



## Federal Aviation Administration

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# Readme

Date: January 22, 2026

To: Users of the Aeronautical Information Service (AIS) 28 Day NASR Subscription

From: Aeronautical Information Services

Subject: Comma-Separated Values (CSV) files

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There have been requests from users internal and external for an alternative to the flat text fixed length legacy subscriber files. The CSV files documented here are an attempt to meet this need of a more user-friendly data file. There is a full complement of the legacy subscriber data coded as CSV. Each CSV grouping is accompanied by a DATA LAYOUT document and a CSV DATA STRUCTURE file. See the Data Layout Document and CSV Data Structure File for further information on what data (including data types, max length, nullable, how displayed and organized) is contained in each. For those looking to transition from TXTs to CSVs, we have provided a Legacy TXT to CSV Mapping Document. You can Download it from a link at the top of the Preview and Current 28 Day NASR Subscription page.

Since CSV subscriber files are a new product, we may be making minor changes to the files through 2024 as user input is incorporated. The data within the files is valid data and operationally usable - like the legacy txt. Only the structure of the file may change. Like we do with the current TXT subscriber files, we will provide advance notice of format changes prior to release.

### DATUM

The CSV subscriber files do not cite a datum for geodetic coordinates. All US coordinate information provided currently references NAD 83.

### SUNSETTING OF LEGACY .TXT SUBSCRIBER FILES

FAA is in the process of sunsetting the legacy .txt NASR subscriber files. The timeframe for sunsetting .txt subscriber files is targeted for the 24 Dec 2026 AIRAC cycle. The .txt format NASR subscriber files will be replaced with a set of .csv format subscriber files, which are currently available. A Legacy TXT to CSV Mapping Document is available for download via the main 28-Day Subscription page to ease transition.

NOTE: Beginning with the 19 March 2026 AIRAC cycle, .txt subscriber files will no longer contain new data entrants in NASR. New data entrants will be available only in .csv subscriber files.

### **AIR TRAFFIC CONTROL COMMUNICATION CSV files – ATC\_\*.csv**

The ATC\_\*.csv files were designed from a deconstruction of the legacy TWR.txt and AFF.txt Subscriber Files. ATC\_\*.csv files are not a complete replacement but a logical grouping of Tower specific data, Radio Call and Operator Data from TWR1 record, Services from TWR4 record, ATIS from TWR9 record, APCH/DEP Primary/Secondary Operator Hours from TWR2 record, ARTCC/CERAP data from AFF1 record, Remarks from the TWR6 record and ARTCC/CERAP remarks from AFF2.

The ATC\_\*.csv consists of the following files: ATC\_BASE.csv, ATC\_ATIS.csv, ATC\_SVC.csv and ATC\_RMK.csv.

### **AIRPORT CSV files – APT\_\*.csv**

**COMING FORMAT CHANGE:** AIRPORT (APT\_RWY.csv) PAVEMENT CLASSIFICATION FIELD CHANGE – Software changes to incorporate Pavement Classification Rating (PCR) in the APT\_RWY.csv NASR Subscriber File are currently planned for a future release of the NASR Subscriber Files. A new “PAVEMENT CLASSIFICATION” column will be added to the APT\_RWY.csv subscriber file which will denote either “PCN” or “PCR”. With the transition towards utilizing the PCR method for rating the strength of an airport runway, the current PCN fields will reflect either PCN values or PCR values (but not both), or null. For PCN or PCR, the PCN/PCR number is concatenated with the Pavement type, Subgrade Strength, Tire Pressure, and Evaluation Method. Since PCR Number allows for up to 4 characters, the PCN/PCR Number field will increase from 3 characters to 4 characters.

**UPDATE for 11/27/25:** AIRPORT (APT\_BASE.csv) NEW FUEL TYPES – Three new fuel types are available in the .csv subscriber files beginning with the 27 November 2025 AIRAC cycle.

- H – Hydrogen
- G100UL – Unleaded Grade 100 gasoline. Note: G100 in the .txt subscriber file is the same as G100UL in the .csv subscriber file
- 100R - Unleaded Grade 100 gasoline

NOTE: G100 and G100UL are the same fuel types. Due to character limit constraints associated with the .txt subscriber file format, G100UL has been truncated to G100.

**UPDATE for 12/26/24:** AIRPORT (APT\_BASE.csv) BASED AIRCRAFT AND ANNUAL OPERATIONS DATA – The based aircraft and annual operations data fields found in the APT\_BASE.csv data set have been removed from the APT\_BASE.csv file beginning with the December 26, 2024 effective cycle. These fields in the CSV APT\_BASE.csv subscriber file are NULL beginning with the 09/05/2024 effective cycle.

**UPDATE for 09/05/24:** AIRPORT (APT\_BASE.csv) BASED AIRCRAFT AND ANNUAL OPERATIONS DATA – The based aircraft and annual operations data in the APT\_BASE.csv data set, elements A90-96 and A100-105, has been removed from the NASR database and is no longer contained in NASR Subscriber files as of the September 5, 2024 effective date. These fields in the CSV APT\_BASE.csv subscriber file are NULL. Information regarding based aircraft can be found at the National Based Aircraft Inventory Program located on the web at <https://basedaircraft.com/>. Information on aircraft operations is available from FAA's FAA Aviation System Performance Metrics <https://aspm.faa.gov>.

The APT\_\*.csv files were designed as an alternative file type/layout to the legacy APT.txt subscriber file. It contains the full complement of data that is found in the APT.txt, with the exception of any frequency data which is now located in the FRQ.csv. Data, while comparable to the legacy APT.txt, is in some cases organized and presented in a different way. The APT\_\*.csv files contain data that was not previously included in APT.txt subscriber – e.g. all airport contact information, not just OWNER/MANAGER, all Fuel Types, etc.

The APT\_\*.csv consists of the following files: APT\_ARS.csv, APT\_ATT.csv, APT\_BASE.csv, APT\_CON.csv, APT\_RMK.csv, APT\_RWY.csv and APT\_RWY\_END.csv.

#### AIRSPACE FIXES CSV files – FIX\_\*.csv

**COMING FORMAT CHANGE:** FIX (FIX\_BASE.csv, FIX\_CHRT.csv) NEW CHARTING TYPE – A new ATS Airway Designation in the AWY\_BASE.csv NASR Subscriber File is planned for a future release of the NASR Subscriber Files. SP = SPECIAL ROUTE Designation and description will be added to the AWY\_BASE.csv Subscriber File. "Special, non-regulatory (non-Part 95) ZK Routes are low-level, IFR, performance-based (RNAV) navigation routes primarily used by Helicopter Air Ambulance operators. They are not included on public charts. You may not file or use these routes without approval from FAA Flight Standards. These Special airways will be updated on a 56-day cycle.". Fixes that are part of these routes will be denoted with a "SPECIAL ENROUTE" charting type in FIX\_BASE.csv under "CHARTS" and in FIX\_CHRT.csv under "CHARTING TYPE DESC".

The FIX\_\*.csv files were designed as an alternative file type/layout to the legacy FIX.txt subscriber file. It contains the full complement of data that is found in the FIX.txt. Data, while comparable to the legacy FIX.txt, is in some cases organized and presented in a different way.

The FIX\_\*.csv consists of the following files: FIX\_BASE.csv, FIX\_CHRT.csv and FIX\_NAV.csv.

#### AIRWAY CSV files – AWY\_\*.csv

**COMING FORMAT CHANGE:** ATS NON-REGULATORY AIRWAYS (AWY\_BASE.csv) ATS AIRWAY DESIGNATION ADDITION – A new ATS Airway Designation in the AWY\_BASE.csv NASR Subscriber File is planned for a future release of the NASR Subscriber Files. SP = SPECIAL ROUTE Designation and description will be added to the AWY\_BASE.csv Subscriber File. "Special, non-regulatory (non-Part 95) ZK Routes are low-

level, IFR, performance-based (RNAV) navigation routes primarily used by Helicopter Air Ambulance operators. They are not included on public charts. You may not file or use these routes without approval from FAA Flight Standards. These Special airways will be updated on a 56-day cycle.".

**UPDATE for 09/04/25:** Beginning with the August 7, 2025 effective date, four AK Capstone Routes were added to the AWY\_\*.csv file. Users must have specific FAA authorization, through Operation Specifications or Letter of Authorization, obtained from Flight Standards to use the following routes: R2010, R2015, R2020, R2025. The aircraft's lateral deviation display scaling must support the RNP 1 EnRoute Operations.

**UPDATE for 09/05/24:** A new CSV that merges AWY\_SEG.csv and AWY\_ALT.csv called AWY\_SEG\_ALT.csv has been added to the AWY\_\*.zip grouping. AWY\_SEG.csv and AWY\_ALT.csv have been removed. Also, MEA\_GAP description in the AWY Layout Document was updated to include the "N" value.

*This is an Enroute Charting file that is only generated new every 56 days.*

The AWY\_\*.csv files were designed as an alternative file type/layout to the legacy AWY.txt and ATS.txt subscriber files. It does not contain the full complement of data that is in the AWY.txt and ATS.txt. Several data items removed as non-essential. A new column called REGULATORY added to be able to combine the two files. Airways designated as REGULATORY "Y" correspond to AWY.txt and REGULATORY "N" correspond to ATS.txt. Data, while comparable to the legacy AWY.txt and ATS.txt, is in some cases organized and presented in a different way.

The AWY\_\*.csv consists of the following files: AWY\_BASE.csv and AWY\_SEG\_ALT.csv.

#### **ARTCC BOUNDARY DATA CSV files – ARB\_\*.csv**

*This is an Enroute Charting file that is only generated new every 56 days.*

The ARB\_\*.csv files were designed as an alternative file type/layout to the legacy ARB.txt subscriber file and the legacy AFF1 record of the AFF.txt subscriber file. It contains the full complement of data that is found in the ARB.txt and info specific to ARTCCs found in the AFF1 record of the AFF.txt. Data, while comparable to the legacy ARB.txt and AFF.txt, is in some cases organized and presented in a different way.

The ARB\_\*.csv consists of the following files: ARB\_BASE.csv and ARB\_SEG.csv.

#### **ASOS/AWOS CSV file – AWOS.csv**

The AWOS.csv file was designed as an alternative file type/layout to the legacy AWOS.txt subscriber file. It contains the full complement of data that is found in the AWOS.txt with the exception of the frequency data which can be found in FRQ.csv. Data, while comparable to the legacy AWOS.txt, is in some cases organized and presented in a different way.

## **CLASS AIRSPACE CSV file – CLS\_ARSP.csv**

The CLS\_ARSP.csv was designed from a deconstruction of the legacy TWR.txt Subscriber File as a logical grouping of the data found in the TWR8 record - CLASS B/C/D/E AIRSPACE AND AIRSPACE HOURS DATA.

## **CODED DEPARTURE ROUTES CSV file – CDR.csv**

*This is an Enroute Charting file that is only generated new every 56 days.*

The CDR.csv was designed to replace the legacy CDR.txt Subscriber File. Data while comparable to the legacy CDR.txt also includes a header row and six additional columns - ACNTR, TCNTRs, CoordReq, Play, NavEqp and Length.

## **COMMUNICATIONS OUTLET FACILITIES CSV file – COM.csv**

The COM.csv file was designed as a logical grouping of all Communications Outlet Facilities found in the legacy COM.txt and AFF.txt subscriber files. It contains the full complement of data that is found in the COM.txt as well as RCAG data from the legacy AFF.txt subscriber file. Data, while comparable to the legacy COM.txt and AFF.txt, is in some cases organized and presented in a different way.

## **FLIGHT SERVICE STATIONS CSV files – FSS\_\*.csv**

The FSS\_\*.csv files were designed as an alternative file type/layout to the legacy FSS.txt subscriber file. It does not contain the full complement of data that is in the FSS.txt. FSS frequency data moved to FRQ.csv. FSS.txt items that are redundant because they are contained in other legacy subscriber products are not included here. Owner and Operator information removed as all US FSS are FAA owned and operated. Data, while comparable to the legacy FSS.txt, is in some cases organized and presented in a different way.

The FSS\_\*.csv consists of the following files: FSS\_BASE.csv and FSS\_RMK.csv.

## **FREQUENCY CSV file – FRQ.csv**

The FRQ.csv was designed as a comprehensive frequency data file. It is a consolidation of the frequency, use, and airport servicing that is currently reported in the TWR.txt and AFF.txt legacy subscriber files, specifically in the TWR3, TWR7, AFF3 and AFF4 records. It also includes RCO from COM.txt, GCO/CTAF/UNICOM from RMK record type in the APT.txt, ASOS/AWOS from AWOS.txt and FSS/RADIO from FSS.txt.

## **HOLDING PATTERN CSV files – HPF\_\*.csv**

The HPF\_\*.csv files were designed as an alternative file type/layout to the legacy HPF.txt subscriber file. It contains the full complement of data that is found in the HPF.txt. Data, while comparable to the legacy HPF.txt, is in some cases organized and presented in a different way.

The HPF\_\*.csv consists of the following files: HPF\_BASE.csv, HPF\_CHRT.csv, HPF\_RMK.csv and HPF\_SPD\_ALT.csv.

#### **INSTRUMENT LANDING SYSTEM CSV files – ILS\_\*.csv**

The ILS\_\*.csv files were designed as an alternative file type/layout to the legacy ILS.txt subscriber file. It contains the full complement of data that is found in the ILS.txt. It does not, however, contain DECOMMISSIONED Systems or Components. Data, while comparable to the legacy ILS.txt, is in some cases organized and presented in a different way.

The ILS\_\*.csv consists of the following files: ILS\_BASE.csv, ILS\_DME.csv, ILS\_GS.csv, ILS\_MKR.csv and ILS\_RMK.csv.

#### **LOCATION IDENTIFIER DATA CSV file – LID.csv**

The LID.csv file was designed as an alternative file type/layout to the legacy LID.txt subscriber file. It contains the full complement of data that is found in the LID.txt. Data, while comparable to the legacy LID.txt, is in some cases organized and presented in a different way.

#### **MILITARY OPERATIONS CSV file – MIL\_OPS.csv**

The MIL\_OPS.csv was designed from a deconstruction of the legacy TWR.txt Subscriber File as a logical grouping of military data found in the TWR1 and TWR2 records.

#### **MILITARY TRAINING ROUTE CSV files – MTR\_\*.csv**

*This is an Enroute Charting file that is only generated new every 56 days.*

The MTR\_\*.csv files were designed as an alternative file type/layout to the legacy MTR.txt subscriber file. It contains the full complement of data that is found in the MTR.txt. Data, while comparable to the legacy MTR.txt, is in some cases organized and presented in a different way.

The MTR\_\*.csv consists of the following files: MTR\_BASE.csv, MTR\_AGY.csv, MTR\_PT.csv, MTR\_SOP.csv, MTR\_TERR.csv and MTR\_WDTH.csv

#### **MISCELLANEOUS ACTIVITY AREA CSV files – MAA\_\*.csv**

The MAA\_\*.csv files were designed as an alternative file type/layout to the legacy MAA.txt subscriber file. It contains the full complement of data that is found in the MAA.txt. Data, while comparable to the legacy MAA.txt, is in some cases organized and presented in a different way.

The MAA\_\*.csv consists of the following files: MAA\_BASE.csv, MAA\_CON.csv, MAA\_RMK and MAA\_SHP.csv.

#### **NAVIGATION AID CSV files – NAV\_\*.csv**

The NAV\_\*.csv files were designed as an alternative file type/layout to the legacy NAV.txt subscriber file. It contains the full complement of data that is found in the NAV.txt. It does not,

however, contain DECOMMISSIONED NAVAIDS. Data, while comparable to the legacy NAV.txt, is in some cases organized and presented in a different way.

The NAV\_\*.csv consists of the following files: NAV\_BASE.csv, NAV\_CKPT.csv and NAV\_RMK.csv.

### **PARACHUTE JUMP AREA CSV files – PJA\_\*.csv**

*This is an Enroute Charting file that is only generated new every 56 days.*

The PJA\_\*.csv files were designed as an alternative file type/layout to the legacy PJA.txt subscriber file. It contains the full complement of data that is found in the PJA.txt. Data, while comparable to the legacy PJA.txt, is in some cases organized and presented in a different way.

The PJA\_\*.csv consists of the following files: PJA\_BASE.csv and PJA\_CON.csv.

### **PREFERRED ROUTE CSV files – PFR\_\*.csv**

**COMING FORMAT CHANGE:** PREFERRED ROUTES (PFR\_BASE.csv, PFR\_RMT\_FMT.csv) INCREASED DESIGNATOR, DESCRIPTION, AND AIRCRAFT FIELD SIZE – Software changes to increase the field size of the "Designator" field, the "Special Area Description" field, and the "Aircraft" field for all PFR route types in the PFR\_BASE.csv and PFR\_RMT\_FMT.csv NASR Subscriber Files are currently planned for a future release of the NASR Subscriber Files (for PFR\_RMT\_FMT.csv, only the "Special Area Description" and "Aircraft" fields apply). In the Designator field, the number of characters allowed will increase from 5 characters to 16 characters. The "Special Area Description" field will increase from 75 characters to 150 characters. The "Aircraft" field will increase to allow up to 100 characters.

*This is an Enroute Charting file that is only generated new every 56 days.*

The PFR\_\*.csv files are designed as an alternative file type/layout to the legacy PFR.txt subscriber file. It contains the full complement of data that is found in the legacy PFR.txt subscriber file. Data, while comparable to the legacy PFR.txt, is in some cases organized and presented in a different way.

The PFR\_\*.csv consists of the following files: PFR\_BASE.csv, PFR\_SEG.csv and PFR\_RMT\_FMT.csv.

### **RADAR CSV file – RDR.csv**

The RDR.csv was designed from a deconstruction of the legacy TWR.txt Subscriber File as a logical grouping of radar data found in the TWR5 record.

### **STANDARD DEPARTURE PROCEDURE CSV files – DP\_\*.csv**

**UPDATE for 09/05/24:** The RWY\_END\_ID field in the DP\_APT.csv file previously contained a null value when there was no applicable runway end identifier. A null assumed all runway ends at a given airport. The null value has been amended to 'ALL' to facilitate using the field as part of the

primary key. The DP\_CSV\_DATA\_STRUCTURE.csv has been amended to reflect ‘No’ for ‘Nullable’.

*This is an Enroute Charting file that is only generated new every 56 days.*

The DP\_\*.csv files were designed as an alternative file type/layout of the Departure Procedure (DP) information from the legacy STARDP.txt subscriber file. It contains a full complement of the DP data that is in the STARDP.txt. Data, while comparable to the legacy STARDP.txt, is in some cases organized and presented in a different way.

The DP\_\*.csv consists of the following files: DP\_BASE.csv, DP\_APT.csv and DP\_RTE.csv.

#### **STANDARD TERMINAL ARRIVAL CSV files – STAR\_\*.csv**

**UPDATE for 09/05/24:** The RWY\_END\_ID field in the STAR\_APT.csv file previously contained a null value when there was no applicable runway end identifier. A null assumed all runway ends at a given airport. The null value has been amended to ‘ALL’ to facilitate using the field as part of the primary key. The STAR\_CSV\_DATA\_STRUCTURE.csv has been amended to reflect ‘No’ for ‘Nullable’.

*This is an Enroute Charting file that is only generated new every 56 days.*

The STAR\_\*.csv files were designed as an alternative file type/layout of the Standard Terminal Arrival (STAR) information from the legacy STARDP.txt subscriber file. It contains a full complement of the STAR data that is in the STARDP.txt. Data, while comparable to the legacy STARDP.txt, is in some cases organized and presented in a different way.

The STAR\_\*.csv consists of the following files: STAR\_BASE.csv, STAR\_APT.csv and STAR\_RTE.csv.

#### **WEATHER REPORTING LOCATIONS CSV files – WXL\_\*.csv**

*This is an Enroute Charting file that is only generated new every 56 days.*

The WXL\_\*.csv files were designed as an alternative file type/layout to the legacy WXL.txt subscriber file. It contains the full complement of data that is found in the WXL.txt. Data, while comparable to the legacy WXL.txt, is in some cases organized and presented in a different way.

The WXL\_\*.csv consists of the following files: WXL\_BASE.csv and WXL\_SVC.csv.

Feedback greatly appreciated. Please enter your feedback in the Aeronautical Information Portal. <https://nfdc.faa.gov/nfdcApps/controllers/PublicSecurity/nfdcLogin>