

**ORDER**  
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**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

6000.25

6/27/77

**SUBJ: DESIGN AND CONSTRUCTION OF FAA FACILITIES**

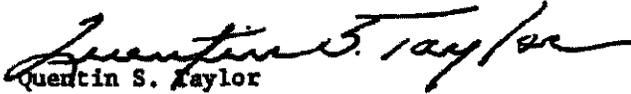
1. **PURPOSE.** This order presents FAA policy and establishes responsibilities for the design and construction of air navigation, communications, and air traffic control facilities.
2. **DISTRIBUTION.** This order is distributed to branch level in the Office of Airports Programs, Air Traffic, and Airway Facilities Services in the Washington headquarters; to branch level in regional Airway Facilities, Air Traffic, and Airports divisions; to branch level in the Supporting Services Division and Engineering Management Staff at NAFEC and to the Aeronautical Center Airway Engineering Support Division; and to all Airports, Airway Facilities, and Air Traffic field offices.
3. **CANCELLATIONS.** The following orders are cancelled:
  - a. IM 6030.9, Design and Construction of FAA Facilities, dated August 19, 1964.
  - b. 6930.17, Air Traffic Control Tower Structures, dated August 12, 1969.
4. **APPLICABILITY.** This order applies to all establishment, relocation, modernization, or modification projects, which are funded, totally or in part, under the Facilities and Equipment (F&E) appropriation.
5. **POLICY.** It is FAA policy to establish and construct facilities in accordance with nationally developed design standards. National standard designs will be prepared as far in advance as possible prior to assignment of specific project assignments. Standard designs will be provided where there are multiple assignments of similar projects or when the total project cost is one million dollars or more, and/or the construction cost is estimated to be in excess of \$250,000, or both. When engineering and/or construction is accomplished under a national contract, the Airway Facilities Service will, prior to award of contract, provide the regions with written instructions regarding the work items to be accomplished by Washington, the region, and the contractor.

**Distribution:** WAP/AT/AF-3; RAF/AT/AS-3;  
NSS/EN-3; CAE-3;  
FAS-1, FAF-O, FAT-O (Minimum)

**Initiated By:** AAF-510

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- a. Construction of FAA facilities shall be in accordance with standard drawings or specifications authorized by the Airway Facilities Service. The regions may site adapt the standard plot layout drawings to the extent necessary to meet specific site requirements. Such changes shall be held to a minimum, and will normally be limited to the relative locations of cable runs, buildings, substations, light bars, roadways, and other plant facilities shown on typical plot plans.
  - b. Any request for deviation from the standards other than stated in 5a above must be submitted in writing for approval by the Director, Airway Facilities Service, as set forth in Order 6000.20A, Waiver Criteria for Establishment and Maintenance of Airway Facilities.
  - c. Standard designs will be issued by an implementation order, which will be coordinated via the directive clearance procedure.
  - d. The regions are encouraged to recommend new concepts in design and significant improvements, particularly those that affect economics. Upon Washington office approval of such recommendations, standards will be changed accordingly.
6. APPENDIXES. Specific requirements for the air traffic control towers are contained in appendix 1. Requirements for the other facilities will be promulgated as appendixes at a later date.

  
Quentin S. Taylor  
Deputy Administrator

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Appendix 1

APPENDIX 1. REQUIREMENTS FOR ATCTs

1. SPECIFIC REQUIREMENTS FOR ATCTs. Sites for ATCTs will be selected in accordance with criteria established by Order 6480.4, Airport Traffic Control Tower Siting Criteria. These facilities may be in freestanding structures on land obtained without cost from the airport owner, as provided for in Section 18(6) of the Airport and Airway Development Act. At airports where runway configuration and/or airport development permit, a tower cab may be located on top of an existing, or planned, non-federally-owned airport building. When, at any location, both types of installations meet the technical requirements, determination as to which is to be established shall be governed by the standards, set forth in Orders 4600.15A, Policy for Agency Interests in Real Property, and 6030.17, Value Criteria for Facility Designs.
2. When a freestanding tower is selected, the following shall govern:
  - a. Ownership of control tower structures constructed under this policy shall be vested in the Federal Government.
  - b. Access thereto, and the right of connection to existing utilities for the FAA-constructed control tower, is to be furnished to the Federal Government without cost, and by arrangement other than by conveyance of fee title to the land. The arrangement should provide for a right of uninterrupted use for a period of at least twenty (20) years.
  - c. Visibility protection of the controllers' line-of-sight to all traffic patterns, approaches, runways, taxiways, and operational portions of the aprons, and other operational areas necessary for control of ground and air traffic shall be obtained from the airport authority in writing.
3. When the establishment of a tower cab on top of a non-Government-owned building is selected, the following shall govern:
  - a. The right to construct the agency control tower cab on top of existing or planned non-Government-owned airport buildings shall be acquired at no cost to the Federal Government as provided for in Section 18(6) of the Airport and Airway Development Act.
  - b. The FAA may pay from its funds for additional structural support required to support the control tower cab. The necessary work may be performed by the FAA or the building owner. If such is performed by the Government, appropriate approvals and waivers of liability should be obtained prior to establishment of the facility.

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- c. Section 18(6) of the Airport and Airway Development Act, as amended, does not require the airport owner or operator to furnish rent-free space in buildings for air traffic control and related activities and, therefore, the FAA may not demand such space on a rent-free basis as a condition precedent to approving an ADAP project. However, suitable building space within non-Government-owned structures to house those functions necessary for the performance of air traffic control may be acquired at no cost to the Federal Government if the building owner is agreeable.
- d. If the airport owner or operator is not willing to furnish, in airport buildings, suitable space needed for support of the air traffic control or related activities covered by Section 18(6) of the Airport and Airway Development, as amended, on a rent-free basis, such space may be constructed at Federal expense under rights that the airport owner or operator is required to furnish pursuant to Section 18(6).
- e. Ownership of, and right of removal of, control tower cab and associated air traffic control equipment constructed, established, or installed on non-Federally-owned airport buildings shall be vested in the Federal Government.
- f. Heating, air-conditioning, and electrical service for the air traffic control facility shall be acquired from the building owner at no more than prevailing local rates.
- g. Visibility protection of the controller line-of-sight to all traffic patterns, approaches, runways, taxiways, and operational portions of the aprons and other operational areas necessary for the control of ground and air traffic shall be obtained from the airport authority in writing.