



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

Memorandum

Subject: Program Guidance Letter 88-3

Date: JAN 29 1988

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

Reply to
Attn. of:

To: PGL Distribution List

88-3.1 Amendments to AAIA DBE Provisions - Ben Castellano (267-8822).

Until implementing regulations are published, sponsors should continue to comply with the MBE/WBE provisions of 49 CFR Part 23. The Director of Civil Rights has put out this guidance to the regional Civil Rights offices. A copy of the guidance is attached.

88-3.2 AWOS - Ben Castellano (267-8822).

Qualimetrics Incorporated has received certification on AWOS 1, 2, and 3 systems. Attached is the letter informing the Company of this.

88-3.3 Consolidation Version of the AAIA - Ellis Ohnstad (267-8824).

In the consolidated version of the AAIA which incorporated the provisions of the Airport and Airway Safety and Capacity Expansion Act of 1987, a mistake was found on page 10. Please substitute the attached page 10 for the one you originally received.

88-3.4 New Employee in APP-510 - Ed Williams (267-8809).

Mr. Dick Angle was selected for one of the two vacancies in APP-510. He started with us on January 19. Dick is a CPA, an attorney, and formerly with the Accounting System Division in Headquarters.

88-3.5 NEXRAD - Ben Castellano (267-8822).

The Department of Commerce, at a meeting concerning NEXRAD, agreed to draft up the procedures to be used by both DOC and FAA for seeking cost-free land from airports for NEXRAD sites. A copy of the draft procedure is attached for your review. If you have comments, please get back to us by February 12 (phone comments are acceptable).

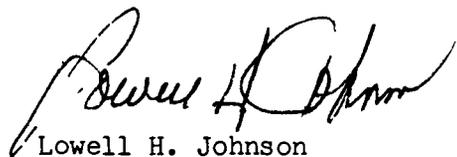
88-3.6 Revised Consultant Selection Process - Ben Castellano (267-882).

The Airport and Airway Safety and Capacity Expansion Act of 1987 included a requirement to follow consultant selection procedures of the "Brooks Bill" in the AIP. On January 27, AAS-1 issued guidance to be followed to comply with this requirement. A copy is attached.

88-3.7 Fund Control - Angela Ferrari (267-8820).

Cancel the new fund codes and project numbering systems in PGL-88-2.2. The fund authorization in the new legislation allows us to intermingle "old" AIP and "new" AIP funds. The codes and numbering system in effect through FY 87 will continue to be used with one exception - Cargo. This new funding category will be tracked in the grants management and accounting system as follows:

	<u>Cargo Entitlement Code</u>
Current Year	84.B
Prior Year	84.J
2nd Prior Year	84.K
All Prior Year Funds Combined	84.M


 Lowell H. Johnson

Attachments



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

Memorandum

Can

Subject: INFORMATION: Amendments to AAIA
DBE Provisions

Date: JAN 20 1988

From: Director of Civil Rights, ACR-1

Reply to
Attn. of:

To: Regional Directors
ATTN: Civil Rights Officers

The Airport and Airway Improvement Act (AAIA) has recently been amended by the Airport and Airway Safety and Capacity Expansion Act of 1987 (P.L. 100-223). The amendments provide for the participation of disadvantaged business enterprises (DBE) in construction and other projects funded by the AAIA. There is also a provision which addresses DBE participation in airport concession opportunities.

We are currently working with the Office of the Secretary (OST) on regulations to implement the DBE provisions. We are uncertain at this time when they will be published.

Until implementing instructions are issued, recipients should continue to comply with the requirements in the Departmental minority/women business enterprise (MBE/WBE) regulation 49 CFR Part 23 which are applicable to the FAA. These include the establishment of separate overall goals for MBE and WBE firms which address FAA-assisted contracting and leasing opportunities. You should continue to approve submissions of MBE program updates for a 1-year period as you have in the past.

Until the OST regulations or other guidance is issued, it would not be appropriate to use the DBE provisions of the AAIA amendments as authority in your monitoring procedures.

Leon C. Watkins

Leon C. Watkins



U.S. Department
of Transportation

**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

JAN 11 1988

Mr. Raymond Henry
QUALIMETRICS Incorporated
1165 National Drive
Sacramento, CA 95834

Dear Mr. Henry:

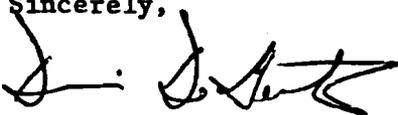
The following QUALIMETRICS Automated Weather Observing Systems (AWOS) are approved (effective as of the above date) as meeting the requirements of FAA Advisory Circular (AC) 150/5220-16, Automated Weather Observing Systems (AWOS) for nonFederal Applications.

<u>QUALIMETRICS Configuration Identification</u>	<u>Description</u>
120-A	AWOS I Comm Line, W/Tower
120-B	AWOS I Comm Line, W/O Tower
121-A	AWOS II Comm Line, W/ Tower
121-B	AWOS II Comm Line, W/O Tower
123-A	AWOS III Comm Line, W/Tower
123-B	AWOS III Comm Line, W/O Tower
130-A	AWOS I Radio Link, W/Tower
130-B	AWOS I Radio Link, W/O Tower
131-A	AWOS II Radio Link, W/Tower
131-B	AWOS II Radio Link, W/O Tower
133-A	AWOS III Radio Link, W/Tower
133-B	AWOS III Radio Link, W/O Tower

The assigned configuration identification shown above will remain with the approved system configuration until modified. The system configurations must be in compliance with your submittals as of the above date for type certification approval. Commissioning of a specific location will require compliance with the siting criteria of FAA Order 6560.20, Siting Criteria for Automated Weather Observing Systems (AWOS), and establishment of the maintenance program in the documentation submitted for type approval.

We request a copy of the type approval be sent to the nonFederal AWOS Coordinator in each FAA region where an AWOS is planned.

Sincerely,


Robert M. Valone
Assistant Manager, Communications and Weather
Facilities Division

(2) SPECIAL USE AIRSPACE.—

(A) REVIEW.—The Secretary and the Secretary of Defense, in consultation with aviation users, shall jointly conduct a national review of the need and utilization of special use airspace with a view to determining its impact on civil aviation operations and on the quality of the environment.

(B) REPORT.—Not later than 18 months after the date of the enactment of the Airport and Airway Safety and Capacity Expansion Act of 1987, the Secretary and the Secretary of Defense shall report to Congress the results of the review conducted under subparagraph (A), together with their recommendations.

SEC. 505. AIRPORT IMPROVEMENT PROGRAM.

(a) AIRPORT DEVELOPMENT AND AIRPORT PLANNING.—In order to maintain a safe and efficient nationwide system of public-use airports to meet the present and future needs of civil aeronautics, the Secretary is authorized to make grants from the Trust Fund for airport development and airport planning by project grants in accordance with the provisions of this title. The aggregate amounts which shall be available after September 30, 1981, to the Secretary for such grants and for grants for airport noise compatibility planning under section 103(b) of the Aviation Safety and Noise Abatement Act of 1979 and for carrying out noise compatibility programs or parts thereof under section 104(c) of such Act shall be ~~\$450,000,000 for fiscal year 1982; \$1,250,000,000 of which \$200,000,000 shall be credited to the supplementary discretionary fund established by paragraph (3)(B) of section 507(a) of this title for the fiscal years ending before October 1, 1983; \$2,243,500,000, of which \$400,000,000 shall be credited to such fund for the fiscal years ending before October 1, 1984; \$3,230,500,000, of which \$475,000,000 shall be credited to such fund for the fiscal years ending before October 1, 1985; \$4,247,500,000, of which \$475,000,000 shall be credited to such fund for the fiscal years ending before October 1, 1986, and~~
[~~\$5,254,700,000~~] \$5,116,700,000 of which \$475,000,000 shall be credited to ~~[such]~~ the supplementary discretionary fund established by section 507(a)(3)(B) for ~~[the]~~ fiscal years ending before October 1, 1987, \$6,816,700,000 for fiscal years ending before October 1, 1988,
\$8,516,700,000 for fiscal years ending before October 1, 1989, \$10,216,700,000 for fiscal years ending before October 1, 1990, \$12,016,700,000 for fiscal years ending before October 1, 1991, and
\$13,816,700,000 for fiscal years ending before October 1, 1992. Those amounts credited to the supplementary discretionary fund pursuant to this subsection shall not be subject to any of the apportionments or distributions set forth in sections 507(a)(1), [~~(2), (3)(A), or~~] 507(a)(2), 507(a)(3), 507(c), and 508(d) of this title.

Johnson



UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Administration
Washington, D.C. 20230

11 JAN 1988

Mr. Ed Williams
Grants-In-Aid Division
APP-500
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, DC 20591

Dear Mr. Williams:

As agreed, we have developed a draft Procedure for Initiating Leasing Actions for NEXRAD Airport Sites Under the AAIA. A copy is enclosed for your review and comments.

As you know, the purpose of this document is to give our respective field offices guidance to ensure coordination during the NEXRAD leasing effort.

Please let me know if this draft is acceptable to you. Thanks again for your assistance.

Sincerely,

A handwritten signature in cursive script, appearing to read "Mary DiGiulian".

Mary DiGiulian, Director
Office of Administrative
Services Management

Enclosure

PROCEDURE FOR INITIATING LEASING ACTIONS
FOR NEXRAD AIRPORT SITES UNDER THE AAIA

Purpose

To familiarize all appropriate Department of Commerce (DOC) and Federal Aviation Administration (FAA) personnel with the process to be followed for initiating leasing actions for Next Generation Weather Radar (NEXRAD) sites at airports under the Airport and Airways Improvement Act of 1982 (AAIA).

Background

DOC is involved in a joint project with FAA and the Air Force to upgrade the national weather forecasting system. The project is called NEXRAD.

The NEXRAD project requires the acquisition of unimproved land at various locations across the United States as sites for the installation of radar towers and support facilities. DOC has primary responsibility for acquiring and developing about 114 of the planned NEXRAD sites. Of this total, approximately 61 sites are scheduled to be located at airports.

To assist DOC in the airport site acquisition effort, FAA has agreed to use its authority under the AAIA to request that airport sponsors make no-cost land available to DOC for NEXRAD sites. This agreement was formalized in September 1987 in a Letter of Agreement signed by the FAA Administrator and the DOC Assistant Secretary for Administration. Copies of the Agreement have been distributed to both agencies' field staffs.

Initiating Airport Leases

To ensure coordination between FAA and DOC for NEXRAD site acquisitions at airports, step-by-step procedures for initiating individual leasing actions have been developed. The required steps are as follows:

1. When a DOC leasing officer is ready to begin leasing a particular NEXRAD airport site, the first action shall be to contact the appropriate FAA regional representative. The FAA regional representative will then inform the DOC leasing officer of the name, location and phone number of the FAA field contact for that airport. (To assist DOC leasing officers, a complete list of FAA regional representatives is included as Attachment A. Also, a map showing the geographic bounds of FAA's regions is included as Attachment B.)

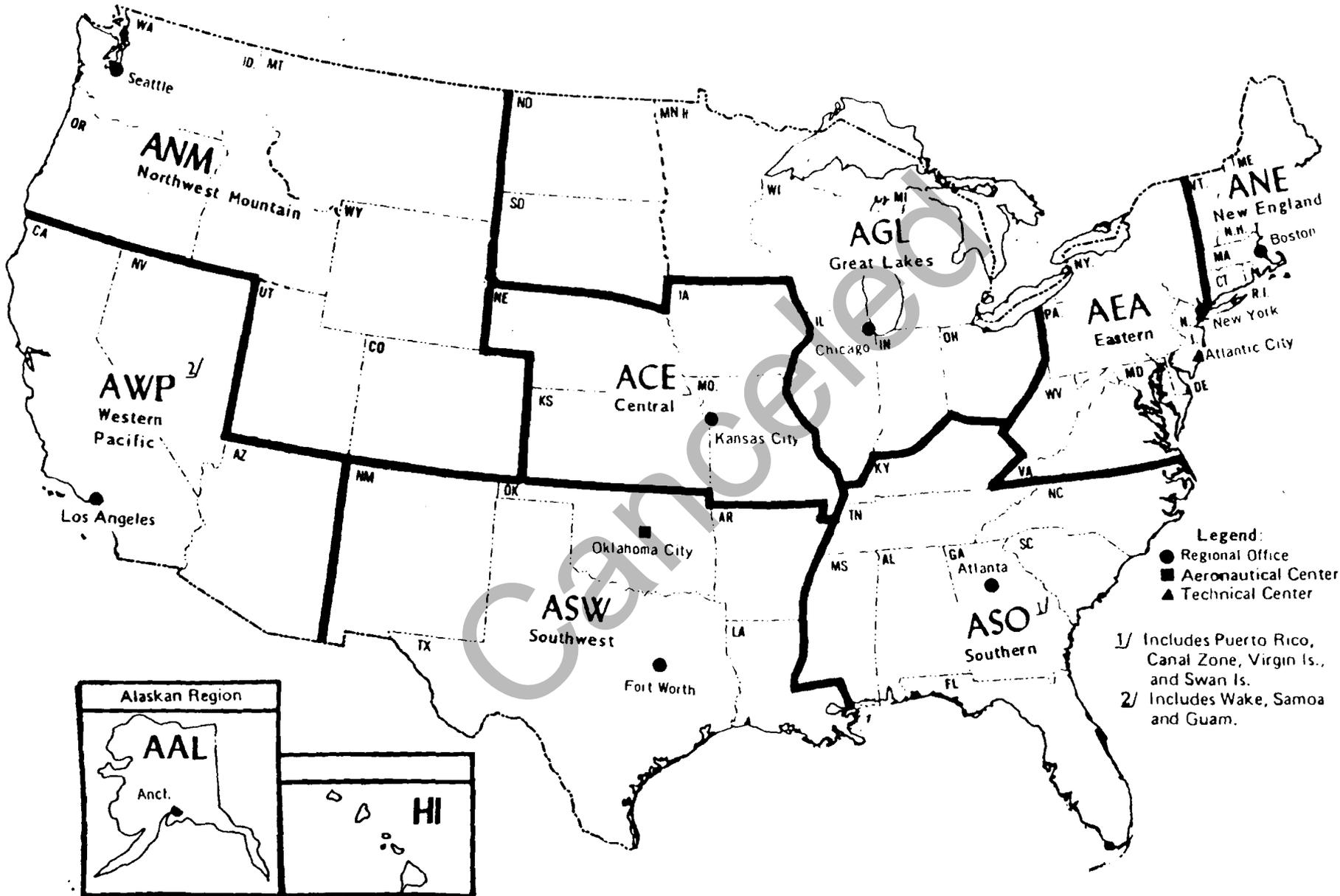
2. The DOC leasing officer should next call the designated FAA field contact. Once contacted, the FAA field contact and DOC leasing officer should agree upon who is responsible for setting up an initial meeting between the airport sponsor, the DOC leasing officer and the FAA field contact.
3. At the initial meeting, the airport sponsor, the DOC leasing officer and the FAA field contact should discuss the NEXRAD project as it pertains to the airport in question and should review the pertinent terms of the FAA-DOC Letter of Agreement. Once these preliminary matters have been discussed, the DOC leasing officer and the airport sponsor should begin negotiating on site selection.
4. Once site selection has been agreed upon between DOC and the airport, the airport sponsor should amend the Airport Layout Plan to include the proposed NEXRAD site, and then submit the Plan to the appropriate FAA field office for approval.
5. Once FAA approves of the revised Airport Layout Plan, the DOC leasing officer and the airport sponsor can begin the process of executing a lease for the selected sites. Throughout this process, the DOC leasing officer should keep the FAA field contact apprised of any significant developments.
6. The executed lease document should include that the lease is a no-cost lease entered into in accordance with Section 511, paragraph 7 of the AAIA (49 U.S.C. 2201 et. seq.).
7. In the event that DOC decides to make additions or deletions to the established list of NEXRAD sites at airports, DOC's Office of Administrative Services Management will promptly forward a revised list to all appropriate DOC units as well as the FAA Airport Grants-In-Aid Division with copies to all FAA regional representatives.
8. In the event that FAA decides to make additions or deletions to the established list of NEXRAD sites at airports, FAA's Grants-In-Aid-Division will forward a revised list to all FAA regional representatives and to DOC's Office of Administrative Services Management.
9. To assist FAA's field personnel, a list of DOC's leasing officers listed by the regional Administrative Support Center to which they are assigned is included as Attachment C. Also, a map showing the geographic bounds covered by each ASC is included as Attachment D.

ATTACHMENT A

FAA Regional Representatives

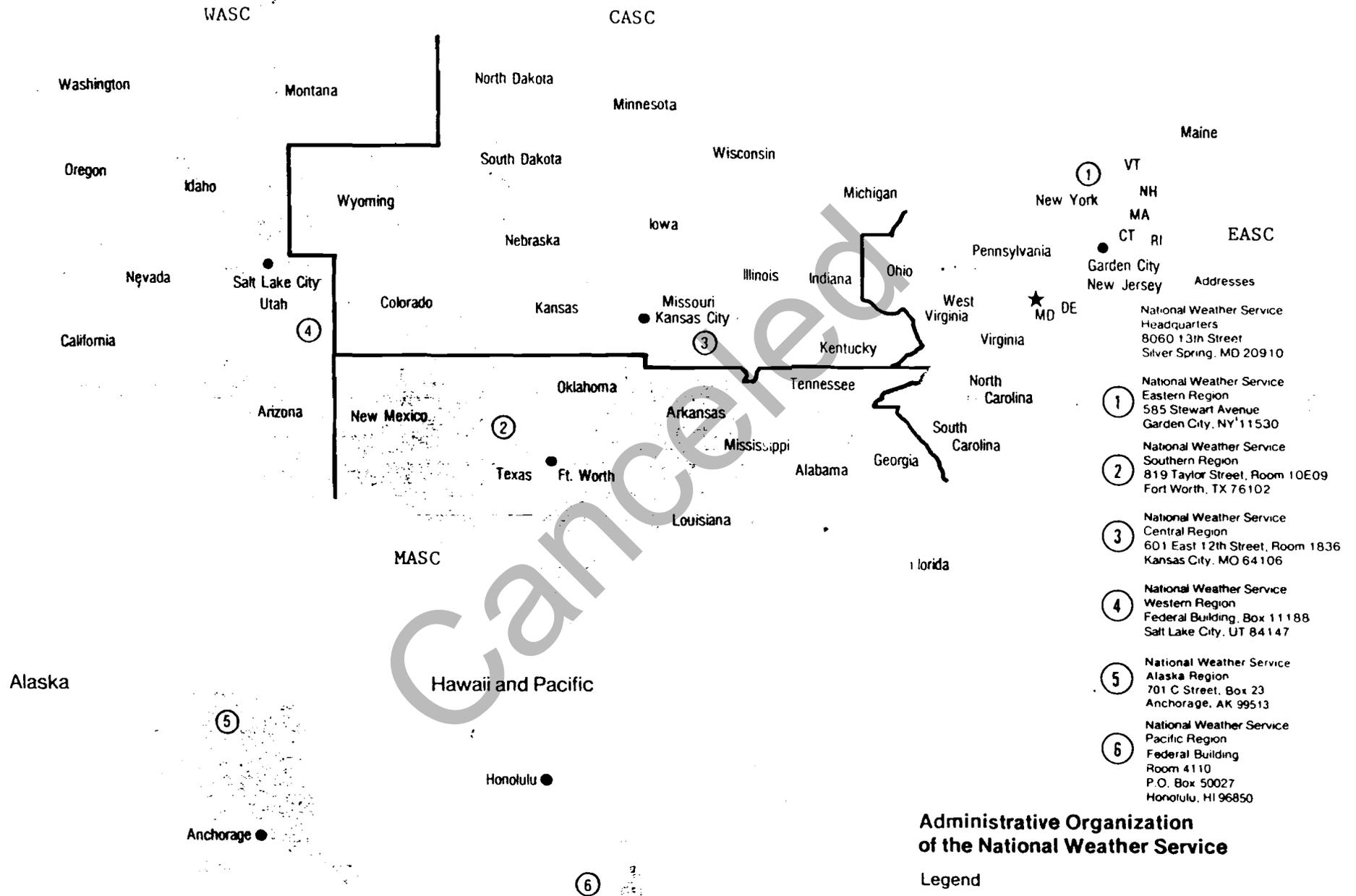
<u>Region</u>	<u>Name</u>	<u>FTS/Commercial</u>	<u>Phone</u>
New England (ANE)	Bill Cronin	836-7061/ (617) 273-7061	
Eastern (AEA)	Lou DeRose	667-1245/ (718) 917-1245	
Southern (ASO)	Art Weathers	246-7756/ (404) 763-7756	
Great Lakes (AGL)	Hank Lamberts	384-7387/ (312) 694-7387	
Central (ACE)	Duane Bush	758-6873/ (816) 374-6873	
Southwest (ASW)	Gary Ewing	734-5615/ (817) 624-5615	
Western Pacific (AWP)	Joe Rodriguez	984-1523/ (213) 277-1523	
Northwest Mountain (ANM)	Carol New	446-2639/ (206) 431-2639	

FEDERAL AVIATION ADMINISTRATION REGIONS AND REGIONAL OFFICES



DOC Leasing Officers

<u>Region</u>	<u>Name</u>	<u>FTS/Commercial</u>	<u>Phone</u>
Eastern Admin. Support Center (EASC)	George Watkins Sally Slaughter Brenda Easter	827-6575/ (804) 441-6575	
Central Admin. Support Center (CASC)	Margaret Caswell Ken Leonard Jane LaPointe	758-7456/ (816) 374-7456	
Mountain Admin. Support Center (MASC)	Jerry Soukup Carol Ciufolo Kathy Erdman	320-5769/ (303) 497-5769	
Western Admin. Support Center (WASC)	Dian Stewart Don Miller Dave Petrie	392-6017/ (206) 526-6017	



- Addresses
- National Weather Service Headquarters
8060 13th Street
Silver Spring, MD 20910
 - 1 National Weather Service Eastern Region
585 Stewart Avenue
Garden City, NY 11530
 - 2 National Weather Service Southern Region
819 Taylor Street, Room 10E09
Fort Worth, TX 76102
 - 3 National Weather Service Central Region
601 East 12th Street, Room 1836
Kansas City, MO 64106
 - 4 National Weather Service Western Region
Federal Building, Box 11188
Salt Lake City, UT 84147
 - 5 National Weather Service Alaska Region
701 C Street, Box 23
Anchorage, AK 99513
 - 6 National Weather Service Pacific Region
Federal Building
Room 4110
P.O. Box 50027
Honolulu, HI 96850

Administrative Organization of the National Weather Service

Legend

- ★ NWS Headquarters
- Regional Headquarters

CASC - Central Administrative Support Center
 EASC - Eastern Administrative Support Center
 MASC - Mountain Administrative Support Center
 WASC - Western Administrative Support Center



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

Memorandum

Subject: INFORMATION: Changes to Consultant Engineering
Selection Procedures

Date: 26 JAN 1988

From: Director, Office of Airport Standards, AAS-1

Reply to
Attn. of:

All Regions
To: Attn: Manager, Airports Division

This memo is to advise of a change in the procedures for selecting consultants for work under the Airport Improvement Program.

Paragraph 5b. of Advisory Circular 150/5100-14A, Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects, states that consultants for architectural, engineering, and planning services should be engaged by means of competitive negotiation procedures that may or may not include price as a selection factor and that the method of selection is at the option of the sponsor.

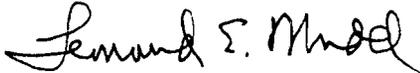
The Airport and Airway Improvement Act of 1982 as amended by the Airway Safety and Capacity Expansion Act of 1987 was recently enacted. Section 511, paragraph (a) (16) states that each contract or subcontract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design engineering, surveying, mapping, or related services with respect to the project will be awarded in the same manner as a contract for architectural and engineering services is negotiated under title IX of the Federal Property Administrative Services Act of 1949 or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

Title IX, more commonly known as the "Brooks Bill" establishes Federal policy concerning the selection of firms to perform architectural, engineering, and related services for the Federal government. More specifically, the Act requires agencies to conduct discussions with no less than three firms and select in order of preference, based upon preestablished criteria, no less than three of the most qualified firms. A contract is then negotiated with the highest qualified firm at a fair and reasonable price.

Based on the above, AC 150/5100-14 will be revised to delete the option to use competitive negotiation procedures that include price as a factor.

In the interim, all contracts for those services described in the amended AIP legislation should be awarded using competitive negotiation procedures as outlined in paragraph 12a of the advisory circular.

If you have any questions call Richard Worch at (FTS) 267-8744.


Leonard E. Mudd

Canceled