

# ASA Master Turnpoint List Column Descriptions/Use

JSilvasi 2013-02-01

<b>TPID</b>	Unique Turnpoint ID
<b>TurnpointName</b>	Self explanatory
<b>ArptID</b>	FAA AFD Airport Identifier
<b>Source</b>	ASA=Already existed in the ASA turnpoint database, AFD=FAA Airport Facility Directory, GE=Google Earth, or xxx=Initials of individual providing info as long as their initials are not ASA, AFD or GE.
<b>Active</b>	Y/N = active for selection by John Leibacher when generating regional and/or full turnpoint files. NOTE: a turnpoint may become inactive and then reactivated at a future date. It will retain the same turnpoint number.
<b>Verified</b>	Has someone actually physically gone to the field and verified the information and made a determination if it is usable.
<b>P</b>	Pasture Indicator*
<b>D</b>	Dry lake, wash or playa*
<b>F</b>	Farm field*
<b>C</b>	Clearing*
<b>Q</b>	Questionable airfield*
<b>X</b>	An airfield which is believed to be non landable*
<b>Code</b>	Current turnpoint name abbreviation previously generated.
<b>TURF</b>	Turf "Regional" indicator.
<b>TuSC</b>	Tucson Soaring Club "Regional" indicator.
<b>Estrella</b>	Estrella "Regional" indicator.
<b>PSA</b>	Prescott Soaring Association "Regional" indicator.
<b>Sampley</b>	Sampley's "Regional" indicator.
<b>Wilcox</b>	Wilcox "Regional" indicator.
<b>Williams</b>	Williams "Regional" indicator.
<b>Country</b>	Self explanatory. Included for flexibility in future flights by WA.
<b>State</b>	Self explanatory.
<b>LatitudeDMS</b>	Degrees:Minutes:Seconds[N/S quadrant]
<b>LatitudeCU</b>	DegreesMinutes.minutedecimal[N/S quadrant]
<b>LongitudeDMS</b>	Degrees:Minutes:Seconds[E/W quadrant]
<b>LongitudeCU</b>	DegreesMinutes.minutedecimal[E/W quadrant]
<b>ElevationMetric</b>	This is an odd one; "m" probably means "meters but no one knows what "s" and "ms" means. Any help here would be appreciated for conversion.
<b>ElevationFT</b>	Elevation in FT.
<b>Style</b>	CU waypoint style. 1 Normal 2 Airfield Grass 3 Outlanding 4 Glider Site 5 Airfield Solid 6 Mountain pass 7 Mountain Top 8 Sender 9 VOR 10 NDB

	11 Cooling Tower 12 Dam 13 Tunnel 14 Bridge 15 Power Plant 16 Castle 17 Intersection Obviously, we're not quite as creative as the Europeans are in classifying turnpoints !!
<b>CAIAttr</b>	Cambridge Instruments waypoint attributes S Start F Finish A Airport L Landout T Turnpoint
<b>dirRwy</b>	Runway direction - magnetic
<b>LengthMetric</b>	Same as elevation !
<b>LengthFT</b>	Runway length in feet - may have been measured by Google Earth
<b>Runways</b>	Runway directions to nearest 10deg expressed as NN/MM which should be reciprocal numbers such as 01/19.
<b>Freq</b>	CTAF/UNIComm frequency
<b>Description</b>	Additional descriptive notes.

\*From Steve Koerner's 2012-03-16 Discussion Forum posting under "Closing the database":

On a few waypoint and turnpoint names I have introduced a code. The code is a single lower case letter at the beginning of the name.

Generally, the x, p, d and c codes will be associated with nonlanding waypoints. The f and the q codes may appear on either waypoints or on airport or off-field landing places. The intention here is that if any code appears on a non-landing waypoint, it might be a place to dump in an emergency. A waypoint so marked is not a place that I intend to rely on during a cross country flight. An 'f' code shown as a off-field landing area on the other hand, is likely a large complex of fields where it is highly likely that at least one field will not have tall crops, bales or pipes in the way.

The idea of the x code goes a little further. It is intended to be the begining of a mechanism for permanently logging that an airport is no longer landable by gliders. These will show as waypoints in the master file but mostly not in the Turf and El Tiro files. Although, I left some in the Turf and El Tiro files for their desirability as contest turnpoints.

The criterion for x and q codes relates to 15m gliders. The majority of ASA members and contestants are currently flying 15m ships. Comments have been added to the files for locations where a member has given a report or where the satellite image was studied. In most of those cases a runway width is given in the comments. The comments exist in the SeeYou .cup file and perhaps some other formats. I was disappointed that my comments don't show on the .dat file that is used by many of us. I didn't have time to readdress that -- maybe next year that can be improved.

The codes in the names are an experiment for this year. If the finding is that they are not useful or create a problem that I'm not anticipating then they will come out of the files next year. Let me offer one example of how I think the codes will be useful: At the off-field landing place Diamond Bell, I have changed the name to 'd Diamond Bell'. This tells me that I am looking for a preferred

landing place that is a dry lake area. Without that code I would have likely tried to steer my glider to the adjoining little farm fields with a lesser probability of success.

One more example of how this scheme is intended to work... in the old file there were three fields coded as outlanding places near Cascabel: Cascabel North, Cascabel Central and Cascabel South. Each now has an 'f' in front of its name which indicates a farm field even if your computer contracts the name to just a few characters. Upon examining those field areas in Google Earth, I found that Cascabel South only had two small fields and therefore did not look to me like a reliable cross country alternate. I changed that point to 'f South Cascabel Fields' and it is now coded as a waypoint rather than as an outlanding place. That one may be a place to dump in an emergency but I won't plan to rely on it as I might at the other two fields which remain coded as outlanding places.

Clearly there are a lot of judgement calls in all this. In most cases I didn't have enough information to make a very good judgement -- it's just the best we could do with a couple weeks effort. Pilots must understand that there will surely be some errors at the locations that were addressed this year as well as at the many locations that never got any attention in the files. Have a backup plan in mind.

[JS] I have separated the codes from the turnpoint names to facilitate sorting. They can be reattached later if needed. I look for some input here per Steve's desire to experiment with the coding system.