Memorandum

Subject: Program Guidance Letter 86-5
Date: 15 MAY 1986

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

Reply to

To: PGL Distribution List

The following PGL's are cancelled upon receipt of Change 2 of Order 5100.38, AIP Handbook.

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86-5.1 Automated Weather Observing Systems (AWOS) - Ben Castellano (426-3857)

AC 150/5220-16, Automated Weather Observing Systems (AWOS) for non-Federal Applications, dated 4/11/86, lists the requirements for AWOS as an approved source of aviation weather information. Attached is the revised paragraph 543 of 5100.38 which lays out the program guidance for such equipment. This guidance is effective upon receipt. The names of approved system manufacturers can be obtained from AAS-200 and the benefit/cost ratio information is available from APP-510.

86-5.2 Coordination of Microwave Landing System (MLS) Program - Ben Castellano (426-3857)

Several meetings have been held recently between APP and APM regarding the MLS. Over the next 15 years there will be approximately 1,250 systems installed under the Facilities and Equipment Program. In 1984, the first contract was signed to provide for 178 units with an installation date of July 1987 for the first of these units. Attached is a list of the 178 sites scheduled to receive MLS under this contract. A second contract is expected to be signed this year for another 500 units while a third contract in 1992 will provide the additional 542 units.
Each region should review this list with the MLS Regional Associate Program Manager and, if necessary, the airport sponsor to determine whether any airport development work will be necessary to accommodate the MLS installation. (For your convenience, a list of program managers is also attached.)

Working with the associate program managers and the airport sponsors in advance may well preclude situations such as an MLS being installed but the airport not having the proper supporting equipment, such as centerline lighting, etc.

Lowell H. Johnson

Attachments
1 - AWOS Handbook Page
2 - MLS Site List
3 - Program Manager List
4 - PGL-INDEX
543. AUTOMATED WEATHER OBSERVING SYSTEM (AWOS)

a. Eligibility. To qualify for an AWOS, an airport must be subjected to a benefit/cost analysis and achieve a ratio greater than 1. This analysis is performed in headquarters. Contact APP-510 for assistance. An airport may be eligible for any or all of the three configurations described below since the costs and benefits are different for each. The sponsor may select among those for which the airport qualifies.

b. Coordination Within the Region. Many airports already qualify for and may be programmed to receive AWOS under the F & E program. Prior to approving a grant application for AWOS, the project should be coordinated with the regional AWOS program manager and the sponsor should be advised of the status of its airport vis-a-vis the F & E program for AWOS.

c. System Configuration.

  (1) AWOS 1. This basic unit consists of a central processor and sensors to measure altimeter setting, wind data (direction, speed, and gust), temperature, dewpoint, and density altitude. The information provided by the basic unit is sufficient for many GA airports.

  (2) AWOS 2. This consists of the basic unit described in (1) above with the addition of a visibility sensor. Reliever airports may qualify for AWOS 2 since the ceiling information is normally available from the major airport in that geographic area.

  (3) AWOS 3. AWOS 3 consists of the basic unit, the visibility sensor, and a sensor to measure the ceiling (ceilometer). AWOS 3 provides information which is required for operations under FAR Parts 121 and 135.

  (4) VHF Transmitter. The FAA policy is to transmit AWOS output over the voice channel of an existing navigational aid such as a VOR or NDB. If there is no nearby navigational aid that satisfies the coverage requirement, or if the channel is already used, then a separate VHF transmitter must be used. This transmitter, if required, is eligible for funding.

  (5) Automatic Telephone Answering Device. The AWOS may be provided with an automatic telephone answering device which allows pilots to call the AWOS and receive the weather report. This device is eligible and recommended for AIP funded AWOS's; however, the on-going cost for leasing the telephone line to service the modem is not eligible.
(6) **AWOS Data Acquisition System (ADAS).** Sponsors should be encouraged to connect the AWOS to the ADAS, thereby making the data available on the national weather network. This interface requires a modem located at the AWOS and a leased telephone line to the ADAS, located at the ARTCC. The modems to interface the systems are eligible. At certain locations, the FAA will reimburse the sponsor under the F & E Program for the leasing costs of the telephone line. Responsibility for communication line charges should be determined by the regional AWOS program manager, and the sponsor fully advised of his continuing costs, if applicable. Telephone line leasing charges are not eligible project costs.

(7) **Ancillary Systems.** While other options in the way of displays, printers, and sensors may be available, Airports field offices should approve only the minimum necessary for the type of system for which the airport is eligible. Remote maintenance monitoring is not eligible except as allowed in e., below.

   d. **Frequency Requirements.** Prior to AWOS going under grant, the sponsor must obtain a frequency assignment for the equipment from the FAA regional Frequency Management Officer.

   e. **State Sponsorship.** A state may act as agent or cosponsor for airports wishing to obtain this equipment. Each airport to be so equipped must sign the grant agreement. If the State plans to provide maintenance for a number of these systems under a formal maintenance agreement (a copy of which should be on file with the Airports field office) the remote maintenance monitor feature will be eligible.

   f. **Procurement.** AWOS equipment shall be procured and installed through the competitive bidding process under Attachment 0 of A-102. Only equipment approved by the FAA as meeting the interim guidance of AC 150/5220-16, Automated Weather Observing Systems (AWOS) for non-Federal Application, shall be eligible. An additional 10% of the equipment cost is allowable for spare parts as required.

   g. **Sponsor's Obligations.** Sponsors should be advised that they will be required to operate and maintain the equipment for its useful life (estimated to be 15 or 20 years). The FAA will not take over the ownership, operation, and maintenance of any sponsor-acquired equipment, even if the location meets the qualification criteria in Airway Planning Standard No. 1. The Special Condition on Navaids, (appendix 9, paragraph 6) will be required in each grant.
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