

**ORDER**

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

6030.37A

4/22/80

**SUBJ: AIRWAY FACILITIES MAINTENANCE RADIO COMMUNICATIONS**

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1. **PURPOSE.** This order establishes national policy and requirements for Airway Facilities maintenance radio communications and provides general philosophy for program implementation.
2. **DISTRIBUTION.** This order is distributed to division level in Washington headquarters, except to branch level in the Airway Facilities Service, to section level in the regional Airway Facilities divisions; to branch level in the regional Airports, Air Traffic, Flight Standards, and Logistics divisions; to section level in the Airway Engineering Support Division, FAA Academy, and FAA Depot at the Aeronautical Center; to division level at the National Aviation Facilities Experimental Center; to all Airports district offices, flight inspection district offices, field offices, and groups, Flight Standards district offices; and Airway Facilities and Air Traffic field offices.
3. **CANCELLATION.** Order 6030.37, Maintenance Radio Communications, dated 3/29/71 is canceled.
4. **BACKGROUND.** Order 6030.37, Maintenance Radio Communications, dated 3/29/71 provided information, guidelines and implementation plans for airway facilities maintenance radio communications. This order stipulated that the maintenance radio communications system would consist of vhf/uhf am and hf ssb units ranging in output power from three to 150 watts depending on application; and that any existing vhf/uhf fm equipment was to be phased out due to performance, logistics, training, and related problems. As a result of reassessing maintenance radio communications requirements with emphasis on transitioning to the maintenance concept of the future, vhf/uhf fm capability has been added to the authorized complement of Airway Facilities maintenance radio equipment.
5. **POLICY.** Airway Facilities maintenance radio communications capability shall conform to applicable laws and regulations and FAA requirements and be provided and used to:
  - a. Facilitate the movement of Airway Facilities personnel and vehicles on, and in the vicinity of airports.
  - b. Communicate with flight inspection aircraft.
  - c. Contact personnel performing periodic or corrective maintenance on Airway Facilities.

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Distribution: A-W-2(Minus AF); A-W(AF)-3; A-X(AS/AT/FS/LG)-3; A-Z-2; A-Y(AE/AY/DE)-4; A-FAS-1(Std); A-FAT-0(Std); A-FFS-4/7(Std); A-FAF-0(Max); A-X(AF)-4

Initiated By:

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d. Improve the safety of Airway Facilities personnel in the performance of their assigned duties.

e. Promote economy, efficiency and energy conservation in Airway Facilities operations.

6. AUTHORIZED COMPLEMENT. The following types of radio communications equipment comprise the authorized complement for Airway Facilities maintenance radio communications. The latest edition of Order 6050.2, Communications Frequencies for Non-Air Traffic Control Requirements, dated 5/16/77 establishes the conditions for use of certain communications frequencies within the United States for purposes other than air traffic control. The equipment type described in paragraphs 6.b. and 6.c. is considered to be used as a part of direct maintenance activity and may be included in facility point count inventories for staffing purposes. All other maintenance radio communication equipment is considered to be administrative support items and as such must be absorbed in the sector workload allowances as a trade off against increased dispatching efficiencies between maintenance personnel and supervision.

a. HF AM Transceivers. These units are to be used for maintenance radio communications where frequency interference problems and short range communications permit reliable communications in the 27 MHz amplitude modulated frequency range. Maintenance shall consist of battery charging and replacement with very limited local repair only when parts and expertise are readily available. These units shall be procured locally when adequately justified. They are considered expendable.

b. HF AM Single Sideband Transceivers. These transceivers are to be used for fixed point-to-point and semi-portable requirements when the two to 30 MHz amplitude-modulated frequencies provide reliable maintenance communications. They are centrally supported by the FAA Depot, however, local repair shall be performed when parts, test equipment and expertise are available. There will be no training or special test equipment procured for maintenance of these transceivers. Any regional requirements shall be requested and adequately justified through annual operations regional budget submissions. Older transceivers which have been procured through local purchase or surplus action for maintenance radio communications are not centrally supported through the FAA Depot Exchange and Repair Program and shall be declared surplus when local maintenance is no longer economically justified.

c. VHF AM Transceivers. The only authorized uses of these units (which cover the aeronautical/mobile frequency band of 117.975 to 136 MHz) are: (1) airport communications between control tower or flight service station and airport surface vehicles or facility maintenance personnel, (2) flight inspection communications between flight inspection aircraft and ground maintenance personnel, and (3) monitoring operational facilities. One mobile transceiver is authorized for each vehicle operating on the active portion of the airport and one portable unit for each sector office or sector field office. VHF am portable/mobile transceivers which have been procured nationally are supported by the FAA Depot Exchange and Repair Program. Older equipment will be replaced by national procurement as rapidly as funding permits.

d. UHF AM Portable Transceivers. The existing units will be used only in accordance with conditions of the latest edition of Order 6050.2. These transceiver types will no longer be procured, however, they will be supported as long as it is economically feasible and the items are being used for a/g monitoring purposes. Units that are no longer needed for df testing or related maintenance purposes will be declared surplus.

e. VHF/UHF FM Components. VHF/UHF fm components may be used for maintenance radio communications when types of equipment described above are not suitable because of interference, coverage, or frequency authorization. There will be no training, FAA Depot logistic support, or special test equipment procured for maintenance of this equipment. Maintenance shall consist of local repair. This system will ultimately be utilized as a part of the emergency operations facilities (eof) network in accordance with the latest edition of Order 6030.44. Implementation of Airway Facilities VHF/UHF FM Radio Communications System.

  
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