

**ATTACHMENT 4
AERONAUTICAL SURVEY PROGRAM - WAYPOINT FILE SAMPLE**

REC	LINE	FEET	SCALE	MILES	FAZI	BAZI	SWP	LAT1	LONG1	EWP	LAT2	LONG2	EMUL	END LAP	NO PH	GRND ELEV	MAG DEC	CENTER LAT.	CENTER LONG.
1	SDL 30-1	72000	30000	13.6	046	226	1	N 33 30 50	W 112 02 28	2	N 33 39 14	W 111 52 25	P	60	10	1508	12E	N 33 34 00	W 111 56 00
2	FLG 30-1	71999	30000	13.6	222	042	3	N 35 15 06	W 111 33 05	4	N 35 06 10	W 111 42 36	P	60	10	7011	14E	N 35 09 00	W 111 38 00
3	TUS 30-3	81000	30000	15.3	135	315	5	N 32 00 14	W 110 48 23	6	N 32 09 38	W 110 59 32	P	60	10	2641	12E	N 32 04 00	W 110 53 00
4	PHX 30-4	108000	30000	20.5	091	271	7	N 33 26 14	W 112 11 30	8	N 33 25 57	W 111 50 16	P	60	13	1133	12E	N 33 26 00	W 112 01 00

FILE NAME EXPLANATION (AWP9801.WPT):

AWP - FAA Region

98 - Year, last two digits

01 - Sequence number of waypoint file in current year

WPT - Waypoint file identifier

FIELD EXPLANATIONS:

REC - Record, numbered consecutively

LINE - Flight line designation (FAA airport designator, scale, the number of the flight line at that scale and that airport)

FEET - Flight line length, in feet

SCALE - "X", as in 1:"X"

MILES - Flight line length, in miles, to nearest tenth

FAZI - Forward azimuth, degrees (clockwise from north, true)

BAZI - Back azimuth, degrees (clockwise from north, true)

SWP - Starting way point, number*

LAT1 - Starting latitude (N/S dd mm ss)*

LONG1 - Starting longitude (W/E ddd mm ss)*

EWP - Ending way point, number*

LAT2 - Ending latitude (N/S dd mm ss)*

LONG2 - Ending longitude (W/E ddd mm ss)*

EMUL - Emulsion (CN = color neg., P = pan)

END LAP - End lap (or forward overlap), as a percent

NO PH - Number of photographs, on that line

AIRPORT ELEV - Airport elevation, in feet

MAG DEC - Magnetic declination; degrees, to nearest tenth (E (east) or W (west))

AIRPORT LAT - Airport Reference Point (ARP), latitude (N/S dd mm ss)

AIRPORT LONG - Airport Reference Point (ARP), longitude (W/E ddd mm ss)

(The ARP is the approximate geometric center of all usable runways.)

* Lines may be flown either way, but adjacent lines should be in opposite directions.