



Data Provided in this file set.

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The data provided in this file set covers entries in the United States Civil Aircraft Register, there are two files one called “current” and a second called “historic”.

These files have been converted to a comma separated flat file – more commonly called a “csv” or Comma Separated Values – suitable for importing into the application of your choice. Most commonly this would be a spread sheet, examples of which are Microsoft Excel, LibreOffice Calc, Apple Numbers and Google Sheets to name but a few.

The files have been converted into this format to make them easier to use for people who would just like the data in a simple format.

Data Format.

The first line in the file contains the header row, this data is added just for reference and it can be changed to something more suitable if required or deleted. Every subsequent line in the file contains five values as described by the header row, here is a breakdown of each value.

Header Row.

This is a simple description of each value, it is the first row of the file and can be changed before or after import. The values below for each column in the Comma Separated Value file, are purely arbitrary and should if required be changed to suit your requirements.

Registration:

The aircraft identification marking, this is a country based identifier for example the United States uses the letter “N” followed by a combination of numbers and letters.

Manufacturer:

The aircraft manufacturer as recorded, typical examples may be Boeing, Cessna typically describes the original manufacturer of the aircraft.

Model:

This is the model designation, for Cessna it is a simple descriptor like 150 or 172 etc. Where there are manufacturers like Boeing, the model descriptor may represent a series and customer – for example a Boeing 737-236 would have been a Boeing 737-200 built for customer code 36 (British Airways).

MSN:

The manufacturers serial number, the unique identification number generated during the manufacturing process. Although it should be noted that in the case of ex-military aircraft, on occasion the military serial may be recorded as the MSN.

Registrant:

The entity that has filed the registration document, typically the owner – but it may be a leasing company or a Limited Liability Corporation as well as an individual.

The current data file.

This file contains the data for the current active aircraft on the United States Civil Aircraft Register in a one line per aircraft format, the data is created from the official source as at the date listed above. This is a large file comprising some 295,000 records, the file changes daily as aircraft are added to and removed from the register.

The data in this data set can change from one issue to the next, as things like the registration or owner of the aircraft may change over time. Each data record comprises five items in this data set, of these only three are fixed – the Manufacturer, the Model and the Manufacturers Serial number.

The historic data set.

This data is a list of aircraft that were on the United States Civil Aircraft Register, currently comprising some 375,000 records. These records comprise of aircraft that were on the United States Civil Aircraft Register but have been removed, the removal may reflect that the aircraft has been exported or has been disposed of in some way and is no longer on the register.

The data set covers many older aircraft and this data set should grow over time. Note that a change of registration or owner will not generate an entry in this file, only its removal from the register.

A search of this data based on registration may return more than one record with the same registration, as several aircraft may have been registered to an individual or company and may well have displayed the same registration.

Additional notes on the data.

This data is an extract from the United States Civil Aircraft Database, to be included in these files all five pieces of data must be present. This is actually a small subset of the data, there is a great deal in the database – in excess of 500Mb of raw data.

The extract reduces the data set to a more manageable size, this data has been denormalised to make it suitable for loading all the data into any application capable of importing files in the Comma Separated Value format.

Other than the registrant name, all personal information has been removed from the data. The complete data set is available from from the Federal Aviation Authority download site and other commercial sources are available.

How the data appears.

Shown below are the first few lines of the data file, as can be seen the header row is in the same format as the rest of the file.

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Registration,Manufacturer,Model,MSN,Registrant
N1,CESSNA,680,680-0519,TENAX AEROSPACE LLC
N100,PIPER,J3C-65,5334,BENE MARY D
N10000,CIRRUS DESIGN CORP,SR22T,10000,CIRRUS DESIGN CORP
N10001,WACO,ASO,A28,STOOS ROBERT A
N10004,CESSNA,T182T,T18208245,ETOS AIR LLC
N10006,BEECH,D-45 (T-34B),BG-72,COUTCHEES ROBERT HERCULES DBA
N10007,CESSNA,210G,21058839,INSKO MATTHEW T
N10009,TEXAS HELICOPTER CORP,OH-13H/M74A,79-032,HENDRICKSON FLYING SERVICE INC
N1000A,ROLLADEN-SCHNEIDER GMBH,LS-3,3255,LEWIS STEVEN G
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Using the Data.

When it comes to using the data, you can import it into many applications – well any that are capable of importing a Comma Separated Values file that includes spreadsheets, word processors and databases.

If you already use a specific application, or are considering using one then you should ensure that it will accept the data in the above format.

If you are just starting out, I'd suggest that you use one of the spread sheet packages that are available – it may be that it does not suit your needs after a while, but it is a good place to begin.

It also allows you to easily manipulate the data, if you need the data in an other format the spreadsheet will allow you to manipulate the data for the desired outcome.