

Airport Obstructions Standards Committee (AOSC) Decision Document #05 Summary

Approved: June 8, 2005

Airport Traffic Control Tower Interim Siting Guidance

1) **Introduction**

Federal Aviation Administration (FAA) Order 6480.4, Airport Traffic Control Tower (ATCT) Siting Criteria is currently being updated. The existing order, issued in 1972, did not take advantage of current technology and was not in line with the current FAA organizational structure. As a result, the desired level of communication and coordination had not been achieved on several tower siting efforts. Within eight months, the new order will establish requirements for site location and cab height selection for any new Federally-funded ATCT used by the FAA, including Contract Towers and Non-Federal Towers. The new order will also include a revised process for review and approval of the siting report.

One of the most significant changes required by the Draft Order is the requirement to utilize the Airport Facilities Terminal Integration Laboratory (AFTIL) located at the William J. Hughes Technical center for siting all new and replacement airport traffic control towers. In a separate effort parallel with the review process for the draft ATCT Siting Order, the FAA will determine whether or not there are cases where “real time” simulation at the AFTIL may not be necessary.

2) **Rationale for Decision**

Several ATCT replacement projects were in various stages of siting and/or design and may be completed or near completion prior to the issuance of the new ATCT Siting Order. Interim guidance was necessary to ensure that new ATCTs were sited using the new process to avoid improper siting and ensure the Safety Management System (SMS) process was applied.

3) **AOSC Decision**

To ensure that new ATCTs are sited using modern siting methods, the draft Airport Traffic Control Tower Siting Process Order (6480.XX) issued on June 8, 2005 was applied until such time as the final ATCT Siting Order was issued.

Note: The above referenced decision has now been appropriately updated in current FAA order, directives, advisory circulars, etc and has resulted in the sun setting of the original decision document and its replacement by this summary.