



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: Program Guidance Letter 86-3

Date: 13 FEB 1986

From: Manager, Grants-in-Aid Division, APP-500

Reply to
Attn of

To: PGL Distribution List

86-3.1 - PAPI - Ben Castellano (426-3857). The policy on the visual glideslope indicators was published in the Federal Register on February 5. The policy guidance in Order 5100.38, paragraph 541, is unchanged and may be used in funding VASIs once again. For your information, applicable pages of the Federal Register are attached.

86-3.2 - Airport System Planning Grant Applications - Dick Rodine (426-3857). Effective immediately, APP-520 should be provided a copy of the detailed workscope and associated budget information on all airport system planning applications submitted to Washington for approval (applications where Federal funds exceed \$250,000). This information should be included as part of the other required material in the program folder. (Additionally, any project evaluation report or review of cost analysis that has been completed for the project should also be submitted along with any recommendations or changes to the workscope or budget.) Because of the variety of system planning efforts and wide range of project costs, we believe it necessary to perform detailed reviews.

86-3.3 - New Grant Assurance Identifying Required Design Standards - Dick Rodine (426-3857). To confirm guidance provided in the APP-1 letter dated January 23, 1986, effective March 1, 1986, all development grants issued should contain the new assurance on required design standards (copy attached). One change to the list of advisory circulars published in the January 23 Federal Register is that AC 150/5200-23 should be identified as "23A". We recommend that each region duplicate this assurance on their own word processing equipment, identify it as Assurance Number 31 (Airport and Planning Agency Sponsors), and add it to the existing preprinted standard assurance package. PGL's will be issued periodically as changes occur to the advisory circulars so that the assurance can remain current.

Lowell H. Johnson

3 Attachments

Index for New Program Guidance Letters System

Issued by APP-500

PGL #85-1 - May 31, 1985

- 85-1.1 Airport Planning Eligibility
- 85-1.2 Definition of Airport Revenue
- 85-1.3 Retainage
- 85-1.4 Advance of Grant Payments
- 85-1.5 Changes in Airport Classification
- 85-1.6 Portable Hangars on Federally Funded Aprons
- 85-1.7 Eligibility - Emergency Operations Centers

PGL #85-2 - August 30, 1985

- 85-2.1 Deletion of Air Conditioning from "Basic" Noise Attenuation Package

PGL #86-1 - November 29, 1985

- 86-1.1 Taxiway Holding Position Markings

PGL #86-2 - January 28, 1986

- 86-2.1 Use of a Contingency Factor in Establishing Grant Amounts
- 86-2.2 Eligibility of Equipment Procurement Under System Planning

PGL #86-3 - February 11, 1986

- 86-3.1 PAPI
- 86-3.2 Airport System Planning Grant Applications
- 86-3.3 New Grant Assurance Identifying Required Design Standards

Dated: January 30, 1986.

John Wheeler,

Secretary.

[FR Doc. 86-2540 Filed 2-4-86; 8:45 am]

BILLING CODE 8910-07-M

DEPARTMENT OF STATE

[CM-8/937]

Chairman's Special Ad Hoc Subcommittee of the National Committee of the U.S. Organization for the International Radio Consultative Committee (CCIR); Meeting

The Department of State announces that the Chairman's Special Ad Hoc Subcommittee of the CCIR National Committee will meet on February 27, 1986 at 9:30 a.m. in Room 6320, Department of State, 2201 C Street, NW., Washington, D.C.

During the 93rd meeting of the CCIR National Committee, the Chairman established a Special Ad Hoc Subcommittee to facilitate the activities of the Committee. The general purpose of this Subcommittee is to obtain both government and private sector input to advise the Chairman on a wide variety of radio issues related to the CCIR National Committee. In the short term, this Special Ad Hoc Subcommittee will focus on preparations for the XVth CCIR Plenary Assembly, May 1986, especially those items of a general, non-technical nature. In the longer term, the work will address general, non-technical policy issues that encompass multiple study groups.

The purpose of this meeting will be to initiate preparatory work for the VXth Plenary Assembly and to identify long-term study areas that the Special Subcommittee will address in the future.

Members of the general public may attend the meeting and join in the discussion subject to instructions of the Chairman. Admittance of public members will be limited to the seating available. In that regard, entrance to the Department of State building is controlled. All persons wishing to attend the meeting should contact Warren Richards, Department of State (telephone (202) 647-5841). All attendees must use the C Street entrance to the building.

Dated: January 29, 1986.

Richard E. Strum,

Chairman, U.S. CCIR National Committee.

[FR Doc. 86-2522 Filed 2-4-86; 8:45 am]

BILLING CODE 4710-07-M

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Revocation of the Section 401 Certificates of Chisum Flying Service of Alaska, Inc., the Hawaii Express, Inc., and Marco Island Airways, Inc.; Section 418 Certificates of Combs Airways, Inc., Gelco Courier Services, Inc., and Hawkins & Powers Aviation, Inc.

AGENCY: Department of Transportation.

ACTION: Notice of order to show cause (Order 86-1-73). Docket 43767.

SUMMARY: The Department of Transportation is directing all interested persons to show cause why it should not issue an order revoking the section 401 certificates of Chisum Flying Service of Alaska, Inc., The Hawaii Express, Inc., and Marco Island Airways, Inc., and the section 418 certificates of Combs Airways, Inc., Gelco Courier Services, Inc., and Hawkins & Powers Aviation, Inc.

DATES: Persons wishing to file objections should do so no later than February 21, 1986.

ADDRESSES: Responses should be filed in Docket 43767 and addressed to the Office of Documentary Services, Department of Transportation, 400 7th Street SW., Washington, DC 20590 and should be served upon the parties listed in Attachment A to the order.

FOR FURTHER INFORMATION CONTACT: Patricia T. Sarom, Special Authorities Division, Department of Transportation, 400 7th Street SW., Washington, DC 20590, (202) 755-3812.

Dated: January 30, 1986.

Matthew V. Scocozza,

Assistant Secretary for Policy and International Affairs.

[FR Doc. 86-2514 Filed 2-4-86; 8:45 am]

BILLING CODE 4910-02-M

Order Adjusting the Standard Foreign Fare Level Index

The International Air Transportation Competition Act (IATCA), Pub. L. 96-192, requires that the Department, as successor to the Civil Aeronautics Board, establish a Standard Foreign Fare Level (SFFL) by adjusting the SFFL base periodically by percentage changes in actual operating costs per available seat-mile. Order 80-2-69 established the first interim SFFL and Order 85-12-54 established the currently effective two-month SFFL applicable through January 31, 1986.

In establishing the SFFL for the two-month period starting February 1, 1986,

we have projected nonfuel costs based on the year ended September 30, 1985 data, and have determined fuel prices on the basis of experienced monthly fuel cost levels as reported by the Department.

By Order 86-1-72 fares may be increased by the following adjustment factors over the October 1, 1979, level:

Atlantic.....	1.1116
Latin America.....	1.3500
Pacific.....	1.2801
Canada.....	1.2590

For further information contact: Julien R. Schrenk, (202) 472-5126.

By the Department of Transportation.

Matthew V. Scocozza,

Assistant Secretary for Policy and International Affairs.

[FR Doc. 86-2515 Filed 2-4-86; 8:45 am]

BILLING CODE 4910-02-M

Federal Aviation Administration

[FAA Order 8850.26A]

Grants, Availability, etc.; Federal Funding of Visual Glideslope Indicators

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of funding policy.

Purpose

This notice announces the FAA's policy on Federal funding of visual glideslope indicators. As required by Pub. L. 99-88, the proposed funding policy, as contained in FAA Order 8850.26A, was published in the Federal Register (50 FR 34573) on August 28, 1985, to provide the public with the opportunity to comment. The original comment period of 30 days was extended to 60 days by notice in the Federal Register (50 FR 39067) dated September 28, 1985.

Background

During the period from 1961 to 1982 the VASI was the U.S. standard system and was the only system eligible for Federal funding. During this period over 3000 runways in the U.S. were equipped with a VASI. Although the VASI was an English developed system, it was not patented and could be made by anyone. All of the systems installed in the U.S. were made by American manufacturers.

In 1978, a system called the Precision Approach Path Indicator (PAPI) was proposed for adoption as a new international standard to replace the VASI. The PAPI is basically a reconfigured VASI with a improved

signal format and consists of four light bars located on a line perpendicular to the runway centerline. The PAPI was thoroughly tested by a number of countries, including the U.S., and was adopted by ICAO as the new international standard in 1982. The VASI will cease to be an international standard on January 1, 1995.

In 1983, the FAA revised its longstanding policy of funding only one standard system. The new policy permitted Federal funding of only the new international system, the PAPI, at international airports while permitting the funding of various types of systems at other than international airports. During the period this policy was in effect, three systems, including the PAPI, VASI, and the Pulsed Light Approach Slope Indicator (PLASI), were made eligible for Federal funding at non-international airports.

The three systems (VASI, PAPI, PLASI) were all in a comparable price range. For federally funded projects, competitive bidding must be followed. Because of their similar price range, any of the three approved systems could be the lowest bid on any particular project. This could result in a situation where a particular airport could have three different systems. As more systems, each employing a different signal

format, were expected to be added to the approved list, this problem would become even more pronounced. Several of the other systems on the market which were expected to be added to the approved list were substantially lower in price than the three original systems on the list. Thus, the competitive bid process would insure that only the lowest cost systems would be funded. This would have effectively eliminated the three original systems (VASI, PAPI, PLASI).

It seemed apparent that the new policy would lead to a proliferation of systems, each having a different signal format. FAA professional opinion did not consider this to be in the best interest of aviation safety. Also, it was felt that pilots need to see the same visual presentation at all airports and especially when breaking out of a low overcast or approaching a new field at night.

In the critical approach to landing phase, a pilot has many things to do and it was felt by those who considered the issue that pilots should not be unnecessarily burdened with the need to determine which of several different signal formats is presented by the visual glideslope indicator. It was also felt that the use of a standard signal format lessens the pilot's workload by having less things to concentrate on, reduces

the margin of error, and thereby enhances safety.

One approach that was considered would have limited Federal funding to the three systems previously approved. However, this was not considered the best approach since it would favor some manufacturers while discriminating against others. Also, it would not lead to the desirable goal of standardization. The PAPI was chosen as the new national standard for Federal funding purposes primarily because it is the system that has been adopted by the International Civil Aviation Organization (ICAO) as the standard international system for use by fixed-wing aircraft. It is the policy of the Federal Aviation Administration (FAA), consistent with U.S. obligations under the Convention on International Civil Aviation to implement ICAO standards on international airports, whenever practicable. To select a system other than the PAPI for use at non-international airports would not be consistent with the goal of standardization. The PAPI system is not patented and can be made by anyone. There are currently six U.S. manufacturers who already market or plan to market the PAPI.

One of the most fundamental responsibilities provided for under the Federal Aviation Act of 1958 is to develop a safe aviation system. Inherent in this charge is the wide discretionary latitude to establish standards and regulations that are directed toward accomplishing this goal. It is the firm belief of the FAA that standardization is directly related to safety and that the issuing of an order establishing a standard is necessary to discharge the FAA's statutory duty.

Discussion of Comments

One commenter stated that the FAA had presented no data to prove that standardization enhanced safety. In support of this view it was pointed out that several different lighting configurations were used for other airport lighting systems. Examples cited were that several different configurations of approach lighting systems were used and that runway lighting systems consisted of edge lights, centerline lights, touchdown zone lights, and runway end identifier lights. It was further stated that there were three different systems of runway edge lights and that various colors were used.

As for approach lighting systems, those used for precision approaches are standardized in the sense that the configuration is based on the center row concept and all contain the essential common elements such as centerline

crossbars, distance-to-threshold bar, and a green threshold bar. As to runway edge lights, they are standardized in their presentation to a pilot since the only difference is in the light intensity which is based on their use in different visibility conditions. The use of other lighting systems on runways such as centerline lights and touchdown zone lights are necessary to provide additional information to permit operations under very low visibility conditions.

One commenter stated that standardization was not necessary and cited as an example that there is no standardization in aircraft cockpit instruments.

Another commenter, in support of standardization stated that pilots are thoroughly checked out on using the various cockpit instruments but there was no requirement to be familiar with various visual glideslope indicators. One commenter who supported standardization cited a personal experience as follows: "I had personal experience with the problem of nonstandardization the other day. We broke out of an overcast on a nonprecision approach on short final and there to provide visual slope guidance was an indicator I was unfamiliar with. Fortunately, it was fairly easy to figure out (it was a PAPI), but nonetheless, it was distracting at a critical phase of flight. When flying airplanes, the best surprise is no surprise. Trying to decode a different indicator at every airport at night or in marginal weather conditions could easily lead to a disaster."

Several commenters stated there would be no problem with retaining two systems, such as the PAPI and PLASI, since this would not constitute proliferation. However, the FAA has determined that more than one system would conflict with the goal of standardization. By permitting the PLASI system to be funded would not support this goal and in addition would benefit only the one manufacturer holding the patent to that system. To quote the Air Line Pilots Association, "In the final analysis we are convinced that the standardization and safety issues are of paramount importance over all others, and in this instance the FAA has acted correctly in fulfilling its charter to ensure safety of flight and enhance the effectiveness of the aviation industry."

Several commenters stated that standardizing on one system would lead to a lack of competition. Since there are currently at least six manufacturers who are in the process of marketing a PAPI,

there would appear to be more than adequate competition. Also, several commenters expressed the view that airport sponsors should be free to select the system of their choice. To permit the selection of a particular manufacturer's product does not foster competition and is not in conformance with procurement guidelines for grant programs as given in OMB Circular A-102, Attachment O.

Summary of Comments

A total of 7,488 public comments were received. All comments received after the close of the comment period but in time to be considered prior to publication of this notice are included. The vast majority of responses, approximately 7,333, were in the form of preprinted postcards which had been distributed by three different organizations in order to solicit views or to enlist support for their respective positions. Major organizations which supported the FAA's position on the need for standardization included the Air Line Pilots Association, Air Transport Association, Airport Operators Council International, Allied Pilots Association, Association of Flight Attendants, and the Aviation Safety Institute. Organizations which opposed the FAA's position on standardization included the Aircraft Owners and Pilots Association, National Air Transportation Association, National Association of State Aviation Officials, and the aviation departments of the States of Maryland, Alaska, Montana, Nebraska, and New Mexico. On an overall basis, the vast majority of response supported the goal of standardization by a count of approximately 6,518 to 970.

Determination

In consideration of the fact that the vast majority of responses supported the concept of standardization and since no evidence was presented as a valid argument against the need for standardization, the FAA has determined that the funding of only one system, the PAPI, to promote standardization is in the interest of aviation safety. This policy is set forth in the following FAA order number 6850.26A.

FAA Order Number 6850.26A—Visual Glideslope Indicators

1. Purpose. This order establishes national policy on Federal funding of visual glideslope indicators which provide visual descent guidance to pilots of landing aircraft.

2. Distribution. This order is distributed to the division level in the Office of Flight Standards (sic), Office of Airport Standards, Office of Airport

Planning and Programming, Office of Aviation Policy and Plans, Program Engineering and Maintenance Service, Systems Engineering Service, Air Traffic Service, and to the regional Airports, Air Traffic, Airway Facilities, and Flight Standards Divisions.

3. Cancellation. Order 6850.26, Visual Approach Slope Indicators, dated May 9, 1983, is cancelled.

4. Background.

a. The visual approach slope indicator (VASI) (as described in Order 1010.47B, cancelled October 31, 1982), was selected as the national standard visual glideslope indicator in 1961 and shortly thereafter was adopted as the international standard by the International Civil Aviation Organization (ICAO). To date, over 3000 runways in the United States have been equipped with a VASI. The VASI has been, and continues to be, an effective aid for providing visual descent guidance.

b. An improved version of the VASI, called the precision approach path indicator (PAPI), was recently adopted by ICAO as the new international standard to replace the VASI. The VASI will cease to be an ICAO standard system after January 1, 1995.

5. Explanation of Changes. The policy has been revised to promote standardization of visual glidepath indicators by limiting Federal funding to only one system, the PAPI, for use by pilots of fixed-wing aircraft.

6. Policy.

a. The PAPI, as described in ICAO Annex 14, Aerodromes, shall be the standard visual glideslope indicator for new installations at U.S. airports when funded under the Facilities and Equipment Program or through the Airport Improvement Program.

b. Existing VASI installations shall remain in service and need not be replaced with the PAPI.

c. Other types of systems, which have been determined operationally suitable by the Office of Flight Standards (sic), may be federally funded for use on heliports or may be installed on airports when non-federally funded.

7. Responsibilities.

a. The Office of Flight Standards (sic) shall develop performance characteristics which assure safe and effective visual guidance for all visual glidepath indicators and shall determine acceptability of proposed system concepts for operational use.

b. The Office of Airport Standards shall develop equipment and installation standards for those visual glideslope indicators, which have been determined to be acceptable by the Office of Flight

Standards (sic); to be funded under the Airport Improvement Program.

c. The Program Engineering and Maintenance Service shall develop equipment and installation standards for those visual glideslope indicators, which have been determined to be operationally acceptable by the Office of Flight Standards (sic), to be funded under the Facilities and Equipment Program.

d. The equipment specifications and installation standards issued under the Airport Improvement Program and the Facilities and Equipment Program shall be coordinated with the Office of Airport Standards and the Program Engineering and Maintenance Service, respectively, to assure that the agency specifications and standards are uniform in meeting the operational requirements of the Office of Flight Standards (sic).

e. The Office of Aviation Policy and Plans shall have the responsibility for developing establishment, discontinuance, and replacement criteria for visual glideslope indicators to be funded under the Facilities and Equipment Program.

Issued in Washington, DC on January 21, 1986.

Donald D. Engen,
Administrator.

[FR Doc. 86-2520 Filed 2-4-86; 8:45 am]

BILLING CODE 4910-13-M

High Density Traffic Airport Slots; Meeting; Correction

AGENCY: Federal Aviation Administration (FAA), Department of Transportation, (DOT).

ACTION: Notice of meeting to assign withdrawal priorities to High Density Traffic Airport Slots; correction.

SUMMARY: On January 28, 1986, the FAA published a notice of a meeting at FAA Headquarters in Washington, DC, to conduct a lottery to assign withdrawal priority numbers to high density airport slots. This notice corrects the date of that meeting to February 11, 1986.

The lottery is being conducted under provisions of a final rule issued by the Secretary of Transportation on December 16, 1985, which will permit the transfer of high density airport slots effective April 1, 1986. The withdrawal priority number lottery is an administrative action which is necessary for implementation of the rule, particularly as it pertains to international and essential air service obligations. This lottery will not result in the withdrawal or transfer of slots.

ASSURANCE

Policies, Standards, and Specifications. It will carry out the project in accordance with policies, standards, and specifications approved by the Secretary including but not limited to the advisory circulars listed below, and in accordance with applicable state policies, standards, and specifications approved by the Secretary.

<u>Number</u>	<u>Subject</u>
70/7460-1G	Obstruction Marking and Lighting
150/5200-23A	Airport Snow and Ice Control
150/5210-5A	Painting, Marking, and Lighting of Vehicles Used on an Airport
150/5210-7B	Aircraft Fire and Rescue Communications
150/5210-10	Airport Fire and Rescue Equipment Building Guide
150/5210-14	Guide Specification--Airport Firefighter Protective Clothing
150/5220-4A	Water Supply Systems for Aircraft Fire and Rescue Protection
150/5220-10	Guide Specification for Water/Foam Type Aircraft Fire and Rescue Trucks
150/5220-11	Airport Snowblower Specification Guide
150/5220-12	Airport Snowsweeper Specification Guide
150/5220-13A	Runway Surface Condition Sensor--Specification Guide
150/5220-14A	Airport Fire and Rescue Vehicle Specification Guide
150/5220-15	Buildings For Storage and Maintenance of Airport Snow Removal and Ice Control Equipment: A Guide

<u>Number</u>	<u>Subject</u>
150/5300/2D	Airport Design Standards--Site Requirements for Terminal Navigation Facilities
150/5300-4B	Utility Airports--Air Access to National Transportation
150/5300-12	Airport Design Standards--Transport Airports
150/5320-5B	Airport Drainage
150/5320-6C	Airport Pavement Design and Evaluation
150/5320-12	Methods for the Design, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces
150/5320-14	Airport Landscaping for Noise Control Purposes
150/5325-4	Runway Length Requirements for Airport Design
150/5340-1E	Marking of Paved Areas on Airports
150/5340-4C	Installation Details for Runway Centerline Touchdown Zone Lighting Systems
150/5340-5B	Segmented Circle Airport Marker System
150/5340-14B	Economy Approach Lighting Aids
150/5340-17A	Standby Power for Non-FAA Airport Lighting Systems
150/5340-18B	Standards for Airport Sign Systems
150/5340-19	Taxiway Centerline Lighting System
150/5340-21	Airport Miscellaneous Lighting Visual Aids
150/5340-23A	Supplemental Wind Cones
150/5340-24	Runway and Taxiway Edge Lighting System
150/5340-27	Air-to-Ground Radio Control of Airport Lighting Systems
150/5345-3C	Specification for L-821 Panels for Remote Control of Airport Lighting

<u>Number</u>	<u>Subject</u>
150/5345-5A	Circuit Selector Switch
150/5345-7D	Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits
150/5345-10E	Specification for Constant Current Regulators and Regulator Monitors
150/5345-12C	Specification for Airport and Heliport Beacon
150/5345-13	Specification for L-841 Auxiliary Relay Cabinet Assembly for Pilot Control of Airport Lighting Circuits
150/5345-26B	Specification for L-823 Plug and Receptacle, Cable Connectors
150/5345-27C	Specification for Wind Cone Assemblies
150/5345-28D	Precision Approach Path Indicator (PAPI) Systems
150/5345-39B	FAA Specification L-853, Runway and Taxiway Center-line Retroreflective Markers
150/5345-42B	FAA Specification L-857, Airport Light Bases, Transformer Houses, and Junction Boxes
150/5345-43C	Specification for Obstruction Lighting Equipment
150/5345-44D	Specification for Taxiway and Runway Signs
150/5345-45	Lightweight Approach Light Structure
150/5345-46A	Specification for Runway and Taxiway Light Fixtures
150/5345-47	Isolation Transformers for Airport Lighting Systems
150/5345-48	Specification for Runway and Taxiway Edge Lights
150/5345-49	Specification L-854, Radio Control Equipment
150/5345-50	Specification for Portable Runway Lights

Number

Subject

150/5345-51

Specification for Discharge-Type Flasher
Equipment

150/5370-6A

Construction Progress and Inspection
Report--Federal-Aid Airport Program

150/5370-10

Standards for Specifying Construction of Airports

150/5370-11

Use of Nondestructive Testing Devices in
the Evaluation of Airport Pavements

150/5370-12

Quality Control of Construction for Airport Grant
Projects

150/5390-1B

Helicopter Design Guide

Cancelled