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ADAPTATION DATA LOGICAL CHARACTERISTICS DOCUMENT FOR THE MODEL 1, PACKAGE 2, DATA BASE OF THE FLIGHT SERVICE AUTOMATION SYSTEM

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16. Abstract

This document is an adaptation guide for the Model 1, Package 2 Data Base of the Automated Flight Service Station System. The intent of this document is to outline the collection and formatting procedures for the adaptation of the Automated Flight Service Station (AFSS) Model 1, Package 2 Data Base.

This document is divided into 13 sections; section 2 through section 13 each contain separate files. These files are made up of sets of data, and each set of data contains key characters and data that relate to that file.

System adaptation is on a Symbolic Program Tape (SPT) in card format. Since each site identifies some of its own data, the Adaptation Data Logical Characteristics Document will be used as a guide in the preparation and recording of this data.

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1.0 INTRODUCTION

This document is an adaptation guide for the Model 1, Package 2 Data Base of the Flight Service Automation System (FSAS). The files identified in this document include those that were identified in the Model 1, Package 1 Data Base, and those additional files deemed necessary by the Flight Service Station Branch (ACT-250) Data Base Team.

This document is as complete as possible at this time. Additional files may be added. Existing files may be changed, deleted, or merged as the need arises. File justification was extracted from FAA-E-2685 Specification.

Certain files have data that are design dependent. An attempt was made not to adapt such data but to solicit that information from the contractor when approved.

This document is divided into 14 sections. Sections 2 thru 14 each contain separate files. These files are made up of sets of data, and each set of data contains key characters and data which relate to that file. The key characters and data fields will be explained in more detail in each section. All sets are from "I" key character to "I" key character and are made up of subsets. Subsets are composed of a key character and it's following units of data. Records compose a subset and are one line of data (80 characters including spaces). Files are written on a 800 BPI tape, odd parity, ASCII formatted, blocked, and separated by double End-of-File marks.

1.1 PURPOSE

The primary purpose of this document is to outline the collection procedures for the adaptation of the FSAS Data Base for Model 1, Package 2. No intent was made to explain how the computer program works, but only to identify data necessary for this phase of the Automated Flight Service System.

1.2 SOURCE

The following are eligible sources for FSAS Data Base input:

1. AAT-430 - will provide updates on the NFDC maintained inputs.

2. AAT-140/AAF-630 - will provide changes to system data or changes that are applicable to every FSDPS.

3. Appropriate publications from NOS, DOD, NFDC, and ICAO sources.

1.3 HOW DATA WILL BE PREPARED

System adaptation is on a Symbolic Program Tape (SPT) in card format. Since each site identifies some of its own data, the Adaptation Data Logical Characteristics Document will be used as a guide in the preparation and recording of this data. Recommendations and restrictions are included with each file in this document.

1.4 FORMAT

The following terms which are used in all adaptation files require definition:

1. FILE ---------- A file contains one category of data, such as WXDATA or LOCFIX, and is composed of sets of input data.

2. SET ---------- A set is a subcategory of a file. Each set begins with an "I" key character, and may be comprised of several subsets.

3. SUBSET -------- A subset of input data is a key character (other than an "I" key character) and its units of data, such as the "R" key character for the SA reporting stations in the WXDATA File.

4. RECORD -------- A record is one line of input data, (card formatted) 80 characters or bytes in length, within a subset.

5. KEY CHARACTER - A key character is a single character that may not be a unit of data but defines the units of data that follow it.

6. UNITS OF DATA - The input data fields that follow a key character. They are predefined as to the type and usage of data they may contain. Units of data must be two or more characters; i.e., 6 would be 06, "A" would be "AA." The only exception is within parenthesis.

Each file format (except for two key characters) is unique and is explained in this document. One of the exceptions is the key character "I", the other is the key character "$."

I - The key character "I" indicates the start of a set and the end of the preceding set.

$ - The key character "$" indicates the end of the file and the end of the preceding set. The "$" terminating any file of data cannot be in column 1, as a "$" in column 1 may be recognized by the monitor as a control character.

There are other key characters that have special use and should be mentioned at this time. Although they do not appear in every file, the key characters "(" (left parenthesis), and ")" (right parenthesis) have special meaning in adaptation.

(- The key character "(" (left parenthesis) indicates that data follow. The data field is followed by the third key character ")."

) - The key character ")" (right parenthesis) is explained in the preceding paragraph.

Each unit of data and each set identity must start and stop on the same card/record, except for characters enclosed in left and right parenthesis which may wrap around from column 72 of one card to column 1 of the next card.

NOTE: More specific information on the (special) key characters can be found in the section pertaining to the input file to which they apply.

The input format is a free format; i.e., any column on a card can be used for data except columns 73 through 80.

All units of data must be separated from other data units or key characters by at least one blank.

Remarks (comments) may appear on any card but must follow the remarks indicator ('). A prime may appear in any column on a card up to and including column 72. A prime (') following a unit of data must be preceded by a blank. All information after the prime, through card column 72, is considered a remark and would not be processed.

- The pound symbol will be used in this update and future updates to indicate a change, deletion, or addition.

AIR TRAFFIC CONTROL ADDRESS FILE (ATCA)

2.0 PURPOSE

This file contains the center teletype 3-letter identification and the associated computer system identification for Air Route Traffic Control Centers (ARTCC's). This file is used to correlate these addresses for flight plan purposes.

2.1 FILE FORMAT

ATCA

I CENTER TTY IDENTIFIER-COMPUTER IDENTIFIER

$ END OF FILE

2.2 \ EXPLANATION OF FORMAT

2.2.1 ATCA FILE IDENTIFIER

This identifier appears only once and precedes the ATCA file data set. The file identifier, key character, and units of data must be separated by at least one blank.

2.2.2 NAME VALUE

This key character begins a set of the ATCA file and is followed by two units of data. The first unit of data (3 letters) contains the center teletype (TTY) identifier. The second unit of data (3 letters) contains the identifier for the center computer address.

2.2.3 END OF FILE

This key character indicates the end of the ATCA adaptation file data set.

2.3 EXAMPLE OF FILE FORMAT WITH DATA:

```
ATCA
I ZAB ZCA      'ALBUQUERQUE
I ZTL ZCT      'ATLANTA
I ZBW ZCB      'BOSTON
I ZAU ZCG      'CHICAGO
I ZOB ZCC      'CLEVELAND
I ZDV ZCD      'DENVER
I ZFW ZCF      'FORT WORTH
I ZHU ZCH      'HOUSTON
I ZID ZCI      'INDIANAPOLIS
I ZJX ZCJ      'JACKSONVILLE
I ZKC ZCK      'KANSAS CITY
I ZLA ZCL      'LOS ANGELES
I ZME ZCM      'MEMPHIS
I ZMA ZCR      'MIAMI
I ZMP ZCP      'MINNEAPOLIS
I ZNY ZCN      'NEW YORK
I ZOA ZCO      'OAKLAND
I ZLC ZCU      'SALT LAKE CITY
I ZSE ZCS      'SEATTLE
I ZDC ZCW      'WASHINGTON, DC
 $             'END OF ATCA FILE
```

AIRWAY ROUTE FILE (AWAY)

3.0 PURPOSE

The purpose of this file is to define the routes used by the Flight Service Automation System. Route adaptation for low altitude (VICTOR), high altitude (JET), and area navigation (RNAV) routes are included in this file. The adaptation is the fixes that compose the routes and the routes that intersect or junction with that route. Each route is identified by a unique name (2 to 8 characters). There are three combinations of letters that cannot be used, XXX, VFR, or DVFR. This file applies to all FSDPS's.

3.1 FILE FORMAT

AWAY

I	ROUTE NAME
F	FIX NAME
J	JUNCTIONING ROUTE
Z	SEGMENT
A	OFF ROUTE FIX/AIRPORT
$	END OF FILE

3.2 EXPLANATION OF FORMAT

3.2.1 AWAY FILE IDENTIFIER

This identifier appears only once and precedes the AWAY File. The file identifier, key characters, and units of data must be separated by at least one blank.

3.2.2 I ROUTE NAME

This key character begins a set of the Airway Route file. The "I" key character is followed by one unit of data (2 to 8 characters) which is the route name. The name must be unique within the adapted route identifiers and cannot be one of the following: XXX, VFR, or DVFR.

EXAMPLES:

I V193 I V2 I J249 I J1

3.2.3 F FIX NAME

This key character is followed by one or more units of data. Each unit of data contains the identification of a fix (2 to 12 characters) on this route. All fixes must be adapted in the LOCFIX File. The point at which two or more airways junction may be given a 5-digit location identifier and is treated as a fix. This numbered fix is adapted in the LOCFIX File with latitude and longitude.

EXAMPLES:

F 19371 F PXT F GRACO PWL

3.2.4 J JUNCTIONING ROUTE

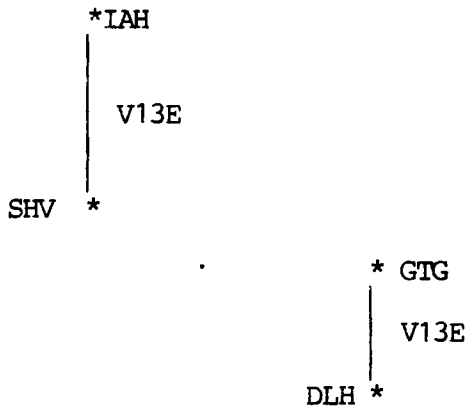
This key character is optional and is followed by one or more units of data (2 to 8 characters). When adapted, it identifies the routes that intersect at the preceding "F" key character.

EXAMPLES:

J V433 J V14 V435 J J66 J J34 J162

3.2.5 Z SEGMENT

This key character is optional and is followed by no units of data. It is used to indicate the end of a segment on an airway. When adapted, the "Z" key character indicates that the airway does not exist between the preceding and succeeding fixes on the airway being defined; e.g.,



In the example on the preceding page, V13E does not exist between SHV and GTG and will be defined as follows:

I V13E

F IAH

F SHV

Z

F GTG

F DLH

The last segment on the route shall not be followed by the "Z" key character.

3.2.6 A OFF ROUTE FIX/AIRPORT

This key character is followed by one unit of data containing the name of an off route fix or airport. The fix or airport connects to the route at the fix ("F" subset) it follows. One fix or airport may be connected at a maximum of two fixes on any one route. Airports are not part of a route; therefore, may be connected to the route with the "A" key character and processed as a part of the route. If two connect fixes are adapted, the first connect fix along the route of flight on the adapted route is used to process to or from the filed fix or airport. Direct processing, in this case, means that the straight line distance between the filed off route airport or fix and the connect fix is used for processing.

If a filed airport is not connected with the "A" key character and the distance between the airport and the route is within the Maximum Airport to Route Distance (MARD) parameter, the airport shall be connected to the route at the closest point. Direct route processing shall be applied for distance only from the airport to the route. This parameter does not apply to IFR flight plans.

EXAMPLE:

I V1 F ABC DEF GHI JKL A MNO

This is where straight line distance between MNO (OFF ROUTE AIRPORT) and JKL (CONNECT FIX) is used for processing.

3.2.7 $ END OF FILE

This key character indicates the end of the AWAY File.

3.3 EXAMPLE OF AIRWAY ROUTE FILE FORMAT WITH DATA:

```
AWAY

I V11W
     F BFM SJI GCV
     Z
     F GRW CRINK HLI
     Z
     F DYR ARLTO CNG

I J147
     F BKW ASBUR
     J J111 J141
     F 10694
     J 48
     F 10693
     J J24
     F GVE
I V238
     F ABC DEF GHI
     A JKL
     F MNO PQR STU
 $   'END OF AWAY FILE
```

FLIGHT PLAN STORAGE FILE (FPSTORE)

4.0 PURPOSE

This file contains the prestored flight plans for the system. The prestored flight plans will be inserted in the proposed list and made eligible for transmission to the addressed ARTCC on a daily, weekly, or monthly basis. Each AFSS will have its own input for this file and will follow the guidelines for prefiled flight plans as specified in 7210.3 (Facility Management Handbook).

4.1 FILE FORMAT

FPSTORE

I FSDPS IDENTIFICATION

A ASSOCIATED AFSS IDENTIFICATION

T DAYS OF OPERATION

D FLIGHT PLAN DATA

(BEGIN FREE FORMAT

) END FREE FORMAT

$ END OF FILE

4.2 EXPLANATION OF FORMAT

4.2.1 FPSTORE FILE IDENTIFIER

This identifier appears only once and precedes the FPSTORE file. The file identifier, key characters, and units of data must be separated by at least one blank.

4.2.2 I FSDPS IDENTIFICATION

This key character is followed by one unit of data, 3 or 6 alphanumerics identifying the FSDPS which will be concerned with this particular flight plan.

4.2.3 A ASSOCIATED AFSS IDENTIFICATION

This key character is followed by one unit of data (3 letters) which is the teletype address for the AFSS that has flight plan filing responsibility for this particular flight plan.

4.2.4 T DAYS OF OPERATION

This key character is followed by one to four units of data, 7 to 11 alphanumerics each, specifying the weeks of the month and days of the week a flight is scheduled to operate. The days of the week are indicated by 7 letters, either X, indicating the flight operates, or O, indicating the flight does not operate, starting with Sunday. The letters indicating the days of the week may be immediately preceded by 1 to 4 optional numbers (1 to 5) indicating the weeks of the month. If the 7 letters are not preceded by a number it means the flight operates every week of the month. If a flight operates on different days of the week during different weeks of the month (i.e., Monday, Wednesday, and Friday of one week, Tuesday, Thursday, and Saturday of the next week), more than one unit of data is used following the same scheme.
EXAMPLES:

A flight operating every day of the month:	XXXXXXX	
A flight operating every Mon., Wed., and Fri. of the month:	OXOXOXO	
A flight operating every Mon., Wed., and Fri. the first and third weeks of the month:	13OXOXOXO	
A flight operating every Mon., Wed., and Fri. of the first and third weeks of the month: Tues., Thurs., and Sat. of the second and fourth weeks of the month:	13OXOXOXO	24OOXOXOX

The data associated with this key character will be used in conjunction with the P-TIME and a system parameter to send IFR messages to the appropriate ARTCC.

4.2.5 D FLIGHT PLAN DATA

This key character is followed by the data required by FAA Handbook 7110.10 and FAA-E-2685 to enter a Flight Plan (FP) message. The data shall be input by fields in the sequence that follows. A required field/unit of data shall contain 2 or more characters, or may be enclosed in parenthesis as used for remarks (RM), pilot data (PD), and route of flight (RT). When a field is optional, no data is required. The input data must be within the limits specified for the field and must be in sequence. Field identifiers will not be used to designate a field within this key character data.

FIELD IDENTIFIERS	EXPLANATION
MX	Message Type - This will always be "FP."
AI	Aircraft Identification - 2 to 7 characters. The first must be a letter.
FR	Type of Flight plan - 2 to 5 characters. I = IFR, V = VFR, DV = DVFR HOWEVER: Units of data must be 2 or more characters, therefore: I = IFR will be represented as II = IFR, and V = VFR will be represented as VV = VFR.

Composite flight plans can be represented by a combination of single letters.

EXAMPLE: I/V = IFR/VFR

AT — Number and Type of Aircraft and Equipment Qualifier - 2 to 9 characters. Include heavy indicator, if appropriate, and equipment qualifier indicating radar transponder, DME, or RNAV capability by adding the appropriate symbol.

TS — Estimated True Airspeed - 2 to 4 alphanumerics

DD — Departure Point - 2 to 12 alphanumerics

TM — Proposed Departure Time - 5 alphanumerics, the letter "P" followed by hours and minutes. This time is GMT (Z time).

AE — Requested Altitude or Initial Cruising Altitude - 2 to 20 characters (If field "FR"=IFR this field is required).

RT — Route of Flight - 2 to 576 characters enclosed in parenthesis. This field is optional. If not input the next field will be AD. The first unit of data may: repeat field DD (Departure point), or may be the letters "DCT" to indicate a direct flight from Departure to Destination (Field AD) with no other elements, or may be any adapted Fix or Route element. All route elements within the parenthesis will be separated by at least one blank. When the destination is omitted as the last route element, the connect (Direct or Route) is implied, or the destination may be repeated in the fields RT and AD.

AD — Destination - 2 to 12 characters

TE — Estimated Time Enroute - 3 to 5 characters (d)d+dd

RM — Remarks - 0 to 80 characters. This field is optional. If not input, the next field will be field BC or FB. When adapted it is enclosed in parenthesis.

BC — Beacon Code - 4 digits. This field is optional. If not input, the next field will be FB.

FB — Fuel on Board - 4 to 5 characters (d)d+dd

NB — Number of Persons on Board - 2 to 3 digits. Numbers 1 to 9 must be preceded by a 0 (zero).

AA — Alternate airport - This field is optional. When adapted it has 3 to 7 alphanumeric characters. If not input, field PD will follow.

PD — Pilot Data - Enclosed in parenthesis. Pilot or company name and address, telephone number, and aircraft home base.

CR — Color of Aircraft - Two or more colors will be separated by a slant bar. Example: BLUE/WHITE

OP — Output Routing - When adapted, it contains 3 to 10 characters preceded by an ampersand (&) and followed by a "C" for Canadian flights or an "M" for Mexican flights. This field is optional. If not input, the next field will be CP.

CP — Addressee/Closure Points - Contains one or more units of data which can be an addressee and/or closure point. For IFR flights the unit of data will be the center computer address. For military IFR flight plans the ARTCC computer address will be followed by the tie-in FSS teletype address. For VFR flight plans the unit(s) of data shall be the destination tie-in facility followed by other station addresses if applicable.

(— Begin Free Format - Route of Flight/Remarks/Pilot Data

) — End Free Format - Route of Flight/Remarks/Pilot Data/Adressee/Closure Point

NOTE: Data contained within parenthesis will be considered one unit of data in free format and may contain embedded blanks and single characters.

$ — END OF FILE - This key character indicates the end of the FPSTORE adaptation data file.

4.3 EXAMPLE OF FILE FORMAT WITH DATA:

```
FPSTORE

I  ACY

A  MIV

T  13XOXOXOO  24OXOXOXO

D  FP N8817Y II PA30/A 160 ACY P0200 180 ( THS ZZV J19 ) IND 1+30
   ( TRANSPONDER CODE 3385 INOPERATIVE ) 3465 2+30 04 HUF ( J. Doe 9 E.
   Hemlock Dr. Linwood, NJ 08221 ) BLUE/WHITE
   ZCI

 $     'END OF FPSTORE FILE
```

INTERNATIONAL FLIGHT PLAN STORAGE FILE (IFPSTOR)

5.0 PURPOSE

This file contains the Prestored International Flight Plans for the system. The purpose of the file is to make flight plans for aircraft that operate on a regular schedule available to the system. The prestored flight plans will be inserted in the proposed list and made eligible for transmission to the appropriate Facility on a daily, weekly, or monthly basis. Each AFSS will have its own input for this file and will follow the guidelines for prefiled flight plans as specified in Order 7210.3 (Facility Management Handbook).

5.1 FILE FORMAT

IFPSTOR

I FSDPS IDENTIFICATION

A ASSOCIATED AFSS IDENTIFICATION

T DAYS OF OPERATION

D FLIGHT PLAN DATA

(BEGIN FREE FORMAT

) END FREE FORMAT

$ END OF FILE

5.2 EXPLANATION OF FORMAT

5.2.1 IFPSTOR FILE INDENTIFIER

This identifier appears only once and precedes the IFPSTOR file. The file identifier, key characters, and units of data must be separated by at least one blank.

5.2.2 I FSDPS IDENTIFICATION

This key character is followed by one unit of data, 3 to 6 letters, identifying the Flight Service Data Processing System (FSDPS) which will be responsible for this particular flight plan.

5.2.3 A ASSOCIATED AFSS IDENTIFICATION

This key character identifies the Automated Flight Service Station (AFSS) that has flight plan filing responsibility for this particular flight plan and all legs of the flight.

5.2.4 T DAYS OF OPERATION

This key character is followed by one to four units of data, 7 to 11 alphanumerics each, specifying the weeks of the month and days of the week a flight is scheduled to operate. The days of the week are indicated by 7 letters, either X, indicating the flight operates, or O, indicating the flight does not operate, starting with Sunday. The letters indicating the days of the week may be immediately preceded by 1 to 4 optional numbers (1 to 5) indicating the weeks of the month. If the 7 letters are not preceded by a number, it means the flight operates every week of the month. If a flight operates on different days of the week during different weeks of the month (i.e., Monday, Wednesday, and Friday of one week, Tuesday, Thursday, and Saturday of the next week), more than one unit of data is used following the same scheme.
EXAMPLES:

A flight operating every day of the month:	XXXXXXX
A flight operating every Mon., Wed., and Fri. of the month:	OXOXOXO
A flight operating every Mon., Wed., and Fri. the first and third weeks of the month:	13OXOXOXO
A flight operating every Mon., Wed., and Fri. of the first and third weeks of the month: Tues., Thurs., and Sat. of the second and fourth weeks of the month:	13OXOXOXO 24OOXOXOX

The data associated with this key character will be used in conjunction with the P-TIME and a system parameter to send IFR messages to the appropriate ARTCC.

5.2.5 D FLIGHT PLAN DATA

This key character is followed by the data required by FAA Handbook 7110.10 Appendix E and FAA-E-2685 to enter a Flight Plan (FPL) message. The data shall be input by fields in the sequence that follows. A required field/unit of data shall contain two or more characters or may be enclosed in parenthesis as used for remarks (OT), and route of flight (RT). When a field is optional, no data need be input. The input data must be within the limits specified for the field and must be in sequence. Field identifier's will not be used to designate a field within this key characters data.

FIELD IDENTIFIERS	EXPLANATION
MX	Message Type - This will always be "FPL"
AI	Aircraft Identification and Transponder - 2 to 13 characters. The Aircraft Identification is the registration marking of the aircraft or the ICAO 2-letter designator for the aircraft operating agency followed by the flight number. EXAMPLE: KL511 is KLM511, WT213 is Nigeria 213, etc....If a discrete SSR code has been assigned to an aircraft or a flight number, it will be followed by a slant bar (/), a one letter SSR mode, and a 4-digit SSR code.

FR

Type of Flight Plan and Status - 2 characters. The first character is the Type of Flight Plan, I=IFR, V=VFR, Y=IFR/VFR, Z=VFR/IFR. The second character is optional; when adapted it is the Status, where S is scheduled air carrier, N is nonscheduled air carrier, G is general aviation, and M is military. Units of data must be 2 or more characters, consequently, I will be II=IFR, V will be VV=VFR, and IS will be IFR, Scheduled Air Transport.

AT

Number and Type of Aircraft and Wake Turbulance Category - 2 to 8 characters. Number of Aircraft, if more than one, is 1 to 2 digits followed by the Type of Aircraft. The Type of Aircraft - 2 to 4 characters. If the Type of Aircraft designator cannot be found, insert the letters ZZZZ and specify in OT (Other Control Information) the (numbers and) type(s) of aircraft preceded by TYP/. Wake Turbulence Category, a slant bar (/) and 1 character following the Type of Aircraft. The letter H, M, or L indicates heavy, medium, or light Wake Turbulence Category for the aircraft.

EQ

Equipment Qualifier - One unit of data (2 or more characters). The unit of data consists of one or more letters indicating Radio Communications, Navigation Equipment, Approach Equipment, etc. This is followed by a slant bar (/) and one optional alphanumeric indicating the SSR equipment. The letters before the slant bar may be:

N - If no COM/NAV/approach aid equipment is carried.

S - If standard COM/NAV/approach aid equipment is carried.

And/or one or more of the following letters followed by a slant bar (/).

A	LORAN A	M	OMEGA
C	LORAN C	O	VOR
D	MDE	P	DOPPLER
E	DECCA	R	RNAV ROUTE EQUIPMENT
F	ADF	T	TACAN
H	HF RTF	U	UHF RTF
I	INTERNAL NAVIGATION	V	VHF RTF
L	ILS	Z	OTHER EQUIPMENT CARRIED

The optional alphanumeric after the slant bar may be one of the following:

N - None
Ø - Transponder - No Coding
2 - Transponder - (2 digits) - 64 Codes - Mode A
4 - Transponder - (4 digits) = 4096 Codes - Mode A, No Mode C
C - Transponder (4 digits) = 4096 Codes - Modes A and C

DT — Departure Point and Proposed Departure Time - 8 alphanumerics, 4 characters (ICAO Departure Point) followed by 4 digits (Proposed Departure Time).

BT — FIR Boundaries and Estimated Times (Optional) - One or more units of data which are the ICAO 4-letter identifier and the estimated time over the boundary.

SL — True Airspeed and Flight Level - 8 to 9 alphanumerics, 4 digits (Airspeed) followed by a maximum of 5 characters, Altitude in Flight Level, Standard Metric Level, or Hundreds of Feet.

EXAMPLE: 0325F350, 0325S1130, 0450A100.

RT — Route of Flight - Enclosed in parenthesis. The first unit of data may be the letters "DCT" to indicate a direct flight from departure to the next filed fix. All route elements within the parenthesis will be separated by a blank.

AD — Destination Airport and Estimated Time of Arrival - 8 alphanumerics, 4 characters (ICAO Destination Airport) followed by 4 digits (ETA). If no ICAO identifier can be assigned, use the letters ZZZZ and specify in OT (Other Control Information) the name of the Destination Airport preceded by DEST/.

AA	Alternate Airport - One or two units of data, 4 characters each, which are the ICAO 4-letter identifiers of not more than two Alternate Airports, separated by a space. If no ICAO identifier can be assigned, use the letters ZZZZ and specify in OT (Other Control Information), the name(s) of the Alternate Airport(s) preceded by ALTN/.
OT	Other (Control) Information will be enclosed in paranthesis, or contain a 0 (zero).
CP	Addressee/Closure Point - Contains one or more units of data (6 letters) which are the addressees and/or closure points. For IFR flight plans this is the address of the center of departure plus subsequent centers through which the aircraft will traverse, and the destination tower if applicable. For VFR flight plans this field shall contain the addressee of the destination tie-in facility.
(	Begin Free Format - Route of Flight
)	End Free Format - Route of Flight
	Note: Data contained within parenthesis will be considered one unit of data in free format and may contain embedded blanks.

5.3. EXAMPLE OF FILE FORMAT WITH DATA:

```
IFPSTOR

I       ACY

A       MIV

T       13xoxoxoo  24oxoxoxo

D       FPL SY402/A IS S210/M S/4 EHRD9040 EBBO950 LFFF1007 LFBB1115
        LECM1205 LPPT1331
        ( A6 UA6 DEN 0440 F290 UA5 RBT UB19 DXM UR10 RB DCT CCV0340F100
        UR24 R24 ) LPPT1411 LEMD ( REG/CPALD )
        EHAMZQ EBBBZQ LFFFZQ LFBBZQ LFBBZQ LECMZQ LPPPZQ LPPTZT
 $        'END OF IFPSTORE FILE
```

LOCATION/FIX (LOCFIX)

6.0 PURPOSE

The purpose of this file is to define the location identifiers authorized by the Federal Aviation Administration (FAA) Order 7350 (Location Identifiers) or required for FSAS processing. A location identifier takes the place of the name and location of an airport, navigation aid, weather station or air traffic control facility. Location identifiers are used in air traffic control, telecommunications, computer programming, weather reports and related services.

Location identifiers used in the National Airspace System, including fixes used on adapted routes, will be included in this file. This includes:

- NAVAIDS
- INTERSECTIONS
- AIRPORTS

This file provides the complete definition of location identifiers and airspace fixes giving, Location (City Name), State, Associated Flight Service Station, Proper Name, Type, and Latitudes/Longitudes. The data needed to execute the Encode/Decode function are also contained in this file. This file applies to all FSDPSs.

6.1 FILE FORMAT

LOCFIX

I	IDENTIFIER
C	LOCATION (CITY AND STATE)
T	TYPE
N	PROPER NAME
L	LATITUDE/LONGITUDE
F	ASSOCIATED FLIGHT SERVICE STATION
$	END OF FILE

6.2 EXPLANATION OF FORMAT

6.2.1 LOCFIX FILE IDENTIFIER

This identifier appears only once and precedes the location/fix file. The file identifier, key characters, and units of data must be separated by at least one blank.

6.2.2 I IDENTIFIER

This key character is followed by one unit of data, 2 to 12 characters. The unit of data is the Location Identifier. This identifier is a unique designator assigned to a particular Navaid, Airport, Flight Service Station, or Airway Intersection that comprise the National Airspace System.

6.2.3 C LOCATION

This key character is followed by one manditory unit of data and one optional unit of data. The first unit of data is optional and is (2 to 40 characters) that denotes the city name in which the fix or facility is located. If the name of the city is two words or more, they will separated by a - (hyphen). The second unit of data (2 characters) is manditory and will be the 2-letter state or weather retrieval area identifier in which the fix or facility is located. The 2-letter identifiers are listed in TABLE 6-1 on page 6-7. Foreign or locations outside of the United States will have a 2-letter identifier of IT (International) CN (Canadian), or MX (Mexican) following the city name.
EXAMPLES:

C IN C CHATTANOOGA TN C KANSAS-CITY MO C PANAMA-CITY IT

6.2.4 T TYPE

This optional key character followed by one or more units of data identifies the type of fix or facility. This key character may appear more than once within an "I" set in cases when more than one facility share the same identifier. If a fix and facility share an identifier and are located at the same geographic point, the "T" key character will be followed by two units of data identifying each type. The subsequent "L" key character will indicate the Latitude/Longitude for all. If the geographic points or proper names are different, two or more "T" key characters are used; one for each, followed by an "L" key character indicating the Latitude/Longitude, or "N" key character indicating the different proper name or both. This key character will not be adapted when the "I" key character is followed by a 5-digit computer-only fix identifier. The 2-character type identifiers are listed on the following page.

CA	CIVIL AIRPORT
FS	FLIGHT SERVICE STATION
FX	NAMED FIX
MA	MILITARY AIRPORT

EXAMPLES:

T FS T CA FX T CA MA

6.2.5 N PROPER NAME

This optional key character is followed by one unit of data and indicates the proper name of a fix or facility when it is not the same as the city of its location (C KEY CHARACTER). If the proper name has two or more words they will be separated by a - (hyphen). The data following this key character may contain as many as 40 characters. This key character will not be adapted when the "I" key character is followed by a 5-digit computer-only fix identifier. Any printable characters may be adapted, but the unit of data shall not contain any blanks.

EXAMPLES:

N STARVED-ROCK N BUTTERFIELD-TRAIL N ATLANTIC-CITY

6.2.6 L LATITUDE/LONGITUDE

This key character is followed by two units of data, specifing the latitude and longitude of an Airport, Fix or Navigation Aid. The first unit of data (6 digits and 1 optional letter) specifies the latitude. The second unit of data 7 digits and 1 optional letter) specifies the longitude. The letters N (north) or S (south) may be specified for latitude, and E (east) or W (west) may be specified for longitude. If either latitude or longitude is adapted with a letter, both must end in a letter. If no letters are adapted, north latitude west longitude are implied.

EXAMPLES:

L 610836 1501253 L 295336S 0634106W

L 195843N 0725030E L 203440S 1671452E

6.2.7 F ASSOCIATED FSS

This optional key character specifies the Flight Service Station (Tie-In Facility) associated with a particular airport for telecommunications and search and rescue. One unit of data follows this key character, and is the Flight Service Station identifier. If the Flight service Station (Tie-In Facility) is the same as the unit of data following the "I" key character or the "I" key character is followed by a 5-digit computer-only fix or Fix Radial Distance (FRD) type fix identifier, this key character will not be adapted.

EXAMPLES:

F GRB F MIA F DCA

6.2.8 $ END OF FILE

This key character indicates the end of the LOCFIX file.

6.3 EXAMPLE OF FILE FORMAT WITH DATA:

```
LOCFIX
I  IND
     C INDIANAPOLIS IN
     T FS
     L 394852 0862203
     T CA FX
     L 394630 0861501

I  BRW
     C BARROW AK
     T CA
     L 711800 1564700
     N WILEY-POST-WILL-ROGERS-MEMORIAL
     T FS
     L 712000 1563800

I  21522
     C AL
     L 411320 0824293
I  LAR
     C LARAMIE WY
     T FS FX
     T CA
     N GENERAL-BREES-FIELD
     L 311230 0723193
```

```
I  AML
     C WASHINGTON DC
     T FX
     L 711800/1564700
     N ARMEL
     A IAD
     F DCA
I    CHS
     C CHARLESTON SC
     T CA MA FS FX
     L 388020 1551002
$    'END OF LOCFIX FILE
```

TABLE 6-1

TWO LETTER STATE & GREAT LAKES IDENTIFIERS

AL	Alabama	ME	Maine
AK	Alaska	MD	Maryland
AZ	Arizona	MA	Massachusetts
AR	Arkansas	MI	Michigan
CA	California	MN	Minnesota
CN	Canada	MS	Mississippi
CO	Colorado	MO	Missouri
CT	Connecticut	MT	Montana
DE	Delaware	MX	Mexico
DC	District of Columbia	NE	Nebraska
FL	Florida	NV	Nevada
GA	Georgia	NH	New Hampshire
HI	Hawaii	NJ	New Jersey
ID	Idaho	NM	New Mexico
IL	Illinois	NY	New York
IN	Indiana	NC	North Carolina
IA	Iowa	ND	North Dakota
KS	Kansas	OH	Ohio
KY	Kentucky	OK	Oklahoma
LA	Louisiana	OR	Oregon
LE	Lake Erie	PA	Pennsylvania
LH	Lake Huron	RI	Rhode Island
LM	Lake Michigan	SC	South Carolina
LO	Lake Ontario	SD	South Dakota
LS	Lake Superior	TN	Tennessee

TABLE 6-1 Continued

TX	Texas	WA	Washington
UT	Utah	WV	West Virginia
VT	Vermont	WI	Wisconsin
VA	Virginia	WY	Wyoming
		IT	INTERNATIONAL

POSITION CAPABILITIES FILE (POSCAP)

7.0 PURPOSE

The purpose of this file is to explain the relationship of FSDPS's with their associated AFSS's, the relationship of the Operational Positions with the Terminals within the AFSS, minimum capabilities of the Operational Positions, and assigning capabilities to terminals. One AFSS associated with each FSDPS will have the System Supervisory Terminal (SST) function. Each remaining associated AFSS will have the Facility Supervisory Terminal (FST) function instead of the SST function.

The Operational Positions in an AFSS are Preflight (P), Inflight (I), Data Coordinator (D), Enroute Flight Advisory Service (E), Transcribed Weather Broadcast (T), Facility Supervisor or System Supervisor (S). The following definitions will be used in this document. Capabilities make up Functions and can be assigned independent of the Function. Certain Functions make up the minimun requirements for Operational Positions. Capabilities, Functions, and Operational Positions can be assigned to hardware terminals in AFSS's. This file applies to all FSDPSs.

7.1 FILE FORMAT

POSCAP

I	FSDPS IDENTIFIER
O	OPERATIONAL POSITION
A	AFSS IDENTIFIER AND SYSTEM MNEMONIC
T	TERMINAL ADDRESS
C	CAPABILITIES
$	END OF FILE

7.2 EXPLANATION OF FORMAT

7.2.1 POSCAP FILE IDENTIFIER

This identifier appears only once and precedes the POSCAP file. The file identifier, key characters, and units of data must be separated by at least one blank.

7.2.2 I FSDPS IDENTIFIER

This key character followed by one unit of data (3 to 4 characters) identifies the Flight Service Data Processing System (FSDPS).

EXAMPLES:

I ABC I DEF I GHI

7.2.3 O OPERATIONAL POSITION

This key character is followed by two or more units of data. The units of data define the minimum capabilities of the Operational Positions within an FSDPS. The first unit of data (2 letters), will be the operational position. Units of data, by data base convention, must be 2 characters, therefore; S would be SS, P would be PP, etc. There are six Operational Positions, the valid 2-letter combinations are:

SS	SUPERVISOR POSITION (SST OR FST)
PP	PREFLIGHT POSITION
II	INFLIGHT POSITION
DD	DATA COORDINATOR POSITION
EE	EFAS POSITION
TT	TWEB POSITION

The second and subsequent units of data define the minimum functions and/or capabilities needed to perform the duties of the Operational Position. Any function that is assigned to a terminal will have all of the associated capabilities of that function, and capabilities may be assigned independently of the function. The paragraph references given in parenthesis for each function are from FAA-E-2685. The Function has 2 digits, the capabilities that make up that function have 3 digits. Functions and capabilities may be dynamically added to, or deleted from, specific terminals by the FST or SST.
The functions and capabilities are listed in Table 7-1 page 7-5.

EXAMPLES:

O PP 10 20 30 50 60

0 FF 20 40 50 601 602

7.2.4 A AFSS IDENTIFIER AND SYSTEM MNEMONIC

This key character is followed by two units of data. The first unit of data is the 3-letter identification of an Automated Flight Service Station (AFSS). The second unit of data (2 letters) is the system AFSS mnemonic. This mnemonic is used for inter FSDPS messages. Units of data by data base convention must be 2 characters; therefore, A would be AA, B would be BB, etc. There may be multiple "A" key character subsets following an "I" key character. The "A" key character will be followed by one or more "T" key characters.

EXAMPLES:

A DCA AA A PHL BB A HAR CC

7.2.5 T TERMINAL ADDRESS

This key character is followed by two units of data. The first unit of data is the design dependent addressing scheme (X-X). The second unit of data is the terminal identification. Terminals shall be identified with a 2 to 3 alphanumeric character designator of the form "Ann," where A defines the type of terminal ("O" key character) and nn is the terminal number within the type (e.g., P1, (or PØ1), D1Ø, SØ, I3, etc.). The possible values for A shall be: P = Preflight, D = Data Coordinator, I = Inflight, T = TWEB, E = EFAS, and S = Supervisor (FST of SST); the values for nn shall be between Ø and 99. One "T" key character will be adapted for each terminal.

EXAMPLES:

T X-X PØ1 T X-X IØ2

7.2.6 C CAPABILITIES

This optional key character is followed by one or more units of data and is used to assign additional capabilities to a terminal type. The unit(s) of data may be a 2-digit function, or a 3-digit capability. The capabilities of a terminal may be dynamically added to or deleted from by the FST or SST. Any function that is assigned to a terminal will have all of the associated capabilities of that function, and capabilities may be assigned independently of that function. The functions and capabilities are listed in Table 7-1 on page 7-5.

EXAMPLES:

C 40 C 50 C 40 601 602

7.2.7 $ END OF FILE

This key character indicates the end of the POSCAP file.

7.3 EXAMPLE OF FILE FORMAT WITH DATA:

```
POSCAP
I  XXX
     O SS  1Ø   2Ø   3Ø   4Ø   5Ø   6Ø   7Ø   8Ø
     O PP  1Ø   2Ø   3Ø   5Ø   6Ø
     O II  1Ø   2Ø   3Ø   5Ø   6Ø
     O DD  1Ø   2Ø   3Ø   5Ø   6Ø
     O EE  1Ø   2Ø   3Ø   6Ø
     O TT  1Ø   6Ø

A  DCA AA
      T X-X SØ
      T X-X P1
      T X-X I1
      C 4Ø
A  PHL BB
      T X-X SØ
      T X-X P1
      T X-X P2
      T X-X I1
      T X-X T1
      C 4Ø1 4Ø2
 $   'END OF FILE
```

TABLE 7-1

	FUNCTION		CAPABILITY
10	BRIEFING (3.4.2)	101	BRIEFING SUBMENU
		102	SEQUENCE PRESENTATION
		103	SERVICE A REQUEST/REPLY
		104	PIREPS
		105	LOG & TALLY
		106	LOGGING FORMAT MENU
20	FLIGHT PLAN (3.4.3)	201	FP SUBMENU
		202	FP STORAGE
		203	PROPOSED LIST
		204	INBOUND LIST
		205	FP SUBFUNCTIONS
		206	FP FILING
		207	FP CANCEL OR CLOSE
		208	SUSPENSE LIST
		209	FP DISPLAY
		210	PRINT S & I LISTS
30	REVIEW PIREPS (3.4.4)	301	DISPLAY PIREPS
40	EDIT & REVIEW COMMUNICATIONS (3.4.5)	401	EDIT & REVIEW COMMUNICATIONS SUBMENU
		402	SERVICE A MESSAGE PROCESSING
		403	REVIEW SERVICE B
		404	SERVICE B MESSAGE PROCESSING
		405	ENTER MESSAGE
		406	SUSPENSE LIST
50	MESSAGE ENTRY & TRANSMISSION (3.4.6)	501	MESSAGE ENTRY & TRANSMISSION SUBMENU
		502	SERVICE A TRANSMISSION
		503	SERVICE B TRANSMISSION
60	ALERTS (3.4.7)	601	DISPLAY ALERT
		602	MANUAL ALERT
		603	AUTOMATIC ALERT
70	FACILITY SUPERVISOR (3.4.8)	701	FST SUBMENU
		702	SYSTEM CONFIGURATION & STATUS DISPLAY
		703	CHANGE FACILITY PARAMETERS
		704	AUXILIARY FUNCTIONS
80	SYSTEM SUPERVISOR (3.4.9)	801	SST SUBMENU
		802	DEFINE & MODIFY SEQUENCE DEFINITIONS
		803	DESIGNATE AUTOMATIC ALERT MESSAGES
		804	CHANGE DYNAMIC PARAMETERS
		805	DEFINE OR MODIFY SYSTEM CONFIGURATION
		806	SEND SUPERVISORY MESSAGES

PARAMETER ADAPTATION FILE (PRAM)

8.0 PURPOSE

The purpose of this file is to identify the parameter values specified in FAA-E-2685, for AFSS's. Although there may not be any reference to the parameter by name, the specification does show where the value is used. PRAM values are utilized to facilitate time action items or maximum values within the data base. It should be noted that these values may be unique for each FSDPS.

8.1 FILE FORMAT

PRAM

I FSDPS IDENTIFICATION

A AFSS IDENTIFICATION

P PARAMETER NAME AND VALUE

$ END OF FILE

8.2 EXPLANATION OF FORMAT

8.2.1 PRAM FILE IDENTIFIER

This identifier appears only once and precedes the Parameter Data File. The file identifier, key characters, and units of data must be separated by a blank.

8.2.2 I FSDPS IDENTIFICATION

This key character begins each set of the PRAM file. It is followed by one unit of data (2 to 6 alphanumerics) which identifies a Flight Service Data Processing System (FSDPS).

8.2.3 A AFSS IDENTIFICATION

This key character is followed by one unit of data (3 letters) identifying an Automated Flight Service Station (AFSS). There may be multiple "A" key characters following an "I" key character.

8.2.4 P PARAMETER NAME AND VALUE

This key character is followed by two or three units of data. The first unit of data (4 characters) contains the name of the parameter. The second unit of data (2 to 5 characters) contains the value for the parameter. The adapted value must be in the range specified in Appendix F of FAA-E-2685. A value of 0 is adapted as 00, a value of 1 is adapted as 01, etc....There may be multiple "P" key characters following an "I" and/or "A" key character. The "P" key character following an "I" key character indicates the parameters that follow are for the FSDPS and all AFSS's under it. The "P" key character following an "A" key character indicates the following parameters are for that AFSS only. The third unit of data is optional. When used in conjuntion with the ATCT parameter, it indicates the Air Route Traffic Control Center (ARTCC) computer address.

8.2.5 $ END OF FILE

This key character indicates the end of the PRAM adaptation data file.

8.3 EXAMPLE OF FILE FORMAT WITH DATA:

```
PRAM

I  ACY

     P       ADDI 72       'AIRCRAFT DATA DROP INTERVAL
     P       ASRI 30       'AUTOMATIC SEARCH AND RESCUE INITIATION
     P       ATCT 72 ZCU   'AIR TRAFFIC CONTROL TRANSMIT TIME
                            (For ZCU Center)
     P       ATCT 70 ZCW   'AIR TRAFFIC CONTROL TRANSMIT TIME
                            (For ZCW Center)
     P       ATCT 74 ZCP   'AIR TRAFFIC CONTROL TRANSMIT TIME
                            (For ZCP Center)
     P       MARD 50       'MAXIMUM AIRPORT TO ROUTE DISTANCE
     P       MXAA 09       'MAXIMUM ADDRESSES IN SVC B ADDRESSES
     P       MXCA 69       'MAXIMUM CHARACTERS IN SVC B ADDRESS
     P       NAKT 30       'NO ACKNOWLEDGEMENT S QUEUE TIME
     P       PERP 10       'PARITY ERROR RATE PERCENT
     P       PFDI 120      'PROPOSED FLIGHT PLAN DROP INTERVAL
     P       PFPI 30       'PRE-FILED FLIGHT DEPARTURE PROCESSING INTERVAL
     P       RWPA 17       'ROUTE WEATHER PROCESSING ALTITUDE
     P       RCWA 25       'WEATHER ROUTE CORRIDOR WIDTH
     P       SARA 25       'WEATHER SEARCH AREA RADIUS
     P       TTDA 30       'TIME TO DISPLAY ALERT

          A  MIV

               P       ILPI 60     'INBOUND LIST PRINT INTERVAL
               P       LOGT 24     'LOG TALLIES PRINT TIME

          A  PHL

               P       ILPI 55
               P       LOGT 24
```

```
        A  XYZ

             P       ILPI 65
             P       LOGT 24

        A  PQR

             P       ILPI 60
             P       LOGT 25

I  MNO

     P   ADDI 70       'AIRCRAFT DATA DROP INTERVAL
     P   ASRI 30       'AUTOMATIC SEARCH AND RESCUE INITATION
     P   ATCT 79 ZOP   'AIR TRAFFIC CONTROL TRANSMIT TIME (for ZOP CENTER)
     P   ATCT 72 ZPQ   'AIR TRAFFIC CONTROL TRANSMIT TIME (for ZPQ CENTER)
     P   ATCT 70 ZQR   'AIR TRAFFIC CONTROL TRANSMIT TIME (for ZQR CENTER)
     P   MARD 50       'MAXIMUM AIRPORT TO ROUTE DISTANCE
     P   MXAA 09       'MAXIMUM ADDRESSES IN SVC B ADDRESSES
     P   MXCA 70       'MAXIMUM CHARACTERS IN SVC B ADDRESSES
     P   NAKT 30       'NO ACKNOWLEDGEMENT S QUEUE TIME
     P   PERP 10       'PARITY ERROR RATE PERCENT
     P   PFDI 120      'PROPOSED FLIGHT PLAN DROP INTERVAL
     P   PFPI 30       'PRE-FILED FLIGHT DEPARTURE PROCESSING INTERVAL
     P   RWPA 18       'ROUTE WEATHER PROCESSING ALTITUDE
     P   RCWA 25       'WEATHER ROUTE CORRIDOR WIDTH
     P   SARA 26       'WEATHER SEARCH AREA RADIUS
     P   TIDA 30       'TIME TO DISPLAY ALERT

        A  QRS

             P       ILPI 55       'INBOUND LIST PRINT INTERVAL
             P       LOGT 25       'LOG TALLIES PRINT TIME

        A  RST

             P       ILPI 60
             P       LOGT 24

        A  STU

             P       ILPI 60
             P       LOGT 25

        A  TUV

             P       ILPI 55
             P       LOGT 25

$       'END OF PRAM FILE
```

SEQUENCE PRESENTATION FILE (SEQUE)

9.0 PURPOSE

The purpose of this file is to provide the format for retrieval of information from the nonstatic and static data bases in the form of sequence presentations. The system shall provide for a minimum of 512 sequence presentations per FSDPS. All sequences of an FSDPS will be accessible to all of its associated AFSS's. The exact number of sequences each AFSS will be assigned depends upon the operational requirements of each AFSS.

9.1 FILE FORMAT

SEQUE

I	FSDPS IDENTIFICATION
S	SEQUENCE IDENTIFICATION
D	DATA TYPE & REPORTING POINTS
G	STATIC DATA
(	BEGIN CHARACTERS
)	END CHARACTERS
$	END OF FILE

9.2 EXPLANATION OF FORMAT

9.2.1 SEQUE FILE IDENTIFIER

This identifier appears only once and precedes the Sequence Presentation File. The file identifier, key characters, and units of data must be separated by at least one blank.

9.2.2 I FSDPS IDENTIFIER

This key character followed by one unit of data (3 to 6 characters) and denotes the FSDPS to which the sequences are assigned.

EXAMPLES:

I DCA I IND I CLE

NOTE: An "I" set will normally include more than one "S" and related subsets.

9.2.3 S SEQUENCE IDENTIFICATION

This key character followed by one unit of data (1 to 6 characters), identifies a display sequence for retrieval of nonstatic and/or static data. Each sequence presentation shall be identified by a 1-to 3-digit number or by a 1 to 6 alphanumeric mnemonic that shall not duplicate a system keyword. Each sequence shall contain from 1 to 128 messages/location identifiers (e.g., SA for DCA, NOTAMS for DCA, etc.) from the nonstatic data base and/or static data.

The information, names, or numbering of the sequences is site dependent and can be different for each FSDPS, with the exception of six sequences which will have the same names and information for all FSDPSs. Those sequence names and information are as follows:

SEQUENCE NAME	INFORMATION
IR	IFR Military Training Routes
VR	VFR Military Training Routes
MOA	Military Operation Areas
PRL	Low Altitude Preferred Routes
PRH	High Altitude Preferred Routes
PRS	Single Direction Preferred Routes

EXAMPLES:

S 01 S TWEB27 S PRS S 112

9.2.4 D DATA TYPE & REPORTING POINTS

This optional key character, followed by two or more units of data, indicates the data type and reporting points of nonstatic data to be displayed on a specified sequence.

The first unit of data is the identification of a nonstatic data type, (WEATHER/MESSAGE) , 2 to 6 characters, adapted in the Service A and B file (WXDATA) to be displayed; e.g., SA, FT, TWEB, etc. The second and subsequent unit(s) of data, 1 to 4 character each, are reporting points or routes for the first unit of data, as specified in the WXDATA file; e.g., DCA, 1, 127, LAX, etc.

EXAMPLES:

D TWEB 1 127 96 D SA DCA BWI IAD D FT DCA BWI IAD

NOTE

WEATHER MESSAGE TYPES, DEFINED ON A SEQUENCE, WILL BE APPENDED TO OR REPLACED BY: AMENDMENTS, CORRECTIONS, SPECIAL OR URGENT TYPE REPORTS, AS DEFINED IN THE SPECIFICATIONS FOR THE DATA BASE; e.g., SP & USP WOULD APPEND TO SA, RS WOULD REPLACE SA, ETC.

9.2.5 G STATIC DATA

This optional key character does not have a data field. When adapted, "G" must precede the begin character "(" (left parenthesis) and indicates that the characters are not in a predefined format. The data adapted will be displayed in the requested sequence (I key character set) at the point where it is adapted.

9.2.6 (BEGIN CHARACTERS

) END CHARACTERS

These key characters enclose the static data in a sequence. The parentheses must be preceded by the "G" key character and separated from the other data by at least one blank. The static data may follow the "S" key character; i.e., S PRL G (LOW ALTITUDE PREFERRED ROUTES). The end character, right parenthesis ")," indicates the end of the static data and must be preceded by a blank . Blank lines may be used to fill up pages and blanks are used as characters to fill out lines.

NOTE: More than one combination of "G", "(", and ")" key characters may be adapted in an "S" subset.

EXAMPLE

```
S 02 G ( JACK AND JILL WENT UP THE HILL
         TO FETCH A PAIL OF WATER
         JACK FELL DOWN AND BROKE HIS CROWN
         AND JILL CAME TUMBLING AFTER


         UP JACK GOT AND HOME DID TROT
         AS FAST AS HE COULD CAPER
         TO OLD DAME DOB WHO PATCHED HIS KNOB
         WITH VINEGAR AND BROWN PAPER )
```

When sequence two is requested, the data between the parentheses will be displayed.

9.2.7 $ END OF FILE

This key character indicates the end of the Sequence Presentation File.

9.3 EXAMPLE OF FILE FORMAT WITH DATA:

SEQUE	COMMENTS
I XXXX	
S 78	When sequence 78 is called, the data predefined between the parenthesis will be displayed.
G (LOCAL AREA TELEPHONE NUMBERS CHIEF'S OFFICE 2343 FIRE DEPT. 1100 WATCH DESK 2702)	
S 10	When sequence 10 is called, the SA's and FT's shall appear in the order listed.
D SA MCN CSG ABY ANB HVS D FT MCN CSG ABY ANB HVS	
S TWEB27	When sequence TWEB27 is called, the data between the parenthesis will be displayed followed by the weather reports in the order listed
G (NEW YORK AREA SYNS AND TWEB ROUTE 27 NYC-PHL-DCA & TWEB ROUTE 73 PIT-DCA)	
D SYN NYC D TWEB 27 D SA JFK LGA PHL D TWEB 73 D SA PIT DCA	
S CHIEFS	Sequence CHIEFS can be called by any associated AFSS. The data between the parenthesis will be displayed.
G (AFSS CHIEF 1 JOHN DOE AFSS CHIEF 2 BILL SMITH AFSS CHIEF 3 JOE BLACK AFSS CHIEF 4 LARRY WHITE)	
$ 'END OF SEQUE FILE	

SID ROUTE FILE (SIDRTE)

10.0 PURPOSE

This file contains all the SID routes used within the system.

A standard instrument departure (SID) is a named route identified by 3 to 6 characters which are unique within adapted route identifiers. SIDS must be filed (by name) as the first or second element of field RT.

A SID serves one or more airports and may have multiple transition fixes adapted. The adaptation may contain a route for each transition fix adapted for the SID. Figure 1 shows a SID that serves three airports with three different transition fixes.

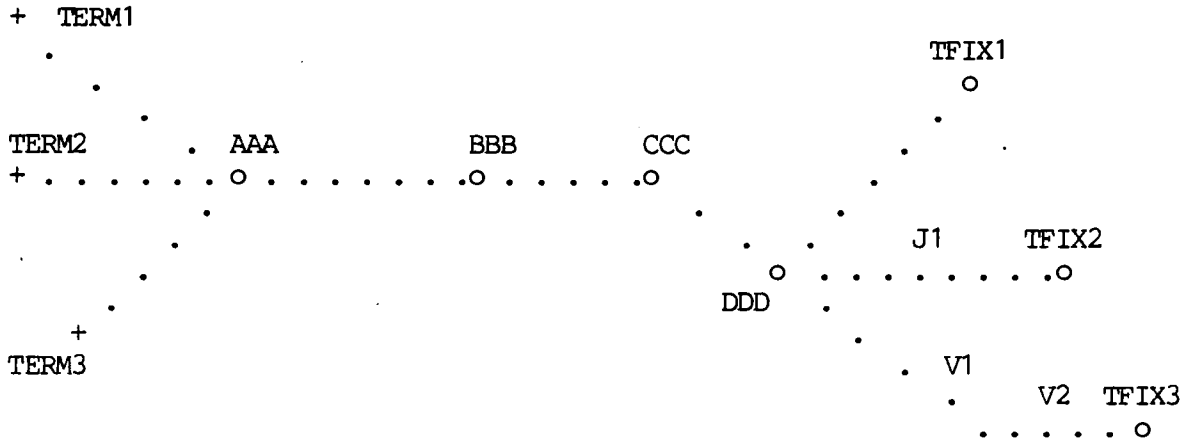


FIGURE 1. A SID SERVING THREE AIRPORTS WITH THREE DIFFERENT TRANSITION FIXES.

Fixes AAA, BBB, CCC, and DDD constitute the common SID route. The route from DDD to the filed transition fix is stored in the SID adaptation data and is different for each transition fix. Fix DDD can also serve as a transition fix. The following filed routes are equivalent:

1. TERM1 SIDNM1 TFIX2

2. TERM1 SIDNM1 DDD J1 TFIX2

10.1 FILE FORMAT

SIDRTE

I	SIDRTE NAME
D	DEPARTURE AIRPORT
F	FIX NAME
T	TRANSITION FIX
W	FIELD RT FORMAT
(	BEGIN TRANSITION ROUTE
)	END TRANSITION ROUTE
$	END OF FILE

10.2 EXPLANATION OF FORMAT

10.2.1 SIDRTE FILE IDENTIFIER

This identifier appears only once and precedes the SID Route File. The file identifier, key characters, and units of data must be separated by at least one blank.

10.2.2 I ROUTE NAME

This key character is followed by one unit of data which contains the route name (3 to 6 characters, the last must be numeric). This name must be unique within the adapted route identifiers.

10.2.3 D DEPARTURE AIRPORT

This key character is followed by one or more units of data (2 to 5 characters). Each unit of data contains the name of a departure airport at which this route may be applied.

10.2.4 F FIX NAME

This key character is followed by one or more units of data (2 to 12 characters) containing the name of an adapted fix. Multiple "F" subsets may be required for each "I" set, as these are the fixes that describe the SIDRTE.

Fixes must be adapted in the order that they occur, from the entry to the exit fix. The first fix adapted is the SID entry point. The last fix on the SID is the exit fix. The entry fix and the exit fix may be the same fix.

10.2.5 T TRANSITION FIX

This key character is followed by one unit of data (2 to 5 characters) containing the name of a fix that is a transition fix (TFIX) for this route. More than one key character "T" with the associated route information following may be adapted as additional "T" subsets.

10.2.6 W FIELD RT FORMAT

If the transition fix is to have an adapted transition route, this key character follows the key character "T" and precedes the begin transition route key character.

(BEGIN TRANSITION ROUTE

) END TRANSITION ROUTE

The transition route characters to be adapted with the TFIX must be preceded by a "W" key character and enclosed in parenthesis. The route elements must be separated from the parenthesis by one or more blanks.

The adapted route elements (from the exit fix to the TFIX) must comply with the field RT format.

When the fix following the SID name is a transition fix, the program inserts the adapted transition route, if applicable, between the SID name (first or second element in field RT) and the transition fix for processing.

10.2.7 $ END OF FILE

This key character indicates the end of the SIDRTE adaptation file data set.

10.3 EXAMPLE OF FILE FORMAT WITH DATA:

```
SIDRTE

I  SIDNM1
          F   ETR GWW FRD115045 FRD215035 HQA

          .   T   TEA

              T   FRR

              W   ( CAA FAA233044 J55 )


 $        'END OF SIDRTE FILE
```

STAR ROUTE FILE (STARTE)

11.0 PURPOSE

The purpose of the Standard Terminal Arrival Route (STAR) File is to provide arrivals the same type processing provided by SIDRTE for departures, one common route with multiple transitions.

STARS must be filed by STAR name in the last or next to last element of field RT. A STAR is identified by 3 to 6 characters which are unique within the route identifiers and may be adapted to serve one or more airports.

The STAR adaptation may contain a route for each transition fix (TFIX) adapted for the STAR. This adapted route is the route from the transition fix (TFIX) to the entry fix of the STAR.

11.1 FILE FORMAT

STARTE

I	STARTE NAME
A	ARRIVAL AIRPORT
F	FIX NAME
T	TRANSITION FIX
W	FIELD RT FORMAT
(	BEGIN TRANSITION ROUTE
)	END TRANSITION ROUTE
$	END OF FILE

11.2 EXPLANATION OF FORMAT

11.2.1 STARTE FILE IDENTIFIER

This identifier appears only once and precedes the Star Route File. The file identifier, key characters, and units of data must be separated by at least one blank.

11.2.2 I ROUTE NAME

This key character is followed by one unit of data that consists of the route name (3 to 6 characters, the last must be numeric). This name must be unique within the adapted route identifiers.

11.2.3 A ARRIVAL AIRPORT

This key character is followed by one or more units of data (2 to 5 characters). Each unit of data contains the name of an arrival airport at which this route may be applied.

11.2.4 F FIX NAME

This key character is followed by one or more units of data (2 to 12 characters) containing the name of an adapted fix.

Fixes must be adapted in the order that they occur. The first fix adapted is the STAR entry point. The last fix adapted may be any appropriate fix in the destination terminal area.

11.2.5 T TRANSITION FIX

This key character is followed by one unit of data (2 to 5 characters) containing the name of an adapted fix that is a transition fix (TFIX) for this route.

More than one key character "T" with the associated route information following may be adapted as additional "T" subsets. The transition route is adapted with the begin transition route and end transition route key characters.

11.2.6 W FIELD RT FORMAT

If the transition fix is to have an adapted transition route, this key character follows the key character "T" and precedes the "(" key character.

(BEGIN TRANSITION ROUTE

) END TRANSITION ROUTE

The transition route characters to be adapted with the TFIX must be preceded by a "W" key character and enclosed in parenthesis and separated by at least one blank.

The adapted route elements (from the TFIX to the entry fix) must comply with the field RT format.

When the fix preceding the STAR name is a transition fix, the program inserts the adapted transition route, if applicable, between the transition fix and the entry fix for processing.

11.2.7 $ END OF FILE

This key character indicates the end of the STARTE adaptation file data set.

11.3 EXAMPLE OF FILE FORMAT WITH DATA:

```
STARTE
I  RMG1

          F   RMG DALAS331004 DALAS
              A  ATL PDK ETC
           T  BNA
              W  ( BNA RMG )
           T  FDD
              W  ( J45 )
 $            'END OF STARTE FILE
```

SUBSTITUTE FIX FILE (SUBFIX)

12.0 PURPOSE

The SUBFIX FILE is used to equate fixes that have the same location but different identifiers. One of the primary uses would be to equate ICAO identifiers to US identifiers. All fixes that are equated to must be adapted in the LOCFIX file.

12.1 FILE FORMAT

SUBFIX

I FIX IDENTIFIERS

$ END OF FILE

12.2 EXPLANATION OF FORMAT

12.2.1 SUBFIX FILE IDENTIFIER

This identifier appears only once and precedes the Substitute Fix File. The file identifier, key characters, and units of data must be separated by at least one blank.

12.2.2 I FIX IDENITIERS

This key character is followed by two units of data. Each unit of data is the name of a fix with 2 to 12 characters. The first unit of data (SUBFIX) is equated to the second unit (FIX). The second unit of data (FIX), must be adapted in the LOCFIX File.

12.2.3 $ END OF FILE

This key character indicates the end of the SUBFIX File.

12.3 EXAMPLE OF FILE FORMAT WITH DATA:

```
SUBFIX

I    KLAX  LAX

 $   'END OF SUBFIX File
```

NOTE: KLAX is considered at the same location as LAX, and LAX must be an adapted fix.

SERVICE A AND B SOURCE FILE (WXDATA)

13.0 PURPOSE

This file identifies the weather and message data transmitted on Service A and B. It also identifies the message types and the information pertaining to them. The message types are weather reports and Service B messages. The reporting station may be a location identifier, an originating office, or a route number. This file also includes, when appropriate, the system parameters that control the retention of some message type data, and sequence for normal updates.

13.1 FILE FORMAT

WXDATA

I WEATHER/MESSAGE TYPE

R REPORTING STATIONS

U UPDATE TIME

M MESSAGE DROP INTERVAL

$ END OF FILE

13.2 EXPLANATION OF FORMAT

13.2.1 WXDATA FILE IDENTIFIER

This identifier appears only once and precedes the Weather Source File Data Set. The set or subset identifiers and units of data must be separated by at least one blank.

13.2.2 I WEATHER/MESSAGE TYPE

This key character begins a set of the Service A and B Source File. It is followed by one or more units of data (2 to 6 alphanumerics) which are identifications of message or weather types. Each type that is to be stored in the data base must be adapted as an "I" set. Types may be combined when the remaining key characters are the same; e.g., SA and SW, or SP and USP may be combined. The exclamation point "!" is adapted for NOTAMS.

13.2.3 R REPORTING STATIONS

This optional key character is followed by one or more units of data. Each unit of data contains the identification of a weather reporting station (3 to 4 alphanumerics), a TWEB number (3 digits) or an originating station (3 to 4 alphanumerics) for the message type(s) adapted in the "I" key character set. The data are dependent on the message type (I set);e.g., an SA would have weather reporting stations, a TWEB would have numbers, etc. Others that have one input source and are not retrievable by a station or area should not have this key character adapted.

This key character is required for those message types, listed in paragraph 3.3.2.1.2 of FAA-E-2685, that are retrievable by a predefined station or area.

13.2.4 U UPDATE TIME

This key character is followed by one unit of data which is the update time for the weather type identified by the "I" key character set. The data may be 2 to 4 digits indicating minutes or the letters "AR" for weather types that have an irregular update cycle, such as NOTAM's and TWEB's.

13.2.5 M MESSAGE DROP INTERVAL

This optional key character identifies the parameter and the value that applies to the weather type adapted with the "I" key character set. When adapted, it is followed by two units of data as follows:

a. The first unit of data (4 letters) is the parameter designation and must be one of the following:

   MEDI - Message Expiration Drop Interval
   FDUP - Forecast Winds & Temperatures Aloft Update Period
          This is an optional field used only with FD's.
   FDDT - FD Data Time
          This is an optional field used only with FD's.
   FDRT - FD Retrieval Time
          This is an optional field used only with FD's.
   PRRT - Pilot Report Retention Time
   SART - SA Retention Time
   CSPT - Convective SIGMET Purge Time

b. The second unit of data (2 to 4 digits) specifies a value within the range specified for the first unit of data.

   When this key character is not adapted, the Weather/Message type will be retained until deleted by other means, such as NOTAM, which is deleted by a cancellation message. (Reference FAA-E-2685)

13.2.6 $ END OF FILE

This key character indicates the end of the WXDATA adaptation file data set.

13.3 EXAMPLE OF FILE FORMAT WITH PARTIAL DATA:

```
WXDATA


I SA            'HOURLY AVIATION WEATHER
R
  XXX XXX XXX
U 01
M SART 180


I SW            'SUPPLEMENTRY AVIATION WEATHER
R
  XXX XXX XXX
U 01
M SART 180


I RS            'RECORD SPECIAL AVIATION WEATHER
R
  XXX XXX XXX
U AR
M SART 180


I SP            'SPECIAL AVIATION WEATHER
R
  XXX XXX XXX
U AR
M SART 180


I USP           'URGENT SPECIAL AVIATION WEATHER
R
  XXX XXX XXX
U AR
M SART 180


I UA            'PILOT REPORT
R
  XXX XXX XXX
U AR
M PRRT 180


I UUA           'URGENT PILOT REPORTS
R
  XXX XXX XXX
U AR
M PRRT 180
```

```
I WW            'SEVERE WEATHER FORECASTS OR BULLETINS
U AR
M MEDI 360


I WW-A          'AMENDED SEVERE WEATHER FORECASTS OR BULLETINS
                'STATUS REPORT
U AR
M MEDI 360


I AC            'SEVERE WEATHER OUTLOOK NARRATIVE
U AR
M MEDI 1440


I WS            'FLIGHT ADVISORIES-SIGMET
R
  ANC BOS CHI DFW FAI JNU MIA MKC MSY SFO SLC WBC
U AR
M MEDI 240


I UWS           'URGENT FLIGHT ADVISORIES-SIGMET
R
  ANC BOS CHI DFW FAI JNU MIA MKC MSY SFO SLC WBC
U AR
M MEDI 240


I WA            'FLIGHT ADVISORIES-AIRMET
R
  ANC BOS CHI DFW FAI JNU MIA MKC MSY SFO SLC WBC
U AR
M MEDI 360


I WST           'CONVECTIVE SIGMET
R
  MKCW MKCC MKCE
U AR
M CSPT 54


I AWW           'SEVERE WEATHER FORECAST ALERT
U AR
M MEDI 360


I WH            'ABBREVIATED HURRICANE ADVISORIES
R
  MIA SFO
U AR
M MEDI 360
```

```
I FA          'AVIATION AREA FORECASTS
R
  ANC BOS CHI DFW FAI JNU MIA MKC MSY SFO
  SLC WBC
U 12
M MEDI 1080


I FA AMD      'AVIATION AREA FORECAST AMENDMENT
R
  ANC BOS CHI DFW FAI JNU MIA MKC MSY SFO
  SLC WBC
U AR
M MEDI 1080


I FA COR      'AVIATION AREA FORECAST CORRECTION
R
  ANC BOS CHI DFW FAI JNU MIA MKC MSY SFO
  SLC WBC
U AR
M MEDI 1080


I FT          'AVIATION TERMINAL FORECASTS
R
  XXX XXX XXX
U AR
M MEDI 1440


I FT AMD      'AVIATION TERMINAL FORECAST AMENDMENT
R
  XXX XXX XXX
U AR
M MEDI 1440


I FT COR      'AVIATION TERMINAL FORECAST CORRECTION
R
  XXX XXX XXX
U AR
M MEDI 1440


I FD1         'WINDS AND TEMPERATURE ALOFT FORECAST
R
  XXX XXX XXX
U 12
M MEDI 720  FDUP 06/18  FDDT 00/12  FDRT 18


I FD2         'WINDS AND TEMPERATURE ALOFT FORECAST
R
  XXX XXX XXX
U 12
M MEDI 1080  FDUP 15/03  FDDT 00/12  FDRT 18
```

```
I FD3          'WINDS AND TEMPERATURE ALOFT FORECAST
R
  XXX XXX XXX
U 12
M MEDI 1439  FDUP 21/09  FDDT 00/12  FDRT 18


I FD8          'WINDS AND TEMPERATURE ALOFT FORECAST
R
  XXX XXX XXX
U 12
M MEDI 720  FDUP 06/18  FDDT 00/12  FDRT 18


I FD9          'WINDS AND TEMPERATURE ALOFT FORECAST
R
  XXX XXX XXX
U 12
M MEDI 1080  FDUP 15/03  FDDT 00/12  FDRT 18


I FD10         'WINDS AND TEMPERATURE ALOFT FORECAST
R
  XXX XXX XXX
U 12
M MEDI 1439  FDUP 21/09  FDDT 00/12  FDRT 18


I SD           'RADAR WEATHER REPORT
R
  XXX XXX XXX
U 01
M MEDI 60


I !!           'NOTICE TO AIRMEN
U AR


I !FDC          'FLIGHT DATA CENTER NOTAM
U AR


I TWEB         'TRANSCRIBED WEATHER BROADCAST
R
  XXX XXX XXX
U AR
M MEDI 1080
```

```
I TWEB AMD     'TRANSCRIBED WEATHER BROADCAST AMENDMENT
R
  XXX XXX XXX
U AR
M MEDI 1080


I TWEB COR     'TRANSCRIBED WEATHER BROADCAST CORRECTION
R
  XXX XXX XXX
U AR
M MEDI 1080


I WO           'TROPICAL DEPRESSION ADVISORY
R
  MIA SFO
U AR


I FX           'MISCELLANEOUS FORECASTS
U AR


I SYNS         'TRANSCRIBED WEATHER BROADCAST SYNOPSIS
R
  XXX XXX XXX
U AR
M MEDI 1080


I SYNS AMD     'TRANSCRIBED WEATHER BROADCAST
               'SYNOPSIS AMENDNENT
R
  XXX XXX XXX
U AR
M MEDI 1080
```

```
I SYNS COR     'TRANSCRIBED WEATHER BROADCAST
               'SYNOPSIS CORRECTION
R
  XXX XXX XXX
U AR
M MEDI 1080


I CARF CNTM    'CENTRAL ALTITUDE RESERVATION FACILITY NOTAM
U AR


I ANnnnn NOTAM 'INTERNATIONAL NOTICE TO AIRMEN
U AR


I INREQ        'INFORMATION REQUEST
U AR


I ALNOT        'ALERT NOTICE
U AR


I QALQ         'OVERDUE AIRCRAFT ACTION
U AR


I ATCSCC       'ADVISORY
U AR


I LE           'LAW ENFORCEMENT
U AR


I IR           'IFR ROUTES
U AR


I VR           'VFR ROUTES
U AR


I MOA          'MILITARY OPERATIONS AREA
U AR


 $             'END OF WXDATA FILE
```

MESSAGE RETRIEVAL ELIGIBILITY FILE (MESRET)

14.0 PURPOSE

This file identifies those message types eligible for retrieval when certain functions are entered. The message types are weather reports. A request for weather shall cause the adapted message types for the origin/locations, defined in the area or route definition and zone size, or specified location identifier to be displayed. The system shall display the message types in the order specified by the System Supervisory Terminal (SST) or adapted in this file for the FSDPS.

14.1 FILE FORMAT

MESRET

I	FSDPS INDENTIFIER
H	HIGH ALTITUDE SUMMARY MESSAGE TYPES
L	LOW ALTITUDE SUMMARY MESSAGE TYPES
D	DETAILED BRIEFING REQUEST MESSAGES TYPES
N	INDIVIDUAL REPORTS MESSAGES TYPES
T	WEATHER TREND MESSAGES TYPES
R	WEATHER WARNING MESSAGES TYPES
$	END OF FILE

14.2 EXPLANATION OF FORMAT

14.2.1 MESRET FILE IDENTIFIER

This identifier appears only once and precedes the Message Retrieval Eligibility File. The file identifier, key characters, and units of data must be separated by at least one blank.

14.2.2 I FSDPS IDENTIFIER

This key character is followed by one unit of data (3 to 6 characters), that denotes the FSDPS for which the message types are adapted for retrieval. The letters "ALLF" should be adapted as the first FSDPS. The adapted message types that follow shall apply to all FSDPSs that are not adapted in this file.

14.2.3 H HIGH ALTITUDE SUMMARY MESSAGE TYPES

This key character and its units of data (2 to 6 characters each), identifies the default message types and order of display, when a High Altitude Summary is requested. The units of data are the weather report types to be retrieved and displayed for every origin/location defined in the area or route definition or specified location identifier. The system shall display these message types and all corrections and amendments thereto, as per FAA-E-2685a Appendix A paragraph 3.4.2.5.2.4.4.

14.2.4 L LOW ALTITUDE SUMMARY MESSAGE TYPES

This key character and its units of data (2 to 6 characters each), identifies the default message types and order of display, when a Low Altitude Summary is requested. The units of data are the weather report types to be retrieved and displayed for every origin/location defined in the area or route definition or specified location identifier. The system shall display these message types and all corrections and amendments thereto, as per FAA-E-2685a Appendix A paragraph 3.4.2.5.2.4.4.

14.2.5 D DETAIL BRIEFING REQUEST MESSAGE TYPES

This key character and its units of data (2 to 6 characters each), identifies the default message types and order of display, when a Detailed Briefing is requested. The units of data are the weather report types to be retrieved and displayed for every origin/location defined in the area or route definition or specified location identifier. The system shall display these message types and all corrections and amendments thereto, as per FAA-E-2685a Appendix A paragraph 3.4.2.5.2.4.1.

14.2.6 N INDIVIDUAL REPORTS MESSAGE TYPES

This key character and its units of data (2 to 6 characters each), identifies the default message types and order of display, when an Individual Reports is requested. The units of data are the weather report types to be retrieved and displayed for every origin/location defined in the area or route definition or specified location identifier. The system shall display these message types and all corrections and amendments thereto, as per FAA-E-2685a Appendix A paragraph 3.4.2.5.2.4.5.

14.2.7 T WEATHER TREND MESSAGE TYPES

This key character and its units of data (2 to 6 characters each), identifies the default message types and order of display, when a Weather Trend is requested. The units of data are the weather report types to be retrieved and displayed for every origin/location defined in the area or route definition or specified location identifier. The system shall display these message types and all corrections and amendments thereto, as per FAA-E-2685a Appendix A paragraph 3.4.2.5.2.4.2

The message types identified under this key character shall cause the retrieval and display of the last 3 hours of each type for every origin/location defined, and the latest FT for every origin/location defined.

14.2.8 R WEATHER WARNING MESSAGE TYPES

This key character and its units of data (2 to 6 characters each), identifies the default message types and order of display, when a Weather Warning is requested. The units of data are the weather report types to be retrieved and displayed for every origin/location defined in the area or route definition or specified location identifier. The system shall display these message types and all corrections and amendments thereto, as per FAA-E-2685a Appendix A paragraph 3.4.2.5.2.4.3.

14.2.9 $ END OF FILE

This key character indicates the end of the MESRET File.

14.3 EXAMPLE OF FILE FORMAT WITH DATA:

```
MESRET

I    ALLF

   H     AWW WW-A WH AC UWS WST WS WA SD SA RS SW USP SP UUA UA FT FD !!

   L     AWW WW-A WH AC UWS WST WS WA SD SA RS SW USP SP UUA UA FT FD !!

   D     AWW WW-A WH AC UWS WST WS WA SD SA RS SW USP SP UUA UA FT FD FA !!

   N     SA RS SW USP SP UUA UA FT FD FA !! SD

   T     SA RS SW USP SP UA FT

   R     AWW WW-A WH UWS WST WS WA

I    FSDPSA

   H     AWW WW-A AC UWS WST WS WA SD SA RS SW USP SP UUA UA FT FD !!

   L     AWW WW-A AC UWS WST WS WA SD SA RS SW USP SP UUA UA FT FD !!

   D     AWW WW-A WH AC UWS WST WS WA SD SA RS SW USP SP UUA UA FT FD FA !!

   N     SA RS SW USP SP UUA UA FT FD FA !! SD

   T     SA RS SW USP SP UA FT

   R     AWW WW-A WH UWS WST WS WA

 $      'END OF THE MESRET FILE
```

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