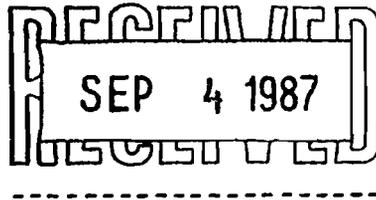




U.S. Department
of Transportation
**Federal Aviation
Administration**



Memorandum

Subject Program Guidance Letter 87-4

Date: **AUG 31 1987**

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

Reply to
Attn. of:

To PGL Distribution List

87-4.1 Special Conditions for ILS grants awarded under the Interim MLS Transition Policy - Ben Castellano (267-8822).

Under the Interim MLS policy, 7 airports will be given grants for installation of ILSs. While one is awaiting the completion of the environmental requirements, the remaining 6 are:

Kenosha Municipal Airport, Kenosha, Wisconsin
Montgomery County Airport, Conroe, Texas
McKinney Municipal Airport, McKinney, Texas
Front Range Airport, Denver, Colorado
Clark County Airport, Jeffersonville, Indiana
*Kansas City Downtown Airport, Kansas City, Missouri

*Glide Slope only

The following 2 special conditions are to be used in the grants for the ILSs (in place of Special Condition 6 in Appendix 9, Order 5100.38):

1. "Instrument Landing Systems funded under the Interim MLS Transition policy will be operated and maintained for a minimum of ten years from the date of commissioning."
2. "The sponsor must provide for the continuous operation and maintenance of any navigational aid funded under this grant during the useful life of the equipment; and check the facility prior to its commissioning to assure it meets the operational standards. The sponsor must also remove, relocate, or lower each obstruction on the approach or provide for the adequate lighting or marking of the obstruction if any aeronautical study conducted under FAR Part 77 determines that to be acceptable; and mark and light the runway, as appropriate. The Federal Aviation Administration will not take over the ownership or operation of this sponsor-acquired equipment. The sponsor may request the Federal Aviation Administration, on a reimbursable basis, to maintain the ILS facility but only after it has been shown that acceptable maintenance support is not available in the commercial sector."

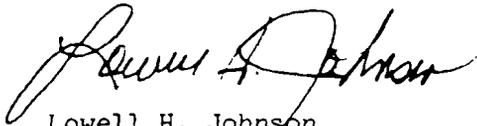
87-4.2 Semi-annual Labor Enforcement Report - Ben Castellano (267-882).

At the request of the regions, a three person team from Management Systems in Headquarters has been researching complaints from the various divisions in the regions and field that they are being overburdened by frequent and repetitive requests for information from the Washington offices and services. One of the reports mentioned in this team's finding is the Semi-annual Labor Enforcement Report (PP 5100-12). It was suggested by one ADO that this report be changed to an annual report.

Department of Labor regulations (29 CFR 5.7(b)) require, however, the report to be submitted semi-annually and DOL has no plans at present for changing this timeframe.

87-4.3 NEXRAD - Ben Castellano (267-8822).

On August 28 the Administrator signed a "Letter of Agreement Between the U.S. Department of Commerce and the Federal Aviation Administration." This agreement commits the FAA to help the National Weather Service obtain cost-free-land for the next generation radar systems, known as NEXRAD, through FAA's authority under Section 511(a)(7) of the AAIA and any subsequent legislation. The regional offices should familiarize themselves with the Points of Agreement and with the list of site requirements that is attached to the Letter.



Lowell H. Johnson

Attachments:

Letter of Agreement Between the U.S. Department of
Commerce and the Federal Aviation Administration
Updated Index

LETTER OF AGREEMENT BETWEEN THE
U.S. DEPARTMENT OF COMMERCE AND
THE FEDERAL AVIATION ADMINISTRATION

PURPOSE: To establish an understanding between the Department of Commerce (DOC) and the Federal Aviation Administration (FAA) regarding acquisition of interests in unimproved airport land to accommodate facilities for the Next Generation Weather Radar (NEXRAD) program. This letter of agreement formalizes agreement by the Administrator, FAA, to use FAA's authority contained in the Airport and Airway Improvement Act of 1982 (49 U.S.C. Stat. 2201 et. seq.) (AAIA), and/or any succeeding legislation to acquire land, on terms accepted by airport sponsors, at airports which receive FAA grants pursuant to the AAIA, in connection with the NEXRAD program. DOC and FAA, in conjunction with the Department of Defense, have undertaken the NEXRAD program to upgrade the nation's weather-reporting network.

BACKGROUND: Historically, FAA and the DOC's National Oceanic and Atmospheric Administration (NOAA) National Weather Service (NWS) have coordinated and shared facilities and services involved in weather reporting at airports. The need for NWS facilities to be located at airports is addressed in Section 511, paragraph (a)7, of the AAIA, which requires that airports which receive FAA grants pursuant to the AAIA "furnish without cost to the Federal Government for use in connection with...weather reporting and communication activities related to air traffic control, any areas of land or water, or estate therein or rights in buildings of the sponsor as the Secretary (of Transportation) considers necessary or desirable for construction at federal expense of space or facilities for such purposes."

This agreement is in addition to the existing Memorandum of Agreement (MOA) For the Establishment of Working Arrangements for Providing Aviation Weather Service and Meteorological Communications, which has been in effect since January 24, 1977, between NOAA and FAA.

SCOPE: Attached as part of this agreement is a list of airports at which the NWS has identified a need for undeveloped land upon which to accommodate NEXRAD towers and related facilities. It is possible that further needs will be identified at a later date for land at a small number of additional airports receiving Federal funds. It is also possible that NWS will decide against placing NEXRAD facilities on some of the listed airports after finalization of technical requirements, or that there will be slight modifications to the acreage needed at some of the listed airports.

POINTS OF AGREEMENT:

1. Under the provisions of the AAIA, the FAA will request, on a site-by-site basis, that airports make an interest in land available to DOC which assures continuous Government occupancy of the land during the useful life of any Government-owned improvements constructed thereon or for the term of any lease thereof. For purposes of this agreement, "Government-owned improvements" include both existing and proposed structures for the NEXRAD program.
2. It is understood that the sites selected under this agreement shall be at airports which agree to provide the requested land under conditions agreed upon by DOC and the airport sponsor and concurred in by FAA.
3. Existing agreements or leases between airport sponsors and DOC will not be abrogated except by mutual consent.
4. DOC will invite FAA airports field office personnel to participate in all significant meetings with airport sponsors and will keep FAA field offices fully advised of current progress and issues at each airport.
5. Specific site selections at each airport must be approved by FAA and the proposed facilities included on an FAA-approved Airport Layout Plan.
6. If an environmental assessment is needed, DOC will serve as lead agency for preparation of that assessment and for any following actions needed to comply with appropriate environmental requirements.
7. In the majority of instances, a long-term no-cost lease of the land will be sufficient for DOC's purposes. However, if a specific parcel of airport land which has been identified by NWS as a site for NEXRAD-related facilities is excess to the needs of its owner, and the owner is willing to convey fee simple title to DOC in consideration for the parcel's Fair Market Value, the FAA will support such conveyance within the limits of its authority.
8. DOC will inform FAA of any additions to or deletions from the attached list of airports which have been identified for DOC acquisition of interests in unimproved land.
9. DOC will bear all expenses of improving the land acquired from airports in accordance with this agreement.
10. This agreement will be distributed to all FAA regional offices to assist DOC in its effort to acquire interests in land at airports in support of the joint DOC/FAA NEXRAD project.

PREVIOUS WORKING ARRANGEMENTS:

This agreement pertains solely to land to be acquired by DOC for NEXRAD facilities, and it does not supercede any other agreements between DOC and FAA or between FAA and any airport sponsor which are currently in effect.

Alan Medsker
ADMINISTRATOR
FEDERAL AVIATION ADMINISTRATION

William M. Bulow
ASSISTANT SECRETARY
FOR ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Attachment

Cancelled

FAA/NWS/NEXRAD Site Requirements on Airports

Name of RDA Airport	Generic Site Name	St	CurUse Office	CurUse Radar	CurUse UpAir	ProUse Office	ProUse Radar	ProUse UpAir	Acreage Required (AAIA)	Disposition Of AP Authority
Riverton Regional	Lander [Riverton]	WY	*			*		*	10	FAV
Santa Teresa Int'l	El Paso [Sta Teresa]	TX				*	*	*	1	FAV
Shreveport Regional AP	Shreveport	LA	*	*		*	*	*	10	FAV
Springfield Regional	Springfield	MO	*			*	*		1	FAV
Standiford Field	Louisville [Ft Knox]	KY	*			*	*		1	FAV
Tallahassee Municipal	Tallahassee	FL	*			*	*		2	FAV-NEU
Triple W Airport	Raleigh [Triple W]	NC				*	*		.5	FAV
Tucson Int'l	Tucson [Sahuarita]	AZ	*		*	*		*	10	FAV
Wichita Mid-Continent	Wichita	KS	*	*		*	*			FAV

Cancelled

FAA/NWS/NETRAD Site Requirements on Airports

Name of RDA Airport	Generic Site Name	St Office	CurUse Radar	CurUse UpAir	CurUse Office	ProUse Radar	ProUse UpAir	ProUse Office	Acreeage Required (AAIA)	Disposition Of AP Authority
Riverton Regional	Lander [Riverton]	WY	*		*		*		10	FAV
Sta Teresa Int'l	El Paso [Sta Teresa]	TX			*	*	*		1	FAV
Shreveport Regional AP	Shreveport	LA	*	*	*	*	*		10	FAV
Springfield Regional	Springfield	MO	*		*	*	*		1	FAV
Standiford Field	Louisville [Ft Knox]	KY	*		*	*	*		1	FAV
Tallahassee Municipal	Tallahassee	FL	*		*	*	*		2	FAV-NEU
Triple W Airport	Raleigh [Triple W]	NC			*	*	*		.5	FAV
Tucson Int'l	Tucson [Sahuarita]	AZ	*	*	*	*	*		10	FAV
Wichita Mid-Continent	Wichita	KS	*	*	*	*	*			FAV

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