Airport Data and Information Portal (ADIP)

Airport Master Record (AMR) Module

Data Dictionary

Office of Airport Safety and Standards

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Airport Master Record (AMR) Module Data Dictionary

Facility types listed in the first column are A – Airport, H – Heliport, and V – Vertiport.

Facility Type	Field No. on AMR	Field Title	Field Description
A/H/V		FAA Site No	Not editable. Element is assigned by the FAA. A unique ID is assigned to a facility upon initial activation. The suffixes listed indicate the primary use of the facility. 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. The suffix indicates the primary use of the facility. For example: FAA SITE NR: 10430.A A = Airport B = Balloon port C = Seaplane Base G = Glider port H = Heliport U = Ultra-light Flight Park V = Vertiport
A/H/V		LOC ID	Not editable. Element is assigned by the FAA. A facility is issued a location identifier by the FAA Air Traffic Office at its initial entry into the National Airspace System. 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. For example: LAX or L39 or 9LE 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. For example: 8FL6 or 86FA or FD86 for a private-use airport in Florida. Refer to FAA Order JO 7350.8 for a detailed explanation at https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.information/documentID/1034848
A/H/V		Facility Status	Enabled for **Private use facilities** only.

Facility Type	Field No. on AMR	Field Title	Field Description
			i. **Operational facility:** An area of land or water that is used or intended to be used for the landing and takeoff of aircraft and includes its buildings and facilities, if any. ii. **Facility closed indefinitely:** A site where all flying activities have ceased indefinitely; however, there is an intent to reopen the site at an unspecified time. This designation will remove the facility from the FAA VFR Charts, but it will remain in the database and protected. iii. **Abandoned facility:** A site that is permanently closed. This designation will completely remove the facility from all FAA databases and publications. Note: The airport operator must file FAA Form 7480-1, *Notice of Landing Area Proposal,* online with the nearest FAA Regional Office at least 90 days prior to deactivation of any runway or other aircraft landing or takeoff area. This action will completely remove the site from the FAA's database and publications.
A/H/V	1	Associated City	To change this field, create an issue with details about your request at https://adip.faa.gov/agis/portal/#/createIssue **Associated city:** Determined by the airport owner and may not be the closet city to the facility. However, the associated city must be in the same state of the facility. Note: If **Associated City** changes, **CBD to Facility** will also change.
A/H/V	2	Facility Name	Enter the official airport name. Airport names must adhere to the following: • 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. • Airport names and acronyms shall not mimic location identifiers. • Periods shall not be used in airport names. • A space should always be inserted between discrete parts of airport name. For example: Mc Carthy, Du Page, Des Moines, and Las Vegas • Always spell out facility names containing Airpark, Community, County, Fort, Mount, Point, Port, or University. • Use listed contractions for facility names containing Executive (EXEC), Field (FLD), Incorporated (INC), Intercontinental (INTCNTL), International (INTL), Memorial (MEML), Metropolitan (METRO), Municipal (MUNI), National (NTL), Regional (RGNL), Saint (ST), or Sainte (STE).

Facility Type	Field No. on AMR	Field Title	Field Description
			Examples: • Essex County Incorporated, use Essex County INC • Mount Pilot International, use Mount Pilot INTL • Bobby Joe Memorial, use Bobby Joe MEML • Mayberry Municipal, use Mayberry MUNI
A/H/V	3	CBD to Facility (NM)	Enter the distance and the cardinal direction in a straight line from the center of the associated city to the airport. **Central Business District (CBD) to Facility (NM)**: The distance is reported to the nearest whole nautical mile (NM) and the cardinal direction is reported to the nearest 1/8 compass point. For example: 8 South West or 5 North Note: If **Associated City** changes, **CBD to Facility** will also change.
A/H/V	4	State	Not editable. Element is assigned by the FAA. Represents the standard two letter state abbreviation
A/H/V	5	County	Represents the name of the county where the airport is physically located. It may not be the county of the associated city. Select the name of the county.
A/H/V	6	Region / ADO	Not editable. Element is assigned by the FAA. This is a three-letter code for the FAA Regional Office and a three-letter code for the FAA Airports District Office (ADO). separated by a slash. If there is no ADO, type NONE. For example: ASO/ORL or ACE/NONE.
A/H/V	7	Sectional Aeronautical Chart	Not editable. Element is assigned by the FAA. This is the VFR sectional chart where the airport may be depicted.
A/H/V		Facility Internet Address	Enter the URL address of the facility. Links to 3rd party sites are not permitted. For example: http://facility.xyz
A/H/V	10	Ownership	Select the value for the type of ownership of the airport using one of the entries below. CG = Coast Guard MA = Military Air Force MN = Military Navy

Facility Type	Field No. on AMR	Field Title	Field Description
			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)
A/H/V	11	Owner Name	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. If the airport is publicly owned, enter the full name of the governing body. If the airport is privately owned, enter the full name of the owner or private entity. If the airport is constructed on leased land (ex: Bureau of Land Management, United States Forest Service.), enter the full name of the governing body, owner, or private entity and include an asterisk "*" by the owner's name. Add a **Referenced Remark** that identifies the name and title of the lessee or the governmental body that operates the airport. For example: Owner Name: " * PRESCOTT SOARING SOCIETY, 1049 LUPINE LANE, PRESCOTT, AZ 86305 (928) 308-1122 (EMAIL)". **Referenced Remark**: Owner Name: "LEASED FROM ARIZONA STATE LAND DEPT, 1616 W. ADAMS, PHOENIX AZ 85007". If the landing area is a seaplane base, enter the name of the property owner. If the airport is owned by the military, enter the name of the military service branch. (ex: US Air Force).
A/H/V	12	Owner Address	Enter the complete mailing address (street address, city, state/zip code) of the owner or lessee. Do not include the facility name in the address.
A/H/V	13	Owner Phone Number	Enter the 10-digit phone number of the owner or lessee. For example: XXX-XXX-XXXX.
A/H/V	14	Manager Name	Enter the name of the airport manager or the person authorized by the controlling authority to exercise administrative control of the airport. If this individual is not an airport manager, enter the name followed by the title. For example: John Doe, Mayor or Police Chief or City Clerk.

Facility Type	Field No. on AMR	Field Title	Field Description
			If the airport is private use and there is no airport manager, reenter the name of the owner or lessee.
A/H/V		Owner Email Address	Enter the email address of the owner or lessee.
A/H/V	15	Manager Address	Enter the complete mailing address (address, city, state/zip) of the airport manager. If the airport is private use and there is no airport manager, reenter the address of the owner or lessee.
A/H/V	16	Manager Phone Number	Enter the 10-digit phone number of the airport manager. If the airport is private use and there is no airport manager, reenter the phone number of the owner or lessee. For example: XXX-XXX-XXXX.
A/H/V		Manager Email Address	Enter the email address of the owner or lessee.
A/H/V	17	Attendance Schedule	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, or repairs. Note: The attendance schedule is not necessarily the hours of operation at the airport. There are up to three lines available under the column headings. Example 1: These are two most common entries for private-use airports: MONTHS DAYS HOURS UNATNDD or REGULAR Example 2: MONTHS DAYS HOURS JUN-AUG MON-FRI 0700-2100 SEP-MAY ALL 0800-DUSK Example 3: MONTHS DAYS HOURS ALL MON-FRI 0700-2100 ALL SAT DAWN-DUSK ALL SUN ON CALL 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

Facility Type	Field No. on AMR	Field Title	Field Description
			as April 15-May 30. ON CALL requires a referenced remark listing a publishable phone number. For example: A017 FOR SERVICE SUNDAYS CALL XXX-XXX-XXXX.
A/H/V	18	Use	Note: At an airport with no federal funding, the FAA will conduct an aeronautical study of an airport proposal once the airport operator files anhttps://oeaaa.faa.gov/ FAA Form 7480-1 , *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. 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 FAA Form 7460-1). Public: A public-use airport is available for use by the general public without prior approval from the owner or operator. 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. Private: A private-use airport is only available for use by the owner and other persons authorized by the owner.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.
H/V		Design Category	General Aviation Transport Hospital/Ambulance Emergency Helicopter Landing Facility (EHLF) “Law Enforcement/Fire Protection” General Aviation heliports. The term “general aviation” is technically defined as “flights conducted by operators other than Title 14 of the Code of Federal Regulations (CFR) Part 121 or Part 135 certificate holders.” IAW with the Heliport Design AC 150/5390-2, “general aviation” refers to all helicopter operations other than scheduled passenger service. This category should also be used for permanent sites located at, or near, buildings used by organizations such as state patrol or the Bureau of Land Management with based aircraft, that will support law-enforcement and/or fire-fighting operations (these are different than stand-alone or remote sites supporting firefighting and/or HAA operations which should be designated as EHLF).

Facility Type	Field No. on AMR	Field Title	Field Description
			Transport heliports. Transport heliports will provide the community with a full range of vertical flight services including scheduled service by air carriers (airlines) using helicopters. These operations will require a more extensive airside and landside infrastructure with the potential capability to operate in instrument meteorological conditions. Includes Air Carrier Operations. Hospital heliports. Hospital heliports are general aviation heliports that provide a unique public service for the purpose of medical transportation. They are generally located on a hospital campus near the hospital's emergency department but can be located in other areas when site locations are restrictive. A Hospital heliport is limited to serving helicopters engaged in air ambulance, or other hospital related functions. A designated helicopter landing area located at a hospital or medical facility is a heliport and not a medical emergency site. This category may also be used for locations that support Helicopter Air Ambulance (HAA) operations with patient transport but are collocated at Fire-Stations, EMS Stations and Law Enforcement Stations... If the site does not have known or regularly anticipated HAA operations, the site should be identified as a General Aviation heliport. For more on HAA operations, refer to FAA Advisory Circular 135-14, Helicopter Air Ambulance (HAA) Operations. Emergency Helicopter Landing Facility (EHLF). A clear area at ground level or on the roof of a building capable of accommodating helicopters engaged in firefighting and/or emergency evacuation operations. An EHLF meets the definition of a heliport in Advisory Circular 150/5390-2 and under Title 14 CFR Part 157, Notice of Construction, Alteration, Activation, and Deactivation of Airports. Please reference design standards for heliports in Advisory Circular 150/5390-2, Heliport Design.
H/V		Operation Type	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 FAA Form 7480-1 , *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. 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 FAA Form 7460-1). **Type**: Select "VFR" or "IFR" or "VFR and IFR" **Availability**: Select "Day" or "Night" or "Day and Night" (Will default and lock to "Day" if VFR is selected for **Type**)
H/V		Operation Availability	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 FAA Form 7480-1 , *Notice of Landing Area Proposal* online with the nearest FAA Regional Office at

Facility Type	Field No. on AMR	Field Title	Field Description
			least 90 days before any construction, realignment, alteration, activation, or deactivation of any runway or other aircraft landing or takeoff area. 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 FAA Form 7460-1). "Day" or "Night" or "Day and Night" for applicable use at facility. Will default and lock to "Day" if **Operation Type** is VFR.
A/H/V	19	Latitude D/M/S/Hem	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 FAA Form 7480-1 , *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. 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 FAA Form 7460-1). **Airport Reference Point (ARP):** Represents the estimated/surveyed airport latitude in degrees, minutes, and seconds to four decimal place in NAD 83. For example: 43° 13’ 01.271” N **Heliport Reference Points (HRP):** Represents the estimated/surveyed heliport center, at the center of the FATO or central point of multiple FATOs, in latitude degrees, minutes, and seconds to five ten thousandths of a decimal place in NAD 83 or XXX-22. For example: **HRP Latitude:** 43° 13’ 01.7125” N OR 43° 13’ 01.7120” N
A/H/V	20	Longitude D/M/S/Hem	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 FAA Form 7480-1 , *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. 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 FAA Form 7460-1). **Airport Reference Point (ARP):** Represents the estimated/surveyed airport latitude in degrees, minutes, and seconds to four decimal place in NAD 83. For example: 87° 9’ 29.3705” W

Facility Type	Field No. on AMR	Field Title	Field Description
			Heliport Reference Point (HRP): Represents the estimated/surveyed heliport center, at the center of the FATO or central point of multiple FATOs, in longitude degrees, minutes, and seconds to five ten thousandths of a decimal place in NAD 83 or XXX-22. For example: **HRP Longitude:** 87° 9' 29.3705" W OR 87° 9' 29.3700" W
A	21	Facility Elevation	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 FAA Form 7480-1 , *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. 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 FAA Form 7460-1). 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.
H/V		HRP Relative Elevation/ Vertiport Elevation	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 FAA Form 7480-1 , *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. 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 FAA Form 7460-1). The highest elevation of all usable TLOFs within the heliport/vertiport expressed in feet above mean sea level (MSL).
A/H/V	22	Acreage	Enter the total number of acres within the airport boundary.
A	23	Right Traffic	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 FAA Form 7480-1 , *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. 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 FAA Form 7460-1). Represents the runway number(s) for the runway(s) with a right-hand traffic

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			pattern. A “Yes” or “No” is an unacceptable entry in this data element. For example: RWY 18 This data element will be blank if the traffic pattern to landing aircraft is the standard left-hand traffic pattern for all runway ends. The FAA will not publish right traffic to a runway end until the FAA has performed a favorable aeronautical study.., the airport proponent must file the FAA Form 7480-1, *Notice of Landing Area Proposal*, to initiate an aeronautical study.
A/H/V	24	Non.-Comm. Landing Fee	Select Yes if a landing fee is charged to non-commercial users of the airport. Select No if a landing fee is not charged to non-commercial users of the airport.
A	25	NPIAS/ Federal Agreements	Only editable by the FAA. 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). https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.information/documentID/8460
A	26	FAR Part 139 Index / CSC	Only editable by the FAA. 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. I A I B I C I D I E II A II B II C II D II E III A III B III C III D III E IV A IV B IV C IV D IV E

Facility Type	Field No. on AMR	Field Title	Field Description
			S-Scheduled U-Unscheduled Note: This element is not applicable to civil private-use airports.
A/H/V	30	Runway/Helipad/Vertipad ID	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 FAA Form 7480-1 , *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. 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 FAA Form 7460-1). Do not enter remarks detailing any modification to the values published as they will be removed prior to inclusion in the database. 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 (/). 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. For example: 18/36 (the identification of a runway with a centerline magnetic bearing of 180 degrees and 360 degrees) For more detailed information, see AC 150/5340-1, Standards for Airport Markings. RWY 18W/36W is the acceptable runway identification for a sealane. The following suffixes can be used in conjunction with runway identification numbers even if the runway is not painted accordingly: G = Glider Runway W = Water Sealane or Waterway U = Ultra-light Runway For example: RWY 18W/36W, etc. The following identification methods are also used: H1, H2, etc. is used for helipads, V1, V2, etc. is used for vertipads, and B1, B2, etc. is used for balloon pads.
A		Air Carrier Runway	Only editable by the FAA. This data element designates whether a runway at an airport (which is certificated under 14 CFR Part-139) is available for use by an Air Carrier operation certificated

Facility Type	Field No. on AMR	Field Title	Field Description
			under Part-121 or Foreign Air Carrier Equivalent. The term "use" refers to the take-off and landing operation of an air carrier. Select whether a runway is available for use by a Part-121 Air Carrier (or Foreign Air Carrier Equivalent). YES = Indicates the runway is available for use by any Part-121 Air Carriers. (Do not select "Yes" if the runway is solely used for taxi-only operations by air carriers.) NO = Indicates the runway is "not" available for use by any Part-121 Air Carriers. (These runways are also typically designated as such in the airport's Airport Certification Manual.) Definition(s): A Part-121 Air Carrier Runway means an aircraft that is being operated by an Part-121 Air Carrier (or Foreign Air Carrier Equivalent) and is categorized as either a large air carrier aircraft if designed for at least 31 passenger seats or a small air carrier aircraft if designed for more than 9 passenger seats but less than 31 passenger seats, as determined by the aircraft type certificate issued by a competent civil aviation authority.
A	31	Length	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 FAA Form 7480-1 , *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. 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 FAA Form 7460-1).Do not enter remarks detailing any modification to the values published as they will be removed prior to inclusion in the database. 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.
A	32	Width	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 FAA Form 7480-1 , *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. 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 FAA Form 7460-1).Do not enter remarks detailing any modification to the values published as they will be removed prior to inclusion in

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			the database. 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. A runway is a defined rectangular surface. If the width of the runway is uneven and varies, it will represent the narrowest width only.
H/V		TLOF Dimensions	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 FAA Form 7480-1 , *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. 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 FAA Form 7460-1).Represents the minimum dimension (length, width, or diameter and associated elevation) to the nearest foot.
H/V		FATO Dimensions	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 FAA Form 7480-1 , *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. 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 FAA Form 7460-1).Represents the minimum dimension (length, width, or diameter and associated elevation) to the nearest foot.
H/V		Safety Area	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 FAA Form 7480-1 , *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. 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 FAA Form 7460-1).Represents the minimum dimension (length, width, or diameter and associated elevation) to the nearest foot.
H/V		Primary Ingress (Degrees)	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 FAA Form 7480-1 , *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. 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 FAA Form 7460-1).Value should be reported in magnetic

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			degrees. Should be a free form field of three digits. E.g., a value of 090 would mean the ingress/egress is due East. For circular helipads, may need an “any direction” option. Applies to public and private use heliports and IFR/VFR. Enter the value in magnetic degrees. E.g. a value of 090 would mean the ingress/egress is due East. For circular helipads, may need an “any direction” option.
H/V		Primary Egress (Degrees)	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 FAA Form 7480-1 , *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. 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 FAA Form 7460-1).Should be a free form field of three digits. E.g., a value of 090 would mean the ingress/egress is due East. For circular helipads, may need an “any direction” option. Applies to public and private use heliports and IFR/VFR. Enter the value in magnetic degrees. E.g. a value of 090 would mean the ingress/egress is due East. For circular helipads, may need an “any direction” option.
H/V		Secondary Ingress (Degrees)	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 FAA Form 7480-1 , *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. 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 FAA Form 7460-1).Value should be reported in magnetic degrees. Should be a free form field of three digits. E.g., a value of 090 would mean the ingress/egress is due East. For circular helipads, may need an “any direction” option. Applies to public and private use heliports and IFR/VFR. Enter the value in magnetic degrees.

Facility Type	Field No. on AMR	Field Title	Field Description
			E.g. a value of 090 would mean the ingress/egress is due East. For circular helipads, may need an “any direction” option.
H/V		Secondary Egress (Degrees)	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 FAA Form 7480-1 , *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. 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 FAA Form 7460-1).Value should be reported in magnetic degrees. Should be a free form field of three digits. E.g., a value of 090 would mean the ingress/egress is due East. For circular helipads, may need an “any direction” option. Applies to public and private use heliports and IFR/VFR. Enter the value in magnetic degrees. E.g. a value of 090 would mean the ingress/egress is due East. For circular helipads, may need an “any direction” option.
H/V		Elevated Height (AGL)	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 FAA Form 7480-1 , *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. 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 FAA Form 7460-1).Enter the height above ground level to the nearest foot, where a reported value of “0” means the helipad is at ground level and a reported value of “30” would mean the helipad is elevated and located onto of a three-story building.
A/H/V	33	Surface Type Surface Condition	This is a two-part data element comprised of the type of runway surface and the condition of the runway surface. SURFACE TYPE: Select the runway surface type. ASPH = Hot Mix, Bituminous Concrete Blacktop, Macadam, Plant Mix, or Road Mix CONC = Concrete or Portland Cement DIRT = Adobe, Bare, Bladed, Caliche, Clay, Dirt, Earth, Loam, Silt, or Soil GRAVEL = Gravel, Cinders, Crushed Rock, Coral, Shells, Slag, Laterite, or Shale ICE = Ice

Facility Type	Field No. on AMR	Field Title	Field Description
			MATS = Pierced Steel Planking, Landing Mats, or Membrane SAND = Sand SNOW = Snow TREATED = Oiled, Soil Cement, Lime Stabilized, Asphalt or Coal-Tar Seal Coat, or Paved Roof NOTE: TRTD cannot be reported alone. TRTD must follow a surface. For example: ASPH-TRTD TURF = Grass or Sod or Turf WATER = Water ALUMINUM = ALUMINUM BRICK = BRICK CALICHE = CALICHE CORAL = CORAL DECK = DECK GRE = GRE GRVL = GRVL METAL = METAL OIL&CHIP-T = OIL&CHIP-T PEM = PEM PFC = PFC PSP = PSP ROOFTOP = ROOFTOP SOD = SOD STEEL = STEEL TRTD = TRTD WOOD = WOOD METAL/ALLOY = Any metal or alloy pate such as aluminum or steel 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. ASPH-CONC = Asphalt/Concrete ASPH-DIRT = Asphalt/Dirt ASPH-GRVL = Asphalt/Gravel ASPH-TRTD = Asphalt/Treated ASPH-TURF = Asphalt/Turf CONC-DIRT = Concrete/Dirt CONC-GRVL = Concrete/Gravel CONC-TRTD = Concrete/Treated CONC-TURF = Concrete/Turf GRVL-DIRT = Gravel/Dirt ROOF-TOP = ROOFTOP TURF-DIRT = Turf/Dirt TURF-GRVL = Turf/Gravel

Facility Type	Field No. on AMR	Field Title	Field Description
			For example: A033 RWY 18/36 SOUTH 500 FEET ASPH, NORTH 2500 FEET TURF <u>CONDITION: Select the condition of the runway using one of the values below:</u> E-EXCELLENT G-GOOD F-FAIR P-POOR L-FAILED <u>Use the following guidelines to determine the condition:</u> E-EXCELLENT = Excellent Condition: New pavement or pavement with no cracks or a few hairline cracks. 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. 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. 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-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. For example: A033 RWY 18/36 HAS SEVERE CRACKS AND LOOSE ROCKS.
A/H/V	34	Surface Treatment	<u>Select the type of treatment at the surface of the runway.</u> AFSC - Aggregate Friction Seal Coat GRVD - GRVD-Saw-Cut or Plastic Grooved NONE - No Special Surface Treatments

Facility Type	Field No. on AMR	Field Title	Field Description
			PFC - Porous Friction Course RFSC - Rubberized Friction Seal Coat WC - Wire Comb or Wire Tine
A	35	Single Wheel (S)	Represents the single wheel type landing gear gross weight strength of the runway in thousands of pounds. 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. For example: A035 RWY 02/20 IS LIMITED BY THE AIRPORT OPERATOR TO 8,000 LBS SINGLE-WHEEL GEAR. Note: This element is not applicable to civil private-use airports.
H/V		Weight Limit	Enter weight limit of maximum allowable aircraft in pounds (lbs.) For example: 12000lbs. Refer to AC 150/5390-2D for details on Helicopters. Refer to EB- 105 for details on Vertiports
A	36	Dual Wheel (D)	Represents the dual wheel type landing gear gross weight strength of the runway in thousands of pounds. Note: This element is not applicable to civil private-use airports.
A	37	2 Dual Wheels in Tandem (2D)	Represents the two dual wheels in tandem type landing gear gross weight strength of the runway in thousands of pounds. Note: This element is not applicable to civil private-use airports.
A	38	2 Dual Wheels in Tandem/ 2 Dual Wheels in Double Tandem (2D/2D2)	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. 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. For example: A038 RWY 02/20 THE TRIPLE DUAL TANDEM LANDING GEAR GROSS WEIGHT STRENGTH IS 700,000 POUNDS. Note: This element is not applicable to civil private-use airports.
A	39	Pavement Classification	The ACN/PCN System is the Legacy ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 pounds.

Facility Type	Field No. on AMR	Field Title	Field Description
		Number (PCN)	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). PCN is comprised of 5 entry fields: 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 254 PSI), Y-MEDIUM (Limit to 181 PSI), or Z- LOW (Limit to 73 PSI) Rating Method = T-TECHNICAL EVAL or U-BY EXPERIENCE 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) Note: This element is not applicable to civil private-use airports.
A		Pavement Classification Rating (PCR)	The ACN/PCN System is the New ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 pounds. The Pavement Classification Rating (PCR) is established by an engineering assessment of the runway (NOT to be confused with PCI). The PCR is for use in conjunction with an Aircraft Classification Number (ACN). PCR is comprised of 5 entry fields: Pavement Class = Numerical value up to 4-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 254 PSI), Y-MEDIUM (Limit to 181 PSI), or Z- LOW (Limit to 73 PSI) Rating Method = T-TECHNICAL EVAL or U-BY EXPERIENCE For example: 1000/R/B/W/T (represents Pavement Class=1000, Pavement Type=R-Rigid, Subgrade Strength=B-Medium, Tire Pressure Limit=W-Unlimited (No Limit), and Rating Method=T-Technical Evaluation) PCR/1000/R/B/W/T Please refer to Advisory Circular AC 150/5335-5 Note: This element is not applicable to civil private-use airports.
A/H/V	40	Edge Intensity	Select the type of runway edge lighting system. FLD-Flood = Flood Lights (for helipads)

Facility Type	Field No. on AMR	Field Title	Field Description
			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 heliports/Vertiports) STRB-Strobe = Strobe 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. For example: A040 RWY 03/21 NSTD LIRL DUE TO THLD LIGHTS ALL GREEN. 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. For example: A040 RWY 03/21 NSTD LIRL ONLY THE INNER 2000 FT PORTION OF THE RWY IS LIGHTED. 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. For example: A040 HELIPAD H1 NSTD PERIMETER LIGHTS ONLY ONE LIGHT IN EACH CORNER OF THE PAD.
A/H/V	42	Surface Marking Type Surface 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. <u>RUNWAY MARKING TYPE: Select the type of runway marking at each runway end followed by the condition of the runway at each runway end.</u> 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.

Facility Type	Field No. on AMR	Field Title	Field Description
			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. <u>CONDITION: Select the condition of the runway markings using one of the values below:</u> 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.
A/H/V	43	Visual Glide Slope Indicator (VGSI)	The entry is for two runway ends, and the two runway ends each have a drop down for selection. This is the type of visual glideslope indicator (VGSI) equipment that is available at a runway end to a pilot on final approach. 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. 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. <u>Select the type of VGSI available using one of the values below:</u> 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 P2L = 2-box Precision Approach Path Indicator (PAPI) on the Left side of

Facility Type	Field No. on AMR	Field Title	Field Description
			the runway P2R = 2-box Precision Approach Path Indicator (PAPI) on the Right side of the runway P4L = 4-box Precision Approach Path Indicator (PAPI) on the Left Side of the runway P4R = 4-box Precision Approach Path Indicator (PAPI) on the Right side of the runway 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 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 PSIL = Pulsating/Steady Burning Visual Approach Slope Indicator (PVASI) on the Left side of the runway, normally a single light unit projecting two colors PSIR = Pulsating/Steady Burning Visual Approach Slope Indicator (PVASI) on the Right side of the runway, normally a single light unit projecting two colors PVT = A Privately Owned, for Private Use Only, approach slope indicator light system installed on a public-use airport S2L = 2-box Simplified Abbreviated Visual Approach Slope Indicator (SAVASI) on the Left side of the runway S2R = 2-box Simplified Abbreviated Visual Approach Slope Indicator (SAVASI) on the Right side of the runway TRIL = Tri-Color Visual Approach Slope Indicator (TRCV) on the Left side of the runway, normally a single light unit projecting three colors TRIR = Tri-Color Visual Approach Slope Indicator (TRCV) on the Right side of the runway, normally a single light unit projecting three colors V12 = 12-box Visual Approach Slope Indicator (VASI) on both sides of the runway V16 = 16-box Visual Approach Slope Indicator (VASI) on both sides of the runway V2L = 2-box Visual Approach Slope Indicator (VASI) on the Left side of the runway V2R = 2-box Visual Approach Slope Indicator (VASI) on the Right side of the runway V4L = 4-box Visual Approach Slope Indicator (VASI) on the Left Side of the runway V4R = 4-box Visual Approach Slope Indicator (VASI) on the Right side of the runway V6L = 6-box Visual Approach Slope Indicator (VASI) on the Left side of the runway V6R = 6-box Visual Approach Slope Indicator (VASI) on the Right side of the runway VAS = VAS-Non-Specific VASI

Facility Type	Field No. on AMR	Field Title	Field Description
			Note: This element is not applicable to civil private-use airports.
A	44	Threshold Crossing Height	The entry is for two runway ends, and the two runway ends each have fields for entry. 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. Obtain the information from the airport manager, the Airport Layout Plan (ALP), or the appropriate FAA office if installed with Federal funds. Note: This element is not applicable to civil private-use airports.
H/V		Heliport/Vertiport Crossing Height (H/VCH)	The Heliport Crossing Height (HCH) is the height of the vertical guidance path above the heliport elevation at the helipoint/vertipoint. For heliports with IFR operations it will be a requirement for this field to be filled out. Enter the numeric value for H/VCH height. Please refer to FAA Order 8260.42 – United States Standard for Helicopter Area Navigation (RNAV)
H/V		Controlling Dimension (FT)	Vertiport/Vertipad Controlling Dimension (D)/Heliport/Helipad Controlling Dimension (D) The greater of helicopter overall length (OL) and overall width (OW).
A	45	Visual Glide Angle	The entry is for two runway ends, and the two runway ends each have fields for entry. Enter the glide angle of the visual glideslope indicator equipment installed at each runway end to the hundredths of a degree. For example: 3.00° or 3.25° Obtain this information from the airport manager, the ALP, or the appropriate FAA office if installed with Federal funds. Note: This element is not applicable to civil private-use airports.
A	46	Centerline Touchdown Zone	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 for the centerline lights and the touchdown zone lights at each runway end.

Facility Type	Field No. on AMR	Field Title	Field Description
			Select Yes if the runway has centerline lights or No for none. Select Yes if the runway has touchdown zone lights or No for none. Note: This element is not applicable to civil private-use airports.
A	47	Runway Visual Range (RVR) Runway Visual Value (RVV)	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 for the runway visual range and the runway visibility value installed at each runway end. Select one of the following letter codes to indicate the runway visual range equipment installed at the runway end: 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 Then select Yes or No to indicate if runway visibility value equipment is installed. Note: This element is not applicable to civil private-use airports.
A	48	Runway End Indicator Lights (REIL)	The entry is for two runway ends, and the two runway ends each have a drop down for selection. Select Yes if the runway end has runway end identifier lights installed. Select No if the runway end does not have runway end identifier lights installed. Note: This element is not applicable to civil private-use airports.
H/V		Heliport/Vertiport Lighting	If the heliport operator intends for the facility to support night operations, light it with FATO and/or TLOF perimeter lights as described below. Design flush light fixtures and installation methods to support point loads of the design helicopter transmitted through a skid or wheel per Heliport Design AC 150/5390-2 If the Vertiport operator intends for the facility to support night operations, light in accordance with EB-105 Identify if the heliport contains TLOF or FATO or BOTH perimeter lighting that meets Heliport Design AC 150/5390-2 Heliport/Vertiport Lighting:

Facility Type	Field No. on AMR	Field Title	Field Description
			Floodlights: Must select Yes or No a. PCL: If they exist, must select Yes or No Taxiway Centerline Lights: Must select Yes or No a. PCL: If they exist, must select Yes or No Taxiway Edge Lights: Must select Yes or No a. PCL: If they exist, must select Yes or No TLOF Perimeter Lighting: Must select Yes or No a. If they exist, must select Elevated or Flush b. PCL: If they exist, must select Yes or No FATO Perimeter Lighting: Must select Yes or No a. If they exist, must select Elevated or Flush b. PCL: If they exist, must select Yes or No Flight Path Alignment Lighting: Must select Yes or No a. Direction from Helipad: If yes, then they must provide a direction in magnetic degrees. E.g., 270, corresponds with approach/departure path. b. PCL: If yes, must select Yes or No Landing Direction Lighting: Must select Yes or No a. Direction from Helipad: If yes, then then must provide a direction in magnetic degrees. E.g., 270 b. PCL: If yes, must select Yes or No Additional attributes for IFR heliports: Instrument Lighting System: Must select No or Yes a. Direction from Helipad: If yes, then must provide a direction in magnetic degrees. E.g., 270

Facility Type	Field No. on AMR	Field Title	Field Description
			b. PCL: If yes, must select Yes or No Approach Lighting System: Must select No or Yes a. Direction from Helipad: If yes, then must provide a direction in magnetic degrees. E.g., 270 b. PCL: If yes, must select Yes or No Visual Glide Slope Indicator (VGSI): Must select No or Yes a. Direction from Helipad: If yes, then must provide a direction in magnetic degrees. E.g., 270 b. PCL: If yes, must select Yes or No NOTE: Beacon and Windcone lights are captured under separate data elements Select “PCL” next to Element if lighting requires any Pilot Control to initiate. Please refer to Advisory Circular 150/5390-2, Heliport Design for details on heliport lighting. Please refer to EB-105 for details on Vertiport lighting.
A/H/V	49	Approach Lights	The entry is for two runway ends, and the two runway ends each have a drop down for selection. Select the particular type of approach lighting system that is installed at each runway end. 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 MALSR = 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.

<table>
<tr><th>Facility Type</th><th>Field No. on AMR</th><th>Field Title</th><th>Field Description</th></tr>
<tr><td></td><td></td><td></td><td>
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
SSALR = Simplified Short Approach Lighting System With Runway Alignment Indicator Lights
SSALS = Simplified Short Approach Lighting System

Also see the directory legend in the Chart Supplement.

Note: This element is not applicable to civil private-use airports.
</td></tr>
<tr><td>A/H/V</td><td>50</td><td>Far 77 Category</td><td>
The entry is for two runway ends, and the two runway ends each have a drop down for selection.
<table>
<tr><th>ENTER</th><th>FOR</th><th>Primary Surface Width</th><th>Approach Surface Slope</th></tr>
<tr><td>A(V)</td><td>Utility runway with a visual approach</td><td>250 feet</td><td>20:1</td></tr>
<tr><td>A(V)</td><td>Helipad with a visual approach</td><td></td><td>8:1</td></tr>
<tr><td>B(V)</td><td>Other than utility runway with a visual approach.</td><td>500 feet</td><td>20:1</td></tr>
<tr><td>A(NP)</td><td>Utility runway with a non-precision approach</td><td>500 feet</td><td>20:1</td></tr>
<tr><td>C</td><td>Other than utility runway with a non-precision approach having visibility minimums greater than ¾ mile</td><td>500 feet</td><td>34:1</td></tr>
<tr><td>D</td><td>Other than utility runway with a non-precision approach having visibility minimums less than or equal to ¾ mile</td><td>1,000 feet</td><td>34:1</td></tr>
<tr><td>PIR</td><td>Precision Instrument Runway</td><td>1,000 feet</td><td>50:1</td></tr>
<tr><td>PART 77 CATEGORY NOTES</td><td colspan="3">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.</td></tr>
</table>
</td></tr>
</table>

Facility Type	Field No. on AMR	Field Title	Field Description
			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 airport planning document. PRECISION INSTRUMENT RUNWAY = a runway with an existing instrument approach procedure utilizing an instrument landing system (ILS) or a Precision Approach Radar (PAR). 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.
A	51	Displaced Threshold	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 FAA Form 7480-1 , *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. 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 FAA Form 7460-1). The entry is for two runway ends, and the two runway ends each have fields for entry. Represents the length of the displaced threshold at a runway end in whole feet. DISPLACED THRESHOLD MARKINGS FOR RUNWAYS WITH A PAVED

Facility Type	Field No. on AMR	Field Title	Field Description
			SURFACE: 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. For example: A051 RWY 03 DSPLCD THLD MARKINGS NSTD YELLOW. DISPLACED THRESHOLD MARKINGS FOR RUNWAYS WITH A NON-PAVED SURFACE: Describe any form of markers used at the displaced threshold of a turf or gravel runway in an explanatory referenced remark. For example: A051 RWY 03 DSPLCD THLD MARKED WITH ORANGE CONES.
A/H/V	52	Controlling Obstruction	The entry is for two runway ends, and the two runway ends each have a drop down for selection. 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. 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. For non-paved surface (unpaved) runways, the approach surface starts at the actual runway threshold (not 200 feet from the runway threshold). 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. <u>The following standard values can be used:</u> 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

Facility Type	Field No. on AMR	Field Title	Field Description
			PLINE = Power Line, Telephone Lines, etc. POLE = Power Pole, Telephone Pole, Light Pole, Flagpole, etc. ROAD = Private Road, Public Road, or Interstate Highway RR = Railroad SIGN = Sign, Billboard, etc. STACK = Smokestack, 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 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. Navigational aids and lighting apparatus associated with the operation of an airport are fixed by function and will NOT be reported as an obstruction.
A/H/V	53	Obstruction Marked/Lighted	The entry is for two runway ends, and the two runway ends each have fields for entry. Indicate whether or not the controlling obstruction in data element 52 is marked and/or lighted by selecting one of the following: L = Lighted LM = Both Marked and Lighted M = Marked NL = Not Marked or Lighted
A/H/V	54	Height Above Runway End	The entry is for two runway ends, and the two runway ends each have fields for entry. 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. 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
A/H/V	55	Distance From Runway End	The entry is for two runway ends, and the two runway ends each have fields for entry. Enter the distance in feet along the runway centerline extended from the runway threshold (not the displaced threshold) to the controlling obstruction. Measure the

Facility Type	Field No. on AMR	Field Title	Field Description
			distance horizontally along the extended runway centerline (not a slant distance) to the point abeam the obstruction.
A/H/V	56	Centerline Offset/Centerline Offset Direction	The entry is for two runway ends, and the two runway ends each have fields for entry. 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. 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. Centerline Offset Direction Next select whether the obstruction is right (R) or left (L) of the centerline as viewed by a pilot on final approach. 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. <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> 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 Note: This element is not required for civil private-use airports.
A/H/V	57	Obstruction Clearance Slope	The entry is for two runway ends, and the two runway ends each have fields for entry. 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. 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. 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.

Facility Type	Field No. on AMR	Field Title	Field Description
			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. For paved/unpaved combination runways, each end of the primary surface coincides with the corresponding end of the runway. PAVED SURFACE RUNWAYS: Approach Ratio Calculation The distance from the runway end (data element 55) minus 200 feet, divided by the height above the runway end (data element 54). NON-PAVED SURFACE (UNPAVED) RUNWAYS: Approach Ratio Calculation 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.] 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. APPROACH SLOPE FOR DISPLACED THRESHOLDS: The obstruction clearance surface starts at the actual displaced threshold for both paved runways and non-paved surface runways and has the same dimensions as the part 77 Category Approach Surface for the runway end. Select the obstruction within the boundaries of this surface that controls the obstruction clearance slope to the displaced threshold in a reference remark. All heights and distances are with respect to the displaced threshold. For example: A057 RWY 09 +24FT TREE, DIST 600FT, 200FT R, APCH SLOPE 25:1 DSPLCD THLD. However, if there are no objects penetrating the obstruction clearance surface at the displaced threshold, enter either 20:1 or 34:1 or 50:1, depending on the Part 77 Category Approach Slope in a reference remark. For example: A057 RWY 09 APCH SLOPE 34:1 FROM DSPLCD THLD. Approach Ratio Calculation for a Displaced threshold applies to both Paved Surfaces and Non-Paved Surface Runways (slope ratio range from 1:1 to 50:1)

Facility Type	Field No. on AMR	Field Title	Field Description
			The object distance from the displaced threshold divided by the height of the object above the displaced threshold. 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 to 19. (Note: Note: for a slope calculation of less than one, enter 1) For Heliports - Default value for IFR Heliports is 8:1. For Vertiports – Default value for IFR Vertiports is 8:1 Slope always starts at FATO and is always related to HCH. This slope is used in FAA Order 8260.42B)
A/H/V	58	Close-In Obstruction	The entry is for two runway ends, and the two runway ends each have a drop down for selection. This data element is for hard surface runways only. There can never be a close-in obstruction at the end of an unpaved runway. Select Yes if there is an obstruction in the primary surface area 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. For example: A058 RWY 18 HAS 4 FT HILL 150 FT FROM THE RWY END AND 100 FT R. Note: This element is not applicable to civil private-use airports.
A	60	Take Off Run Available (TORA)	Represents the takeoff run available. It is the runway length declared available and suitable for the ground run of an airplane taking off. Note: This element is not applicable to civil private-use airports.
A	61	Take Off Distance Available (TODA)	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. NOTE: The full length of TODA may not be usable for all takeoffs because of obstacles in the departure area. 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.
A	62	Accelerate Stop Distance	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.

Facility Type	Field No. on AMR	Field Title	Field Description
		Available (ASDA)	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. NOTE: The term “overrun” is used only in reference to military airports. Note: This element is not applicable to civil private-use airports.
A	63	Landing Distance Available (LDA)	Represents the landing distance available. It is the runway length declared available and suitable for a landing airplane. Note: This element is not applicable to civil private-use airports.
A/H/V	70	Fuel	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. 100 = Grade 100 Gasoline (green) 100L = Grade 100 Low-Lead Gasoline (blue) A++ = Jet A, Kerosene, with FS–II*, CI/LI#, SDA##, FP** minus 40ºC. A++10 = (A++100) Jet A, Kerosene, with FS–II*, CI/LI#, SDA##, FP** minus 40ºC, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels. A1 = Jet A–1, Kerosene, without FS–II*, FP** minus 47ºC. A1+ = Jet A–1, Kerosene with FS–II*, FP** minus 47º C. A = Jet A, Kerosene, without FS–II*, FP** minus 40º C. A+ = Jet A Kerosene with Icing Inhibitor H = Hydrogen J = (Jet Fuel Type Unknown) J5 = (JP5)(JP–5 military specification) Kerosene with FS–II, FP** minus 46ºC. J8 = (JP8)(JP–8 military specification) Jet A–1, Kerosene with FS–II*, CI/LI#, SDA##, FP** minus 47ºC. J8+10 = (J8+100) (JP–8 military specification) Jet A–1, Kerosene with FS–II*, CI/LI#, SDA##, FP** minus 47ºC, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels. MOGAS = Automobile gasoline which is to be used as aircraft fuel. UL91 = Unleaded Grade 91 gasoline UL94 = Unleaded Grade 94 gasoline UL100 = Unleaded 100 Grade gasoline *(Fuel System Icing Inhibitor) **(Freeze Point) # (Corrosion Inhibitors/Lubricity Improvers) ## (Static Dissipator Additive)

Facility Type	Field No. on AMR	Field Title	Field Description
A/H/V		Aircraft Charging Stations	Select the checkbox for all the charging stations that are available. ECS = Electric Charging Station HCS = Hydrogen Charging Station BCS = Battery Charging Station SCS = Solar Charging Station ACS = Auto Charging Station
A/H/V		Aircraft Electric Charging Power Rating	Select the type of charge provided at the airport. DC = Direct Current AC = Alternating Current
A/H/V		Aircraft Electric Charger Power Output	Specify the power rating for the electric charger. (Ex: W/Kw/Mw etc.)
A/H/V		Aircraft Electric Charging Station Plug Type	Specify the type of plug connection for the electric charging station. J1772 = AC Mennekes = AC GB/T = DC CCS Type 1 = DC CCS Type 2 = DC MCS = DC CHAdeMo = DC Other
A/H/V		Number of Aircraft Electric Charging Stations	Specify the number of aircraft electric charging stations located at the airport
A/H/V		Support Infrastructure	PWF = Passenger Waiting Facility PSU = Provider of Services ATS = Aircraft Tug Station FSES = Fire Suppression/Extinguishing System ICE = Deicing Equipment CAB = Aircraft Cabin Thermal Conditioning Equipment BTCS = Battery Thermal Conditioning System PAX = Passenger/Cargo Loading Equipment MX = Maintenance Platforms, Ladders, Inspection Equipment (to access/inspect top of aircraft)
A/H/V	71	Airframe Repairs	Select the type of airframe repair that is available at the airport. There are three available values: Major, Minor and None.

Facility Type	Field No. on AMR	Field Title	Field Description
			Major airframe repairs require the maintenance technician performing or inspecting the work to have the additional qualification as an Airworthiness Inspector (IA). Minor airframe repairs are the repairs that can be performed by an Airframe and Powerplant mechanic (A&P). Note: This element is not applicable to civil private-use airports.
A/H/V	72	Power Plant Repairs	Select the type of power plant repair that is available at the airport. There are three available values: Major, Minor and None. Major powerplant repairs require the maintenance technician performing or inspecting the work to have the additional qualification as an Airworthiness Inspector (IA). Minor powerplant repairs are the repairs that can be performed by an Airframe and Powerplant mechanic (A&P). Note: This element is not applicable to civil private-use airports.
A/H/V	73	Bottle Oxygen	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. Select HIGH to indicate that high-pressure oxygen replacement bottles are available at the airport for sale to the general public. Select LOW to indicate that low-pressure oxygen replacement bottles are available at the airport for sale to the general public. Select HIGH/LOW when both HIGH and LOW pressure oxygen replacement bottles are available at the airport for sale to the general public. 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 Note: This element is not applicable to civil private-use airports.
A/H/V	74	Bulk Oxygen	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. Select HIGH to indicate that bulk storage high-pressure oxygen is available at the airport for sale to the general public. Select LOW to indicate that bulk storage low-pressure oxygen is available at the airport for sale to the general public.

Facility Type	Field No. on AMR	Field Title	Field Description
			Select HIGH/LOW when both HIGH and LOW pressure bulk storage oxygen are available at the airport for sale to the general public. 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 Note: This element is not applicable to civil private-use airports.
A/H/V		Bulk Hydrogen Storage	Select the Hydrogen Storage available at the airport. HST = Hydrogen Storage Tanks
A/H/V	75	Transient Storage	Select Yes or No for facilities available to the public. 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. Note: This element is not applicable to civil private-use airports.
A/H/V	76	Other Services	Select the checkbox for other types of services available at the airport. 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 SLF_SVC = Self-Serve SLF_SVC_24 = Self-Serve Available 24 HRs TOW = Glider Towing 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. Note: This element is not applicable to civil private-use airports.
A/H/V	80	Beacon	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. W = White WG = White -Green (Civil airport) WGY = White -Green-Yellow (Heliport) WY = White -Yellow (Seaplane Base)

Facility Type	Field No. on AMR	Field Title	Field Description
			G = Green SWG = Split- White -Green (Military airport) Y = Yellow
A/H/V	81	Lighting Schedule	This data element refers to the schedule of any other lighting aids that are also on the same schedule as the airport, heliport, or vertiport beacon. If a beacon exists, enter the operating schedule. Enter the lighting schedule of the airport, heliport or vertiport beacon. See remark SS-SR (Sunset to Sunrise) If runway or other light schedules vary from the Airport Beacon Light Schedule, describe them in a referenced remark. See remark requires an explanatory referenced remark. For example: ACTVT LIRL RY 18/36 AND VASI RWY 18 – 122.7. For example: FOR LIRL RWY 18/36 CALL XXX-XXX-XXXX.
A/H/V	82	UNICOM	In order to change this field, please provide the FCC License information directly to the Aeronautical Information Portal at https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ Represents the frequency of the aeronautical advisory station (UNICOM) on the airport licensed by the FCC. 122.700 122.725 122.800 122.950 122.975 123.000 123.050 123.075 Note: Frequency 122.9 is not a Unicom frequency; it is a multicom frequency, and an FCC license is not required. Note: The FCC issues only one Unicom frequency per airport.
A/H/V	83	Wind Indicator	Select Yes or No to indicate the existence of a wind indicator at the airport. If the airport, vertiport or heliport has a wind indicator and it is lighted, select **Yes-Lighted.**

Facility Type	Field No. on AMR	Field Title	Field Description
A/H/V	84	Segmented Circle	Select Yes or No to indicate the existence of a segmented circle at the airport. If the airport has a segmented circle and it is lighted, select **Yes-Lighted**
A/H/V	85	Control Tower	Element assigned by the FAA. To change this information submit the revision directly to the Aeronautical Information Portal at https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ per the guidelines defined in FAA Order 7900.2. Represents Y for Yes or N for No to indicate the existence of an Airport Traffic Control Tower.
A/H/V	86	Flight Service Station (FSS)	Element assigned by the FAA. To change this information submit the revision directly to the Aeronautical Information Portal at https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ per the guidelines defined in FAA Order 7900.2. Represents the Flight Service Station for the airport (if available).
A/H/V	87	FSS on Airport	Element assigned by the FAA. To change this information submit the revision directly to the Aeronautical Information Portal at https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ per the guidelines defined in FAA Order 7900.2. Represents if the Flight Service Station is on airport.
A/H/V	88	FSS Phone Number	Element assigned by the FAA. To change this information submit the revision directly to the Aeronautical Information Portal at https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ per the guidelines defined in FAA Order 7900.2. Represents FSS phone number.
A/H/V	89	Toll Free Number	Element assigned by the FAA. To change this information submit the revision directly to the Aeronautical Information Portal at https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ per the guidelines defined in FAA Order 7900.2. Represents Flight Service Station toll free phone number.
H/V		Closest AWOS/ASOS/ ATIS (Freq)	To change this information submit the revision directly to the Aeronautical Information Portal at https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ Frequency of the closest AWOS, ASOS, or ATIS available to facility.

Facility Type	Field No. on AMR	Field Title	Field Description
A/H/V	110	Facility Remarks	Enter all general remarks that cannot be tied a specific numbered data element in this section. Ensure that all remarks are worded as clearly as possible to avoid pilot confusion. Approved FAA Contractions: https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.information/documentID/1032806
A/H/V		Submittal Type	Editable only during submission of changes for facility. Select a particular submittal type: Additional Information = Submitting changes between Inspections. Inspection = Actual On-Site Inspection.
A/H/V	111	Inspector Type	Editable only during submittal of an **Inspection** type. C = Contractor Inspected F = FAA Inspected N = Not Inspected S = State Inspected Note: This element is not applicable to civil private-use airports.
A/H/V	112	Last Inspected Date	Editable only during submittal of an **Inspection** type. Enter the month/day/year that a physical inspection was conducted. Note: This element is not applicable to civil private-use airports but is applicable to heliports is included in html but missing here
A/H/V	113	Last Info. Response Date	Note: This element is only required for civil private-use airports and refers to the month/day/year the data is submitted. Defaults to current system date when submitting changes to a private-use airport.