Riverbank, etc.	BLDG	= House, Factory, Church, Hangar, etc.	BOAT	= Boat or Ship that normally traverse the lake, river, canal, channel, etc.	BRDG	= Bridge, Overpass, etc.	BRUSH	= Brush, Shrubs, Hedge, etc.	CROPS	= Crops	FENCE	= Fence	GND	= Ground or Rising Terrain	HANGAR	= Hangar	HILL	= Hill, Sand Dunes, Gravel or Rock Pile, Knoll, Cliff, Canyon, Wall, Mountain, Butte, etc.	LIGHT	= Light	OTHER	= Other Misc. Obstruction	PLINE	= Power Line, Telephone Lines, etc.	POLE	= Power Pole, Telephone Pole, Light Pole, Flag Pole, etc.	ROAD	= Private Road, Public Road, or Interstate Highway	RR	= Railroad	SIGN	= Sign, Billboard, etc.	STACK	= Smoke Stack, Chimney, etc.	TANK	= Storage Tank	TOWER	= Tower, Beacon, Derrick, Drilling Rig, Microwave Tower, Radio or TV Transmitter, Windmill, Water Tower, etc.	TREES	= Forest, Orchard, Grove, etc.	TREE	= Tree
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		<p>Navigational aids and lighting apparatus associated with the operation of an airport are fixed by function and will NOT be reported as an obstruction.</p>
53	Obstruction Marked/Lighted	<p>The entry is for two runway ends, and the two runway ends each have fields for entry.</p> <p><u>Indicate whether or not the controlling obstruction in data element 52 is marked and/or lighted by selecting one of the following:</u></p> <p>L = Lighted  LM = Both Marked and Lighted  M = Marked  NL = Not Marked or Lighted</p>
54	Height Above Runway End	<p>The entry is for two runway ends, and the two runway ends each have fields for entry.</p> <p><u>Enter the height of the controlling obstruction above the runway end. Enter the "effective height" of an object if it is a road or railroad. The effective height is the sum of the actual object height above the runway end plus the penalty height imposed by Part 77.</u></p> <p>Private Road = 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater  Non-Interstate Road = 15 feet  Interstate Highway = 17 feet  Railroad = 23 feet  Waterway = The height of the highest mobile object that would normally traverse the waterway</p>
55	Distance From Runway End	<p>The entry is for two runway ends, and the two runway ends each have fields for entry.</p> <p>Enter the distance in feet along the runway centerline extended from the runway threshold (not the displaced threshold) to the controlling obstruction. Measure the distance horizontally along the extended runway centerline (not a slant distance) to the point abeam the obstruction.</p>

56	Centerline Offset/Centerline Offset Direction	<p>The entry is for two runway ends, and the two runway ends each have fields for entry.</p> <p>This data element is calculated based on what a pilot sees as the pilot is flying an approach to a runway end. This is a two-part data element.</p> <p>Enter the distance in feet that the controlling obstruction is located away from the extended runway centerline. Measure the distance horizontally on a line perpendicular to the extended runway centerline.</p> <p>Centerline Offset Direction</p> <p>Next select whether the obstruction is right (R) or left (L) of the centerline as viewed by a pilot on final approach.</p> <p>If the obstruction is a single obstruction and it is located directly on the centerline, enter the number zero for the offset and select both (B) for the direction.</p> <p><u>If the obstruction spans both sides of the extended centerline, such as a row of trees, a road, or a power line, enter the distance right and left of the centerline for the offset and select left and right (L/R) for the direction.</u></p> <p>B-Both sides on centerline = Directly on the centerline  L-Left side = Left side of the centerline  L/R-Left and Right side = Spans across both sides of the centerline  R-Right side = Right side of the centerline</p> <p>Note: This element is not required for civil private-use airports.</p>
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57	Obstruction Clearance Slope	<p>The entry is for two runway ends, and the two runway ends each have fields for entry.</p> <p>Enter the obstruction clearance slope of the controlling obstruction identified in data element 52 using a ratio to indicate the clearance available to aircraft approaching that runway end. Slope ratios range from 1:1 to 50:1. Entries are also required in data elements 52, 54, 55 and 56.</p> <p>However, if there are no objects penetrating the Part 77 Category approach slope, then the runway approach is clear and there are no obstructions. Enter either 20:1 or 34:1 or 50:1, depending on the Part 77 Category approach to the runway end and no entries are required in data elements 52 through 56.</p> <p>For paved surface runways, the obstruction clearance slope begins at the end of the primary surface, which ends 200 feet beyond the end of the runway. Measure the obstruction clearance slope from the end of the primary surface whether or not that runway threshold has been displaced.</p> <p>For non-paved surface (unpaved) runways, the obstruction clearance slope also begins at the end of the primary surface, so it is important to note that the primary surface ends at the runway end and not 200 feet beyond the end of the runway. Measure the obstruction clearance slope from the end of the primary surface whether or not that runway threshold has been displaced.</p> <p>For paved/unpaved combination runways, each end of the primary surface coincides with the corresponding end of the runway.</p> <p><b>PAVED SURFACE RUNWAYS:</b> Approach Ratio Calculation</p> <p>The distance from the runway end (data element 55) minus 200 feet, divided by the height above the runway end (data element 54).</p> <p><b>NON-PAVED SURFACE (UNPAVED) RUNWAYS:</b> Approach Ratio Calculation</p> <p>The distance from runway end (data element 55) divided by the height above the runway end (data element 54). [Hence there is no need to subtract 200 feet.]</p> <p>Remember to always round down when the division of the distance by the height does not result in a whole number. Therefore, a slope of 19.9 is rounded down for safety to 19.</p> <p><b>APPROACH SLOPE FOR DISPLACED THRESHOLDS:</b> If an obstruction penetrates the approach slope to the displaced threshold and the obstruction is not the same one identified as the controlling obstruction to the runway end, it should be described in a referenced remark. All heights and distances are with respect to the displaced threshold.</p>
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		For Example: A057 RWY 09 APCH SLOPE 25:1 DUE TO 24 FT TREE 600 FT FROM THE DSPLCD THLD.
58	Close-In Obstruction	<p>The entry is for two runway ends, and the two runway ends each have a drop down for selection.</p> <p>This data element is for hard surface runways only. There can never be a close-in obstruction at the end of an unpaved runway.</p> <p>Select Yes if there is an obstruction in the approach within the first 200 feet of the runway end. In addition, an explanatory referenced remark is required, identifying the obstruction, its height above the runway end, its distance from the runway end, and the centerline offset left or right to a pilot on final approach.</p> <p>For Example: A058 RWY 18 HAS 4 FT HILL 150 FT FROM THE RWY END AND 100 FT R.</p> <p>Note: This element is not applicable to civil private-use airports.</p>
60	Take Off Run Available (TORA)	<p>Represents the takeoff run available. It is the runway length declared available and suitable for the ground run of an airplane taking off.</p> <p>Note: This element is not applicable to civil private-use airports.</p>
61	Take Off Distance Available (TODA)	<p>Represents the takeoff distance available. It is the TORA plus the length of any remaining runway or clearway beyond the far end of the TORA.</p> <p>NOTE: The full length of TODA may not be usable for all takeoffs because of obstacles in the departure area.</p> <p>The usable TODA length is aircraft performance dependent and, as such, must be determined by the aircraft operator before each takeoff and requires knowledge of the location of each controlling obstacle in the departure area.</p>
62	Accelerate Stop Distance Available (ASDA)	<p>Represents the accelerate-stop distance available. It is the runway length plus the stop way length declared available and suitable for the acceleration and deceleration of an airplane aborting a takeoff.</p> <p>A stop way is a defined rectangular surface beyond the end of a runway, prepared or suitable for use in lieu of runway, and capable of supporting an airplane without causing structural damage during an aborted takeoff. The length of this surface is used for the ASDA calculation of declared distances.</p> <p>NOTE: The term "overrun" is used only in reference to military airports.</p> <p>Note: This element is not applicable to civil private-use airports.</p>
63	Landing Distance Available (LDA)	<p>Represents the landing distance available. It is the runway length declared available and suitable for a landing airplane.</p> <p>Note: This element is not applicable to civil private-use airports.</p>

70	Fuel	<p>Select the checkbox for all the fuels that are available for sale to the general public using the entries listed below. Do not report fuels that are stored for the exclusive use of the airlines or the military and are not for sale to the general public.</p> <p>100 = Grade 100 Gasoline (green)  100L = Grade 100 Low-Lead Gasoline (blue)  115 = Grade 115 Gasoline (purple)  80 = Grade 80 Gasoline (red)  A++ =  A++10 =  A1 = Jet A1 Kerosene  A1+ = Jet A1 Kerosene with Icing Inhibitor  A = Jet A Kerosene  A+ = Jet A Kerosene with Icing Inhibitor  B = Jet B Wide-Cut, Turbine Fuel  B+ = Jet B Wide-Cut, Turbine Fuel with Icing Inhibitor  J =  J4 =  J5 =  J8 =  J8+10 =  MOGAS = Automobile Gas that is used as aircraft fuel  UL91 =  UL94 =</p>
71	Airframe Repairs	<p>Select the type of airframe repair that is available at the airport.</p> <p>There are three available values: Major, Minor and None.</p> <p>Major airframe repairs require the maintenance technician performing or inspecting the work to have the additional qualification as an Airworthiness Inspector (IA).</p> <p>Minor airframe repairs are the repairs that can be performed by an Airframe and Powerplant mechanic (A&amp;P).</p> <p>Note: This element is not applicable to civil private-use airports.</p>
72	Power Plant Repairs	<p>Select the type of power plant repair that is available at the airport.</p> <p>There are three available values: Major, Minor and None.</p> <p>Major powerplant repairs require the maintenance technician performing or inspecting the work to have the additional qualification as an Airworthiness Inspector (IA).</p> <p>Minor powerplant repairs are the repairs that can be performed by an Airframe and Powerplant mechanic (A&amp;P).</p> <p>Note: This element is not applicable to civil private-use airports.</p>

73	Bottle Oxygen	<p>Select the type of bottle oxygen available for sale to the general public. Do not report replacement bottles that are stored by the airlines or the military.</p> <p>Select HIGH to indicate that high-pressure oxygen replacement bottles are available at the airport for sale to the general public.</p> <p>Select LOW to indicate that low-pressure oxygen replacement bottles are available at the airport for sale to the general public.</p> <p>Select HIGH/LOW when both HIGH and LOW pressure oxygen replacement bottles are available at the airport for sale to the general public.</p> <p>High = 1,800–2,200 Pounds Per Square Inch (psi)  High/Low = High and Low bottle oxygen are both available  Low = 400–450 Pounds Per Square Inch (psi)  None = None</p> <p>Note: This element is not applicable to civil private-use airports.</p>
74	Bulk Oxygen	<p>Select the type of bulk storage oxygen that is available for sale to the general public. Do not report bulk bottles that are stored by the airlines or the military.</p> <p>Select HIGH to indicate that bulk storage high-pressure oxygen is available at the airport for sale to the general public.</p> <p>Select LOW to indicate that bulk storage low-pressure oxygen is available at the airport for sale to the general public.</p> <p>Select HIGH/LOW when both HIGH and LOW pressure bulk storage oxygen are available at the airport for sale to the general public.</p> <p>High = Greater than 1,500 Pounds Per Square Inch (psi)  High/Low = High and Low bulk oxygen are both available  Low = Less than 1,500 Pounds Per Square Inch (psi)  None = None</p> <p>Note: This element is not applicable to civil private-use airports.</p>
75	Transient Storage	<p><u>Select Yes or No for facilities available to the public.</u></p> <p>Hangar = Enclosed aircraft parking.  Buoy = Mooring buoy at a seaplane base.  Tiedown = Tie Downs. Must have a referenced remark if the pilot needs to supply their own ropes.</p> <p>Note: This element is not applicable to civil private-use airports.</p>

76	Other Services	<p><u>Select the checkbox for other types of services available at the airport.</u></p> <p>AFRT = Air Freight  AGRI = Crop Dusting  AMB = Air Ambulance  AVNCS = Avionics  BCHGR = Beaching Gear  CARGO = Cargo  CHTR = Charter  GLD = Glider  INSTR = Flight Instruction  PAJA = Parachute Jumping  RNTL = Aircraft Rental  SALES = Aircraft Dealer  SURV = Aerial Surveying  TOW = Glider Towing</p> <p>NOTE: The FAA cannot advertise services and accordingly will not print services such as rental car info or hotel info, so please do not include that kind of information.</p> <p>Note: This element is not applicable to civil private-use airports.</p>
80	Airport Beacon	<p><u>Select the abbreviation for the type of airport beacon (also known as the rotating beacon) at the airport. The colors indicate the type of landing area.</u></p> <p>C = Clear  CG = Clear-Green (Civil airport)  CGY = Clear-Green-Yellow (Heliport)  CY = Clear-Yellow (Seaplane Base)  G = Green  SCG = Split-Clear-Green (Military airport)  Y = Yellow</p>
81	Airport Lighting Schedule	<p>This data element refers to the schedule of any other lighting aids that are also on the same schedule as the airport beacon.</p> <p>If a beacon exists, enter the operating schedule. Enter the lighting schedule of the airport beacon.</p> <p>See remark  SS-SR (Sunset to Sunrise)</p> <p>If runway or other light schedules vary from the Airport Beacon Light Schedule, describe them in a referenced remark.</p> <p>See remark requires an explanatory referenced remark.</p> <p>For Example: ACTVT LIRL RY 18/36 AND VASI RWY 18 – 122.7.</p> <p>For Example: FOR LIRL RWY 18/36 CALL XXX-XXX-XXXX.</p>

82	UNICOM	<p><i>In order to change this field, please provide the FCC License information directly to the Aeronautical Information Portal at <a href="https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/">https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/</a></i>  <i>Represents the frequency of the aeronautical advisory station (UNICOM) on the airport licensed by the FCC.</i></p> <p>122.700  122.725  122.800  122.950  122.975  123.000  123.050  123.075</p> <p>NOTE: Frequency 122.9 is not a Unicom frequency; it is a multicom frequency, and an FCC license is not required.</p> <p>NOTE: The FCC issues only one Unicom frequency per airport.</p>
83	Wind Indicator	<p>Select Yes or No to indicate the existence of a wind indicator at the airport.</p> <p>If the airport has a wind indicator and it is lighted, select Yes-Lighted.</p>
84	Segmented Circle	<p>Select Yes or No to indicate the existence of a segmented circle at the airport.</p> <p>If the airport has a segmented circle and it is lighted, select Yes-Lighted</p>
85	Control Tower	<p><i>Element Assigned by FAA. In order to change this field, please provide the revision directly to the Aeronautical Information Portal at <a href="https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/">https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/</a> per the guidelines defined in <a href="#">FAA Order 7900.2</a>.</i></p> <p>Represents Y for Yes or N for No to indicate the existence of an Airport Traffic Control Tower.</p>
86	Flight Service Station (FSS)	<p><i>Element Assigned by FAA. In order to change this field, please provide the revision directly to the Aeronautical Information Portal at <a href="https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/">https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/</a> per the guidelines defined in <a href="#">FAA Order 7900.2</a>.</i></p> <p>Represents the Flight Service Station for the airport (if available).</p>
87	FSS on Airport	<p><i>Element Assigned by FAA. In order to change this field, please provide the revision directly to the Aeronautical Information Portal at <a href="https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/">https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/</a> per the guidelines defined in <a href="#">FAA Order 7900.2</a>.</i></p> <p>Represents if the Flight Service Station is on airport.</p>

88	FSS Phone Number	<p><i>Element Assigned by FAA. In order to change this field, please provide the revision directly to the Aeronautical Information Portal at <a href="https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/">https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/</a> per the guidelines defined in <a href="#">FAA Order 7900.2</a>.</i></p> <p>Represents FSS phone number.</p>
89	Toll Free Number	<p><i>Element Assigned by FAA. In order to change this field, please provide the revision directly to the Aeronautical Information Portal at <a href="https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/">https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/</a> per the guidelines defined in <a href="#">FAA Order 7900.2</a>.</i></p> <p>Represents Flight Service Station toll free phone number.</p>
90	Single Engine (SE)	<p><i>For airports <u>not</u> in the National Based Aircraft Inventory Program Only.</i></p> <p>Enter the number of operational single engine propeller driven aircraft either reciprocal engine or turboprop normally based at the airport.</p>
91	Multi Engine (ME)	<p><i>For airports <u>not</u> in the National Based Aircraft Inventory Program Only.</i></p> <p>Enter the number of operational multi-engine propeller-driven aircraft either reciprocal engine or turboprop normally based at the airport.</p>
92	Jet (J)	<p><i>For airports <u>not</u> in the National Based Aircraft Inventory Program Only.</i></p> <p>Enter the number of operational jet aircraft normally based at the airport (do not include turboprop aircraft).</p>
	Total	The total of element numbers 90 and 91 and 92 are automatically calculated.
93	Helicopters (H)	<p><i>For airports <u>not</u> in the National Based Aircraft Inventory Program Only.</i></p> <p>Enter the number of operational helicopters normally based at the airport.</p>
94	Gliders	Enter the number of operational gliders normally based at the airport.
95	Military	Enter the number of operational military aircraft normally based at the airport.
96	Ultra-Light	Enter the number of operational ultra-light aircraft normally based at the airport.
100	Air Carrier	<p>Enter the number of scheduled and unscheduled air carrier operations for aircraft with seating capacity of more than 60 seats.</p> <p>Note: This element is not applicable to civil private-use airports.</p>
102	Air Taxi	<p>Enter the number of scheduled or unscheduled air carrier and air taxi operations for aircraft designed to have a maximum seating capacity of 60 seats or less.</p> <p>Note: This element is not applicable to civil private-use airports.</p>

103	General Aviation Local	<p>Enter the number of general aviation local operations at the airport. A local operation is defined as an operation within the airport traffic pattern or the aircraft is known to be from within 20 miles of the airport.</p> <p>Note: This element is not applicable to civil private-use airports.</p>
104	General Aviation Itinerant	<p>Enter the number of general aviation itinerant operations at the airport. An itinerant operation is defined as an operation that is other than a local operation.</p> <p>Note: This element is not applicable to civil private-use airports.</p>
105	Military	<p>Enter the number of military operations at the airport.</p> <p>Note: This element is not applicable to civil private-use airports.</p>
	Operations for 12 months ending	<p>Select the operations ending date for the 12-months period in which the operations were counted. The operations ending date may not necessarily be the same date as the date of an airport inspection.</p>
110	Airport Remarks	<p>Enter all general remarks that cannot be tied a specific numbered data element in this section.</p> <p>Ensure that all remarks are worded as clearly as possible to avoid pilot confusion.</p> <p>Approved FAA Contractions:</p> <p><a href="https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.information/documentID/1032806">https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.information/documentID/1032806</a></p>
	Submittal Type	<p><i>Editable only during submission of changes for an airport.</i></p> <p><u>Select a particular submittal type:</u></p> <p>Additional Information = Submitting changes between "Inspections".  Inspection = Actual On-Site Inspection.</p>
111	Inspector Type	<p><i>Editable only during submittal of an "Inspection" Submittal Type.</i></p> <p>C = Contractor Inspected  F = FAA Inspected  N = Not Inspected  S = State Inspected</p> <p>Note: This element is not applicable to civil private-use airports.</p>
112	Last Inspected Date	<p><i>Editable only during submittal of an "Inspection" Submittal Type.</i></p> <p>Enter the month/day/year that a physical inspection was conducted.</p> <p>Note: This element is not applicable to civil private-use airports</p>

113	Last Info. Request Date	<p>Note: This element is only required for civil private-use airports and refers to the month/day/year the data is submitted.</p> <p>Defaults to current system date when submitting changes to a private-use airport.</p>
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