



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Advisory Circular

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**Subject:** Criteria for Assumption of Ownership of Non-Federal Systems    **Date:** 5/25/2021    **AC No:** 170-9A

**Initiated By:** AJW-121

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1. **PURPOSE.** This Advisory Circular (AC) contains policy under which the Federal Aviation Administration (FAA) accepts the transfer of non-federally procured equipment/systems from non-federal sponsors/owners. This AC applies to the systems and conditions specifically identified by Federal Regulation titled “*Transfers of Air Traffic Systems*”. The equipment/systems will become an FAA asset and the FAA will have the responsibility to operate and maintain them.
2. **WHERE CAN YOU FIND THIS AC.** You can find this AC using the following link: [https://www.faa.gov/regulations\\_policies/advisory\\_circulars/](https://www.faa.gov/regulations_policies/advisory_circulars/).
3. **CANCELLATION.** This revision cancels AC 170-9, *Criteria for Acceptance of Ownership and Servicing of Civil Aviation Interest(s) Navigational and Air Traffic Control Systems and Equipment*, dated 11/26/1968.
4. **DEFINITION.** The definition of Assumption of Ownership is the addition of the equipment/system to the FAA’s inventory for which the Agency has financial responsibility in support of the flying public. Upon completion of the transfer, the FAA accepts all financial responsibility for the operation, maintenance and logistical support of the system, in accordance with Title 49 United States Code (U.S.C.) Section 44502(e), “*Transfers of Air Traffic Systems*”. Reference the most recent version of FAA Order 6700.20, *Non-Federal Navigational Aids, Air Traffic Control Facilities, and Automated Weather Systems*, for additional details with respect to Assumption of Ownership.
5. **APPLICATION.** The provisions of this AC are effective immediately for all equipment/systems outlined in this AC. This document provides the requirements for transferring equipment/systems to the FAA if they meet the performance specifications and policy reflected in this AC with respect to the most recent versions of Title 49 U.S.C.; Title 14 Code of Federal Regulations Part 171; and 6700.20. Use of these guidelines is mandatory for the transfer “to the Administrator of the [FAA] of an eligible air traffic system or equipment that conforms to performance specifications of the Administrator if a Government airport aid

program, airport development aid program, or airport improvement project grant was used to assist in purchasing the system or equipment.”

a. For guidelines with respect to projects eligible for a Government airport aid program, airport development aid program, or airport improvement project grant, see the most recent version of Order 5100.38, *Airport Improvement Program Handbook*.

b. Nothing in this AC creates Airport Improvement Program (AIP) eligibility, allowable costs or justification under 49 U.S.C., Chapters 471 or 475.

6. CRITERIA. Airway planning standards contain criteria that permit the FAA to provide equipment/systems for qualified publicly owned airports. The FAA’s airway planning standards do not apply to airport operators and they may if they so desire, procure and install FAA approved equipment, in accordance with the FAA Administrator’s performance specifications. Therefore, if a non-federal sponsor/owner intends to request the FAA to assume ownership, operation, and maintenance, they must procure a system/equipment deemed eligible by the FAA. All eligible systems must have been evaluated and approved via a process that mirrors the FAA’s functional and physical configuration audits, namely the FAA’s standard In-Service Review (ISR) and In-Service Decision (ISD) processes as defined in the FAA’s Acquisition Management System policy prior to approval of FAA assumption of ownership. The ISR and ISD processes determine operational effectiveness and suitability, as well as, supportability throughout the system/equipment’s life cycle. In addition, in accordance with the Federal Regulation, the sponsor must procure an eligible system using a Government airport aid program, airport development aid program, or airport improvement project grant.

7. CONTENT OF THIS AC. Accordingly, this AC provides guidance about the equipment/systems that are eligible for the FAA to assume operation and maintenance.

8. COMPLIANCE WITH THIS AC IS MANDATORY. Executive Order 13891 allows Federal agencies to incorporate “guidance documents” into the terms of a contract with a member of the public<sup>1</sup> and allows agencies to use guidance documents to impose obligations on the public when doing so is “authorized by law.” The FAA incorporates this AC into those types of contracts. Title 49 of the U.S.C., Section 44502(e) requires that the FAA accept ownership of certain non-federal systems purchased with the assistance of a Federal grant. These grants are conditioned upon the recipient’s contractual agreement to follow the FAA’s guidance. For example, AIP grant contracts include “grant assurances.” In accordance with Federal law, Grant Assurance #34 requires that recipients comply with “policies, standards, and specifications approved by the Secretary [of Transportation] including . . . [certain] advisory circulars.”<sup>2</sup> AC 170-9 is one of those circulars.

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<sup>1</sup> For example, refer to Section 1, Paragraph 3 of Executive Order 13891. <https://www.federalregister.gov/documents/2019/10/15/2019-22623/promoting-the-rule-of-law-through-improved-agency-guidance-documents>

<sup>2</sup> Refer to Volume 53 of the Federal Register, pages 3104 and 3110. <https://www.loc.gov/item/fr053022/>

9. PRINCIPAL CHANGES. Updates the office of primary responsibility name and routing code. Changes the AC Title. Revises the entire AC to reflect statutory changes and describe current policy.

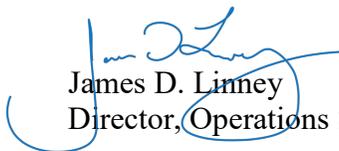
10. INTERPRETATIONS OF THIS AC. Individuals must forward all requests for interpretations of this AC to [Non-Federal-Program@faa.gov](mailto:Non-Federal-Program@faa.gov) for review and response.

11. REQUESTS FOR INFORMATION. Further information concerning assumption of ownership may be obtained from the office of primary responsibility:

Advanced System Design Services Team (AJW-121)  
800 Independence Avenue, SW  
Washington, DC 20591

Email: [Non-Federal-Program@FAA.gov](mailto:Non-Federal-Program@FAA.gov)

If you have suggestions for improving this AC, you may use the Advisory Circular Feedback form at the end of this AC.



James D. Linney  
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## CHAPTER 1. ASSUMPTION OF OWNERSHIP

### 1.1 General Rule.

The FAA will consider all requests submitted by a non-federal entity. To be eligible for assumption of ownership, a system/equipment must have FAA approval for use in the National Airspace System (NAS). Eligibility also requires evaluation and approval via a process that mirrors the FAA's functional and physical configuration audits to ensure the system/equipment meet the FAA's performance specifications. For any system/equipment proposed for transfer, the FAA will conduct the audits through a process identical to the FAA's standard ISR and ISD processes, as defined in the FAA's Acquisition Management System policy. Evaluation and approval must occur prior to the FAA agreeing to assume ownership. The ISR and ISD processes determine operational effectiveness and suitability, as well as supportability throughout the system/equipment's life cycle.

The FAA will reject requests for assumption of ownership if the system/equipment does not meet the ISR Checklist and receives a negative ISD determination.

The FAA advises inquiring as to whether a system/equipment met the ISR and ISD requirements prior to procurement.

Manufacturers/vendors must make system-specific training available to FAA maintenance personnel and/or grant the FAA the authority to use system-specific course material to train its own personnel.

Manufacturers and/or vendors of eligible systems must ensure the FAA can operate and maintain that system/equipment after assumption of ownership in accordance with Federal laws. For the Agency to be compliant with Federal regulations, the manufacturer and/or vendor may need to make necessary system modifications to make compliance feasible.

### 1.2 Transfer per United States Code.

In general, airports in the National Plan of Integrated Airport Systems (NPIAS), as defined in Title 49 U.S.C. Chapter 471, are eligible for airport development project grants to include the acquisition and installation of some system types under AIP, provided the project grants are reasonable and justifiable. This may include a benefit cost analysis (BCA) as part of the determination. The Office of Airports determines whether a BCA is necessary and will perform such an analysis. Airports in the NPIAS may contact the local FAA Airport District Office for additional information and refer to the most recent version of Order 5100.38.

The following entities are typically privately owned/private-use facilities that are not in the NPIAS:

- a. Privately owned/private-use airports/airstrips/heliports, i.e. sites not in the NPIAS (NPIAS sites do not require pilots to request permission to use the airport, among other requirements.)
- b. Hospital heliports
- c. Private building rooftop heliports
- d. Oil platforms

e. Drill ships

1.2.1 Title 49 U.S.C. Section 44502(e)

Title 49 U.S.C. Section 44502 (e) allows for the transfer of an eligible air traffic equipment/systems (see 1.2.1.1a. – d. below), without consideration, as long as it conforms to the FAA’s performance specifications and a Government airport aid program, airport development aid program, or airport improvement project grant was used to assist in purchasing the equipment/system. Section 44502(e) does not establish AIP eligibility for any of these systems:

- a. Instrument Landing System (ILS), consisting of a Localizer, Glide Slope, and if installed as part of the same project, the associated approach lighting system, distance measuring equipment, and/or runway visual range (if the Administrator has determined that a satellite navigation system cannot provide a suitable approach to the airport);
- b. Automated Weather Observing System (AWOS);
- c. Remote Communication Air/Ground (RCAG) equipment; and
- d. Remote Communication Outlet (RCO) equipment;

1.2.2 Without Consideration

“Without consideration” means that the sponsor/owner is transferring the equipment/system to the FAA free of cost or condition, and that similarly the FAA must not impose any costs or conditions on the Sponsor with respect to future operation and maintenance.

**1.3 Sponsor/Proponent Responsibilities.**

The Sponsor will be responsible for all of the following prior to transfer: (Note: Use of Federal grant funds may not be allowable for some of these pre-commissioning expenses. If Federal grant funds cannot cover these expenses, the sponsor must cover the costs using other sources.)

- a. Funding expenses for pre-construction tasks, construction, installation, and system/equipment procurement.
- b. Funding Reimbursable Agreements with the FAA to cover FAA services in support of the project and tasks listed in section 1.3.a.
- c. Ensuring that the system/equipment is operating properly and is within operating tolerances at the time of the transfer.
- d. Ensuring that the system/equipment passes a Joint Acceptance Inspection (JAI) in accordance with the latest version of the JAI Order, 6010.7; an initial commissioning ground inspection; and flight inspection (if applicable).
- e. For systems that require transmission of data, ensuring the system can meet the FAA’s performance specifications for data transfers that also meets legal requirements the FAA must adhere to, including, but not limited to the Federal Information Security Act of 2002 documented in Title 44, U.S.C. Section 3541.

- f. Funding any required environmental assessment(s) of the real estate associated with the system/equipment and any mitigation deemed necessary by the report.
- g. Transferring system/equipment specific required test equipment, if provided by the vendor at the time of purchase.
- h. Transferring any system/equipment spares, if provided by the vendor at the time of purchase
- i. Providing FAA personnel with reasonable accessibility to the site.
- j. Providing security measures to safeguard the system, as well as any associated infrastructure and equipment. For example, the most recent version of Advisory Circular 150/5220-16 for AWOS references the need for physical security of the facility as part of operational procedures.
- k. Ensure the site and its conditions do not pose any occupational hazards. Site must comply with Occupational Safety and Health Administration standards and related FAA standards.

#### 1.4 Reimbursable Agreements

Non-Federal Reimbursable Agreement(s) will be required to cover FAA expenses including labor and travel for services rendered prior to the start of the project, during the project, prior to and including commissioning, as required by the performance specifications approved by the FAA to ensure proper system/equipment installation. These Reimbursable Agreements will include, but are not limited to, the following:

- a. Technical Review or Site Analysis, including site survey, to determine if the proposed project is feasible, meets all site specific siting criteria, as well as, meteorological and satellite siting requirements.
- b. Engineering Design Review.
- c. Construction/Installation Oversight & Support, to the extent deemed necessary by the FAA. This agreement would include activities such as, Flight Inspection and JAI.
- d. System/Equipment Procurement, including transportation and/or shipping costs, when applicable. In some cases, the sponsor/proponent may choose to have the FAA make the procurement on their behalf.

#### 1.5 Timing.

- a. Transfers of systems/equipment meeting the requirements in sections 1.1 and 1.2 and other criteria outlined in the most recent versions of this AC and all supporting ACs, orders, and documents, must be completed as soon as possible, following agreement by both parties to the transfer, namely the sponsor and the FAA.
- b. If for any reason, assumption of the system/equipment requires delay, the FAA must not commission the system/equipment until such time that the FAA can complete the transfer. If commissioned prior to completing the transfer, the Airport will retain ownership responsibility

for the system. This includes responsibility for all associated operational expenses and liability. To avoid this scenario, the FAA will delay commissioning.

c. Completion of the JAI, creation of the punch list, and mitigation of those items must move forward. This will allow completion of all necessary tasks up to, but excluding commissioning and placing the system in service.

### 1.6 Eligible Equipment/Systems.

For system/equipment to be “eligible” for transfer, it must meet all of the following requirements:

a. The system/equipment must meet the guidelines in sections 1.1 and 1.2. This equipment must include all FAA approved updates current at the time of purchase and warranties.

b. The system/equipment must meet current FAA equipment, performance, installation, ground inspection, and flight inspection requirements.

c. The system/equipment procurement must use a Government airport aid program, an airport development aid program, or an airport improvement project grant.

d. The system/equipment operational standards must meet approved airway planning standards criteria or serve a demonstrable public operational or safety need, in accordance with the most recent version of Order 7031.2, *Airway Planning Standard Number One Terminal Air Navigation Facilities and Air Traffic Services*.

e. The system/equipment legal title must transfer to the FAA at no cost.

### 1.7 Prerequisite Activities for Completing Transfer.

a. The District assuming ownership of the system/equipment must have the resources, including properly trained personnel, in place to absorb the associated operation and maintenance costs and associated tasks. If they do not, the FAA will postpone the transfer until the District can meet the need adequately. This cannot be indefinitely.

b. The Maintenance Support Program must have either the resources and equipment spares or a method to obtain resources and equipment spares to support the system/equipment, properly, through its lifecycle. If they do not, the FAA will postpone the transfer until the appropriate elements are in place. This cannot be indefinitely.

c. Sponsor/owner must provide a legal description of the system/equipment including, at a minimum, the following:

(1) Site survey, including elevations of system foundations and components, to the nearest whole foot;

(2) Site access;

(3) Utility right-of-ways;

(4) Building and site plans; and

(5) Any pertinent drawings and/or electronic media requested by the FAA, including as-built drawings.

**Note:** “Site access” refers to the ability of the FAA to access the system itself, as well as equipment housed in a sponsor’s administrative buildings, such as their equipment room or airport manager’s office.

d. Sponsor must agree to establish a 20-year no cost lease agreement for the real estate on which the system/equipment is to be located, as well as, accessibility/access rights to reach the system.

(1) Execute a contract within 60 days of acceptance of the system/equipment by the FAA.

(2) Ensure the property comprises an area large enough to ensure maximum operational capabilities including, but not limited to, right-of-way for utilities, ingress, and egress, near term and long-term adherence to system/equipment specific siting criteria.

(3) Complete all necessary environmental assessment(s) including a noise assessment, if deemed necessary.

(4) Mitigate any violations reported by the environmental assessment.

### 1.8 **Inventory of Transfer Items.**

Provide the FAA with a complete list of all the items the FAA agreed to receive. The list should include the system/equipment and all associated items. Examples include the system/equipment’s concrete foundation, shelter, electronic components, related documentation, etc.

### 1.9 **Acceptance of Property.**

a. Shelters required for the operation of the equipment must meet FAA Standards as described in the system/equipment specific Advisory Circular, FAA Siting Order and Specifications.

b. The accountability, transfer, and reutilization and disposition of personal property must be in accordance with appropriate General Services Administration Federal Management Regulations, and the most recent versions of FAA Order 4600.27, *Personal Property Management*, the *FAA Personal Property Process and Procedures Guide*, and the *FAA Reutilization and Disposition Process and Procedure Guide*.

### 1.10 **Relinquishment of System/Equipment.**

Transfer of system/equipment concerned may revert to the original sponsor/owner when mutually agreed to by the FAA and the original sponsor/owner. At the end of the system/equipment’s useful life cycle, if the FAA determines that the system/equipment is no longer required at that site, the FAA will offer to return the system/equipment prior to decommission and disposing of it. Transferring the system/equipment back to the sponsor/owner by the FAA absolves the FAA of any further responsibilities for the operation, maintenance, and/or logistic support of the system/equipment concerned. This also absolves the FAA of any

further responsibility associated with the related property (e.g. land, roadways, etc. as mentioned in section 1.8.a.) as well as any utility costs, etc.

**Note:** The FAA is not obligated to replace the system/equipment at the end of its lifecycle.

#### 1.11 **Requests for Assumption of Ownership.**

Direct inquiries for guidance and instructions on how to request a transfer to your Service Area's Non-Federal Program Implementation Manager (PIM). The Non-Federal PIM will follow the guidelines in the most recent versions of this AC, FAA Order 6700.20 and FAA Order 6700.20's Standard Operating Procedures for Assumption of Ownership. You can find your point of contact on the Non-Federal Program's public website. See "Program Liaisons" at the following link:

[https://www.faa.gov/airports/planning\\_capacity/non\\_federal/](https://www.faa.gov/airports/planning_capacity/non_federal/).

## CHAPTER 2. AUTOMATED WEATHER OBSERVING SYSTEM (AWOS)

### 2.1 AWOS Eligible for Transfer.

The FAA designed AWOS, as well as, any FAA approved AWOS III P/T (or better) with Weather Message Switching Center Replacement (WMSCR) connectivity are eligible for transfer. Refer to sections 2.2 and 2.3 of this AC for details with respect to the system proposed for assumption of ownership. Other vendors' AWOS III P/T may become eligible for transfer pending FAA's review and approval; refer to section 1.1 of this AC. FAA approved AWOS equipment that do not meet the performance specification of an AWOS III P/T (or better) with WMSCR connectivity are not eligible for FAA assumption, see section 2.4.

### 2.2 FAA AWOS

Below are the documents that describe the current FAA AWOS eligible for transfer. Follow the most recent version of each document.

#### 2.2.1 FAA AWOS System's Product Baseline Index

AWOSC-PBL-001	AWOSC-PBL-001 Product Baseline Listing Index (PBL)
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#### 2.2.2 FAA AWOS Software

Version 1.036B, 1/23/2012	Data Collection Platform Operating System and AWOS-C Software
Version 2.11, 05/10/2016	Central Data Platform Operating System and AWOS-C Software

#### 2.2.3 FAA AWOS Site Specific Adaptation/Configuration Files

Pressure Reduction Tables	Site Specific Pressure Reduction Tables
Site Specific Configuration	Site Specific Files Including Site ID, Vocalized Site Identifier And Name, etc.

**Note:** The FAA will prepare and provide the following configuration files based on input from the airport sponsor and data from the National Weather Service.

#### 2.2.4 FAA AWOS Maintenance Handbook

Order JO 6563.1	Maintenance Of The Automated Weather Observing System-C (AWOS-C)
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### 2.2.5 FAA AWOS System Siting Criteria

Order 6560.20	Siting Criteria For Automated Weather Observing Systems
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### 2.2.6 FAA AWOS Technical Instruction Books

TI 6563.1	Automated Weather Observing System (AWOS) Vol. 1-13 and AWOS-C Software User's Manual (SUM)
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### 2.2.7 Regulations, Standards and Recommended Practices

Order JO 6050.32	Spectrum Management Regulations and Procedures Manual
Order JO 6000.36	Communications Diversity
Order JO 6950.2	Electrical Power Policy Implementation at National Airspace System Facilities
FAA-STD-019	Lightning and Surge Protection, Grounding, Bonding, and Shielding Requirements for Facilities and Electronic Equipment
Order JO 3900.57	Environmental and Occupational Safety and Health (EOSH) Requirements in the Planning and Execution of Construction and Maintenance Activities at National Airspace System (NAS) Facilities
Order 1600.69	FAA Facility Security Management Program

### 2.3 FAA Approved AWOS III P/T or Better

Below are the documents that describe the AWOS III P/T or better eligible for transfer. Follow the most recent version of each document.

AC 150/5220-16	Automated Weather Observing Systems (AWOS) for Non-Federal Applications
Order 6560.20	Siting Criteria for Automated Weather Observing Systems

### 2.4 AWOS Not Eligible for Transfer.

Non-Federal systems developed for commercial use classified below an AWOS III P/T with WMSCR connectivity, including those developed in accordance with any version of FAA AC 150/5220-16, *Automated Weather Observing Systems (AWOS) for Non-Federal Applications*, are not eligible for transfer.

### CHAPTER 3. INSTRUMENT LANDING SYSTEM (ILS)

#### 3.1 ILS Eligible for Transfer.

System(s) maintained within the FAA Maintenance Program and as described in Chapter 1 of this AC.

Below are the documents that describe the system(s) eligible for transfer. Follow the most recent version of each document.

##### 3.1.1 ILS System Specifications

FAA-E-2970	Performance Specification Category I/II/III Instrument Landing System (ILS)
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##### 3.1.2 ILS System Types

FA-34000	ILS-420
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##### 3.1.3 ILS Maintenance Handbook

Order JO 6750.49	Maintenance of Instrument Landing Systems (ILS) Facilities
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##### 3.1.4 ILS System's Siting Criteria

Order 6750.16	Siting Criteria for Instrument Landing Systems
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##### 3.1.5 Regulations, Standards and Recommended Practices

Order JO 6050.32	Spectrum Management Regulations and Procedures Manual
Order JO 6000.36	Communications Diversity
Order JO 6950.2	Electrical Power Policy Implementation at National Airspace System Facilities
FAA-STD-019	Lightning and Surge Protection, Grounding, Bonding, and Shielding Requirements for Facilities and Electronic Equipment
Order JO 3900.57	Environmental and Occupational Safety and Health (EOSH) Requirements in the Planning and Execution of Construction and Maintenance Activities at National Airspace System (NAS) Facilities
Order 1600.69	FAA Facility Security Management Program

**Note:** If the ILS installation will include an Approach Lighting System, Distance Measuring Equipment, and/or Runway Visual Range the sponsor must coordinate with the FAA to obtain additional siting orders and system specifications.

**3.2 ILS Not Eligible for Transfer.**

Systems developed only for non-federal use are not eligible.

## CHAPTER 4. REMOTE COMMUNICATION AIR/GROUND (RCAG)

### 4.1 RCAG Eligible for Transfer.

System(s) maintained within the FAA Maintenance Program and as described in Chapter 1 of this AC.

Below are the documents that describe the system eligible for transfer. Follow the most recent version of each document.

#### 4.1.1 Specifications

FAA-E-3014	Product Description (PD) NEXCOM II Very High Frequency (VHF) Receivers and Transmitters Ultra High Frequency (UHF) Receivers and Transmitters
FAA-P-2956	Product Description Ultra High Frequency (UHF) Receivers and Transmitters
FAA-E-2885	Down Scoped Radio Control Equipment (DSRCE)

#### 4.1.2 Siting Criteria

Order JO 6580.6	Remote Communications Facilities Siting Process
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#### 4.1.3 Regulations, Standards and Recommended Practices

Order JO 6050.32	Spectrum Management Regulations and Procedures Manual
Order JO 6000.36	Communications Diversity
Order JO 6950.2	Electrical Power Policy Implementation at National Airspace System Facilities
FAA-STD-019	Lightning and Surge Protection, Grounding, Bonding, and Shielding Requirements for Facilities and Electronic Equipment
Order JO 3900.57	Environmental and Occupational Safety and Health (EOSH) Requirements in the Planning and Execution of Construction and Maintenance Activities at National Airspace System (NAS) Facilities
Order 1600.69	FAA Facility Security Management Program

#### 4.1.4 Remote Communication Facility Installation Standard

Order JO 6580.3	Remote Communications Facilities Installation Standards Handbook
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#### 4.1.5 Maintenance Handbooks

Order JO 6580.5	Maintenance of Remote Communication Facility (RCF) Equipment
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Order JO 6650.4	Maintenance of Voice-Frequency Signaling System (VFSS) Equipment
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#### 4.1.6 FA-Type Radio and Radio Control Equipment.

FA-13301	Control RCE Unit
FA-13302	Remote RCE Unit
FA-35001	VHF CM-300 (V2) VDR
FA-35003	VHF CM-300 (V2) VDT
FA-35004	VHF CM-350 (V2) VDT
FA-35000	UHF CM-300 (V2) UDR
FA-35002	UHF CM-300 (V2) UDT
FA-18002	CM-350 UT

#### 4.1.7 Technical Instructions Books

TI 6600.32	Transmitter, Radio, UHF CM-300 (V2) UDT, VHF CM-300 (V2) VDT, VHF CM-350 (V2) DVT, with Remote Control Capability
TI 6600.33	Receiver Radio, UHF CM-300 (V2) UDR, VHF CM-300 (V2) VDR, with Remote Control Capability
TI: 6610.20	TI: 6610.20, Transmitter, Radio, UHF CM-300 UT/CM-350 UT with Remote Control Capability
TI 6650.48	Radio Control Equipment Model CS-2330/RCE System Manual FA-13300 - FA-13306

#### 4.1.8 FAA Advisory Circulars

AC 150/5345-43	Specification for Obstruction Lighting Equipment
AC 70-7460-1	Obstruction Marking and Lighting

## CHAPTER 5. REMOTE COMMUNICATION OUTLET (RCO)

### 5.1 RCO Eligible for Transfer.

System(s) maintained within the FAA Maintenance Program and as described in Chapter 1 of this AC.

Below are the documents that describe the system eligible for transfer. Follow the most recent version of each document.

#### 5.1.1 Specifications

FAA-E-3014	Product Description (PD) NEXCOM II Very High Frequency (VHF) Receivers and Transmitters Ultra High Frequency (UHF) Receivers and Transmitters
FAA-E-2885	Down Scoped Radio Control Equipment (DSRCE)

#### 5.1.2 Siting Criteria

Order JO 6580.6	Remote Communications Facilities Siting Process
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#### 5.1.3 Regulations, Standards and Recommended Practices

Order JO 6050.32	Spectrum Management Regulations and Procedures Manual
Order JO 6000.36	Communications Diversity
Order JO 6950.2	Electrical Power Policy Implementation at National Airspace System Facilities
FAA-STD-019	Lightning and Surge Protection, Grounding, Bonding, and Shielding Requirements for Facilities and Electronic Equipment
Order JO 3900.57	Environmental and Occupational Safety and Health (EOSH) Requirements in the Planning and Execution of Construction and Maintenance Activities at National Airspace System (NAS) Facilities
Order 1600.69	FAA Facility Security Management Program

#### 5.1.4 Remote Communication Facility Installation Standard

Order JO 6580.3	Remote Communications Facilities Installation Standards Handbook
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#### 5.1.5 Maintenance Handbooks

Order JO 6580.5	Maintenance of Remote Communication Facility (RCF) Equipment
Order JO 6650.4	Maintenance of Voice-Frequency Signaling System (VFSS) Equipment

## 5.1.6 FA-Type Radio and Radio Control Equipment

FA-13302	Remote RCE Unit
FA-35001	VHF CM-300 (V2) VDR
FA-35003	VHF CM-300 (V2) VDT
FA-35004	VHF CM-350 (V2) VDT
FA-35000	UHF CM-300 (V2) UDR
FA-35002	UHF CM-300 (V2) UDT
FA-18002	CM-350 UT

## 5.1.7 Technical Instructions Books

TI 6600.32	Transmitter, Radio, UHF CM-300 (V2) UDT, VHF CM-300 (V2) VDT, VHF CM-350 (V2) DVT, with Remote Control Capability
TI 6600.33	Receiver, Radio, UHF CM-300 (V2) UDR, VHF CM-300 (V2) VDR, with Remote Control Capability
TI 6650.48	Radio Control Equipment Model CS-2330/RCE System Manual FA-13300 - FA-13306

## 5.1.8 FAA Advisory Circulars

AC 150/5345-43	Specification for Obstruction Lighting Equipment
AC 70-7460-1	Obstruction Marking and Lighting

## Advisory Circular Feedback

If you find an error in this AC, have recommendations for improving it, or have suggestions for new items/subjects to be added, you may let us know by (1) emailing this form to [Non-Federal-Program@FAA.gov](mailto:Non-Federal-Program@FAA.gov).

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