

## 3.1 Required AGIS Feature Classes

The FAA AC 150/5300-18B Standard defines the geospatial components required for FAA AGIS compliant geospatial data used to conduct Airport aeronautical surveys. The AC does not necessarily contain all required GIS data stored and maintained within the SFO GIS Enterprise Database or the Airport Layout Plan (ALP).

However, it can be interpreted that several “safety critical” GIS feature classes are required for every aeronautical survey, and test datasets submitted to the FAA AGIS website will return a result that indicates if the feature class is a “required” value for the parameters selected.

Table 3 lists the “safety critical” GIS feature classes developed by the FAA and which can be found on the FAA’s AGIS website (<https://airports-gis.faa.gov/>) **Any project that results in changes to these feature classes should result in a timely submitted to the FAA AGIS system of the updated data.**

Table 3 - FAA AGIS Safety Critical Features

Section 5.8.1	Airport Control Point – Runway Intersection Point
Section 5.8.2	Airport Control Point – Airport Elevation
Section 5.8.3	Airport Control Point – Centerline Perpendicular Points
Section 5.8.4	Airport Control Point – Displaced Threshold Point
Section 5.8.5	Airport Control Point – Stopway Ends
Section 5.8.6	Airport Control Point – Profile Points
Section 5.8.7	Airport Control Point – Touchdown Zone Elevation (TDZE)
Section 5.8.8	Airport Control Point – Primary and Secondary Airport Control Stations (PACS/SACS)
Section 5.5.1	Landmark Segment
Section 5.4.19	Marking Area (for Runway)
Section 5.4.20	Marking Line (for Runway)
Section 5.10.2	Navaid Equipment – Airport Beacon (APBN)
Section 5.10.3	Navaid Equipment – Air Route Surveillance Radar (ARSR) or Airport Surveillance Radar (ASR)
Section 5.10.4	Navaid Equipment – Approach Light System (ALS)
Section 5.10.5	Navaid Equipment – Back Course Marker (BCM)
Section 5.10.6	Navaid Equipment – Distance Measuring Equipment (DME)
Section 5.10.7	Navaid Equipment –Glide Slope – End Fire (GS)
Section 5.10.8	Navaid Equipment – Fan Marker (FM)
Section 5.10.9	Navaid Equipment – Glideslope (GS)
Section 5.10.10	Navaid Equipment – Ground Controlled Approach (GCA) Touchdown Reflectors
Section 5.10.11	Navaid Equipment – Inner Marker (IM)
Section 5.10.12	Navaid Equipment – Localizer (LOC)
Section 5.10.13	Navaid Equipment – Localizer Type Directional Aid (LDA)
Section 5.10.14	Navaid Equipment – Middle Marker (MM)
Section 5.10.15	Navaid Equipment – MLS Azimuth Antenna (MLSAZ)
Section 5.10.16	Navaid Equipment – MLS Elevation Antenna (MLSEZ)

Section 5.10.17	Navaid Equipment – Non-Directional Beacon (NDB)
Section 5.10.18	Navaid Equipment – Outer Marker (OM)
Section 5.10.19	Navaid Equipment – Precision Approach Path Indicator (PAPI) System
Section 5.10.20	Navaid Equipment – Precision Approach Radar (PAR) Touchdown Reflectors
Section 5.10.21	Navaid Equipment – Pulse Light Approach Slope Indicator (PLASI) System
Section 5.10.22	Navaid Equipment – Pulsating Visual Approach Slope Indicator (PVASI)
Section 5.10.23	Navaid Equipment – Runway End Identifier Lights (REIL)
Section 5.10.24	Navaid Equipment – Simplified Directional Facility (SDF)
Section 5.10.25	Navaid Equipment – Tactical Air Navigation (TACAN)
Section 5.10.26	Navaid Equipment – Tricolor Visual Approach Slope Indicator System (TRCV)
Section 5.10.27	Navaid Equipment – “T” Visual Approach Slope Indicator System (T-VASI)
Section 5.10.28	Navaid Equipment – VHF Omni Directional Range (VOR)
Section 5.10.29	Navaid Equipment – Visual Approach Slope Indicator System (VASI)
Section 5.10.30	Navaid Equipment – VOR/TACAN (VORTAC)
Section 5.5.2	Obstacle
Section 5.5.3	Obstruction Area
Section 5.5.4	Obstruction ID Surface
Section 5.4.22	Runway
Section 5.4.25	Runway Blast Pad
Section 5.4.8	Runway Centerline
Section 5.4.12	Runway Element
Section 5.4.26	Runway End
Section 5.4.27	Runway Label
Section 5.4.13	Stopway
Section 5.4.18	Touchdown Lift Off