

**ORDER**

WE 4441.7A

**LEASED COMMUNICATIONS SERVICES HANDBOOK**



10/13/76

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

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Initiated By: **AWE-406**

## FOREWORD

1. PURPOSE. This order provides guidelines for the processing and management of telecommunications equipment and lines leased for the operational activities of Air Traffic facilities.
2. DISTRIBUTION. This order is distributed to the branch level in the regional office Air Traffic and Airway Facilities Divisions and to each of the Air Traffic field offices and Airway Facilities Sectors. It is of interest to any person who utilizes leased circuits and facilities.
3. CANCELLATION. WE 4441.7, Operational Leased Telecommunications Services Handbook is canceled.

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## CHAPTER 1. GENERAL INFORMATION

1. PURPOSE. This order provides procedures for use in requesting leased telecommunications services and guidance concerning the processing of FAA orders for such networks and facilities.
2. SCOPE AND APPLICABILITY. These procedures cover the combined FAA/Defense Commercial Communications Office (DECCO) ordering and management of commercial leased telecommunications services and facilities within, or emanating from, the conterminous United States. The procedures outlined in this order do not apply to the obtaining of administrative telephone services.
3. DEFINITIONS. For the purposes of this order, the following definitions apply:
  - a. Common Carrier. Any person, partnership, association, joint-stock company, trust, or corporation authorized or franchised by a federal, state, or other public communications services to the general public. As used in this order, common carrier encompasses foreign country communications administrations responsible for providing telecommunications services within their respective countries.
  - b. Communications Service Authorization (CSA). A department of Defense contractual form prescribed in Armed Services Procurement Regulations (ASPR) for use on an order for communications facilities and services under basic agreement type contracts.
  - c. Communications Validating Officer (CVO). The person designated by the Regional Director to certify that a specified telecommunications service or facility is a bonafide requirement of the FAA and that it is prepared to pay mutually acceptable costs involved in its use.
  - d. Defense Communications Agency (DCA). An agency of the Department of Defense (DOD) under the direction, authority, and control of the Secretary of Defense. Its mission is to ensure that the Defense Communications System will be so established, improved, and operated as to meet the long haul, point-to-point, telecommunications requirements of the DOD and other governmental agencies.
  - e. Defense Commercial Communications Office (DECCO). A DOD centralized communications leasing office established as a field activity under the command of the Director, DCA.
  - f. Defense Communications System (DCS). The world-wide complex of networks, control centers, equipment, operational personnel, installations and other related activities, facilities, and resources organized into a single, compatible, long haul, point-to-point communications system under the administration of DOD.

- g. Emergency Requirement. A disaster and/or an act of God, having an immediate disruptive impact on the capability of the FAA to perform its function.
  - h. Extension Service. An authorization issued by AWE-406 with the coordination of primary user of that line or facility to an individual, company, or military establishment to allow the useage of a line or facility.
  - i. Facility. The equipment and interconnecting communications circuits required at a specific location including the integral parts of a complete system, e.g., the 300 key equipment, 301A key equipment, etc.
  - j. Industry Definitions. A list of commonly used industry definitions is contained in Appendix 1.
  - k. Private Line Service. A service provided by common carriers or other suppliers for the exclusive use of the customer. It includes intra-state, interstate, and/or international private line circuits with or without associated switching and terminal equipment. It includes point-to-point, switched, full time and part time circuits. It may be provided by means of wire, radio, or a combination of both.
  - l. Program Designator Code (PDC). A five-digit alphanumeric code used to identify leased services by system, network, primary user, or other category. It is specifically required to identify the funding activity responsible for reimbursing DECCO for the cost of leased service, backbone, and overhead charges as appropriate.
  - m. System. A complete network of private line services and facilities.
  - n. Telecommunications Certification Office (TCO). The activity designated by a Federal Department, Administration, or Agency to certify to DCA that a specified telecommunications service or facility is a bona fide requirement of the ordering element and that it is prepared to pay a mutually acceptable cost for its use.
4. RESPONSIBILITIES. The FAA is responsible for:
- a. Intra-Regional Leased Services.
    - (1) Programing. Program, plan, budget, and fund for leased services.
    - (2) Operational. Develop, approve, and justify operational requirements.
    - (3) Engineering. Coordination with common carriers or service companies and development of engineering requirements.

- (4) Controls. Control of FAA communications circuits and key equipment. Other users will not be allowed on FAA circuits nor will they be allowed to terminate their circuits in FAA equipment without prior approval of FAA.
- b. Inter-Regional Leased Services. The Western Region is responsible for the leased services installed at its facilities except for:
- (1) Inter-Center Circuits. The regional office having jurisdiction over the "eastern-most terminal" is administratively responsible for Inter-Center circuits.
  - (2) Intra-Center Area Circuits. When facilities in a Center's area are located in another region, the region in which the Center is located is administratively responsible for circuits between the Center and such facilities.
  - (3) Coordination between regions. Details of leased services of mutual interest shall be coordinated with other regions prior to submitting requests for service to the CVO.
  - (4) Inter-FSS Circuits. When services are for use between the FSS in one region and an airport in another region, the region in which the FSS is located is administratively responsible for the circuit between the FSS and the affected airport.
5. FORMS AND FORMATS.
- a. Commercial Communications Work Orders (CCWO). FAA Form 3661 is used by the CVO in ordering local moves and minor changes to leased commercial communications facilities from serving companies. CCWOs may be prepared to cover requirements within the monetary and equipment values established by DECCO. See appendix 2 for details concerning FAA Form 3661.
  - b. Telecommunications Service Request (TSR). This format is used by the CVO and sent to DECCO for ordering new communications facilities, major moves, disconnects, overtime, change in mileage, change of restoration priorities, change in program designator codes, removal of 29A switches, and other service changes which exceed the monetary value established for CCWOs. See appendix 3 for details concerning a TSR.
  - c. Requisition for Leased Telecommunications Services, WE Form 4441-1, is to be used in requesting Leased Communications services. See appendix 4 for instructions on its preparation.

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6. COORDINATION. Close coordination must be maintained between the serving companies and FAA and, especially, within the various working groups of the FAA, as follows:
  - a. The Frequency Management and Leased Communications Staff, AWE-406, will coordinate with other Airway Facilities (AF) elements, the Air Traffic Division (AT), and the serving companies regarding engineering, charges, and dates of all services.
    - (1) New Services or Changes in Existing Services. Requirements for new leased lines or changes to existing services may be initiated as follows:
      - (a) Interphone Service - AT facilities.
      - (b) Control Circuits - AF regional office and AF sectors.
      - (c) FDAT, ARTS, etc. Circuits - AF regional office and AF sectors.
    - (2) Existing Service Problems. Outages, malfunctions, troubles, etc., on existing services shall be coordinated with the local serving company by either the Manager, Airway Facilities Sector, Air Traffic Control Supervisor, or their designees. If satisfactory coordination cannot be effected at the local level, AWE-406 should be notified in a manner compatible with the urgency of the situation.
  - b. Washington Office and Other Regions. All coordination between the region, Washington office, and other regions, will be accomplished by the appropriate division, branch, or staff in the regional office.
7. COMPLIANCE WITH GROUND RULES. All AF sector and establishment program personnel concerned with serving company installations shall be responsible for compliance with telephone company and FAA ground rules as covered in handbook 4441.9, Practices Concerning Leased Telecommunications Services. Local agreement deviations are not permitted and any disagreements between FAA field personnel and the serving company shall be submitted through channels to AWE-406 for clarification.
  - a. On F&E projects with an assigned Resident Engineer, the Resident Engineer will be responsible for compliance with the ground rules until such time as the electronic installation phase begins. After the electronic installation phase starts, the electronic work order carrier will be responsible for compliance with the ground rules.
  - b. On all other work, AF sector personnel will be responsible for compliance with the ground rules.
- 8.-9. RESERVED.

## CHAPTER 2. PROCEDURES FOR LEASING COMMERCIAL COMMUNICATIONS SERVICES

10. GENERAL. Requests for leased telecommunications services should be submitted using WE Form 4441-1, Requisition for Leased Telecommunications Service (see appendix 4). Each request should be complete in itself, including the designating of specific locations of service, special requirements of service, reference to existing service if a change is being requested, etc. Personnel in the Regional Office are not to be used as contacts (see appendix 3, par 2f, page 2), except in cases of new facilities not yet commissioned. Telephone numbers for contacts must be commercial numbers and not FTS numbers as the telephone company personnel cannot use the FTS numbers.
11. NORMAL INTERVAL REQUIREMENTS.
- a. Coordination and Submission of Requests - All Requirements.
- (1) Air Traffic Facilities should submit requests to AWE-510/540 for approval and forwarding to AWE-406 for processing. Requests requiring work to be performed jointly by a serving company and FAA should be coordinated locally with the appropriate AF sector manager. A statement outlining the extent of the FAA portion of the work and whether the work is within the capability of the local AF sector must be provided with the submission to ATD.
  - (2) Airway Facilities Sectors should submit requests to AWE-460 for forwarding to AWE-406 for processing.
  - (3) Establishment Engineering Branch should submit requests directly to AWE-406 for processing. The request should identify the pertinent F&E project.
- b. Coordination and Submission - Requests for control lines to TVORs, VORs, VORTACs, ILS Markers, Radio Beacons, and RCAGs.
- (1) The regional element requiring the service will prepare a "Requisition for Leased Telecommunications Services", WE Form 4441-1, requesting installation of control circuits to establish and/or relocate facilities.
  - (2) When an underground installation is involved:
    - (a) The FAA's construction contractor is to excavate and back-fill the ditch to the site.
    - (b) The request to AWE-406 should contain the approximate date the ditch will be excavated, date of facility commissioning, and prints of the site drawings indicating the required cable routing.

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- (c) The local FAA representative will notify the local telephone company five days prior to the actual opening of the ditch.
- c. Lead Time. The lead time intervals are listed in appendix 5. More time may be required for circuits such as VORTACs, RCAGs, VORs, and ILS Markers depending upon the facility location, accessibility, isolation, etc.
- d. Discontinuance of Service. The discontinuance of a service should be requested by the user of that service. A lead time of at least four weeks should be allowed for AWE-406 and DECCO to act on the discontinuance.
12. EMERGENCY REQUIREMENTS.
- a. In case of an emergency during normal working hours, call AWE-406 by phone 213 536-6167 or FTS 966-6167. After working hours, call the Communications Control Center (Duty Officer).
- b. A confirming written request to back up the order that was issued in response to the emergency request must be forwarded to AWE-406 within 24 hours. The confirming action will follow the standard (use WE Form 4441-1) except that it will be marked "CONFIRMATION" and will contain this statement: "This action confirms requirement passed verbally to (name of the individual receiving requirement) on (date of verbal) by (Name of individual initiating verbal)."
- c. Extreme caution should be taken in placing emergency requests to insure that they are used only in actual emergencies since this step commits the government in advance of required obligation of funds.
13. FOLLOW-UP ACTION FOR REQUESTS. The originator of the request or the person designated as contact will be responsible to check their information copies of CCWOs and TSRs for compliance with the requisition, WE Form 4441-1.
- a. Change of Requirements. Any change of requirements must be through an amended requisition. FAA personnel shall not request Telephone Company (Telco) personnel to deviate from the details of service covered by CCWOs and TSRs. Such deviations are unauthorized and will not be honored by DECCO.
- b. Changes in the date service is required will be accomplished by submission of a revised requisition.

- c. Telco-generated date slippages (TSRs) due to equipment or other delay will be reported by Telco to DEJCO. DEJCO will authorize the change to Telco after coordination with the CVO. The CVO should ascertain that interested personnel are aware of the situation. Slippages of CCWOs will be reported directly from Telco to the CVO who will take appropriate action.

14. NOTIFICATION OF SERVICE COMPLETION.

- a. The originator of the service request or the person designated as the contact person is responsible for informing AWE-406 of the completion of service and whether or not the installation and operation is satisfactory. Additionally, if circuits are required to meet special specification, e.g., FAA-S-1142a, the responsible person shall certify that the lines meet the specification and is acceptable. An extra copy of the order will be forwarded to the contact person for this purpose.
- b. In the installation or operation is unsatisfactory and resolution with the serving company appears remote, the situation is to be referred to AWE-406.

15. EXTENSION SERVICE (ES).

a. Extension Service on Interphone Circuits.

- (1) Requirements. The following basic four requirements must be met before an ES can be issued. Circuit or drop on a circuit:
  - (a) Is to be used for extension user communications with FAA and not for private business,
  - (b) Will not derogate present FAA air traffic control services for which the circuit was established,
  - (c) Is paid for and ordered by the extension user after authorization by FAA, and
  - (d) Does not qualify for service paid by FAA as outlined in order 7031.4C, Airway Planning Standard #4.
- (2) Extension Service Approval. Extension service approval does not obligate the FAA to maintain special circuit configuration in order not to increase costs to extension service users.
- (3) Procedure.
  - (a) The potential extension user contacts the facility that has control of the circuit or key system for preliminary approval.

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- (b) If that facility approves, a letter should be written by the potential ES user to AWE-406 through that facility requesting permission to become a user of a circuit or to terminate a private line in the facility. The letter must contain a knowledgeable person to contact, the commercial telephone number of that person, circuit number, and date and place of installation.
- (c) AWE-406 will then issue the authorization directly to the ES user with a copy to the telephone company and facility involved.
- (d) Upon receipt of the authorization, the ES user may then order the service directly from the telephone company.
- (e) Format. See appendix 6 for example of format. This format may be modified to suit the occasion somewhat but should contain the basic requirements shown in the example.

b. Extension Service on Long Line Weather Circuits.

- (1) Military organizations have blanket authority to request receive-only service on these circuits directly from the American Telephone and Telegraph Company which will provide the service.
- (2) Civilian requests for drops on weather circuits must be approved by the National Oceanic and Atmospheric Administration (NOAA). Potential extension users should be told to make a written request to NOAA at:

8060 13th Street  
Silver Springs, Maryland 20910

16. FACSIMILE SERVICE. The National Weather Service (NWS) has a contract with a commercial source for facsimile equipment and can obtain this equipment at a low cost.

- a. Procedures. Requests for this type of service are to be sent to the Air Traffic Division (ATD) for approval and forwarding to AWE-406. Requests should include all pertinent information required to establish service; e.g., exact location, estimated number of rolls of paper required each quarter year, and date required.
- b. Installation and maintenance is performed by representatives of the serving company or the lessor of the facsimile equipment. All necessary parts and supplies will be furnished, except for paper, by the lessor. In cases where it is not feasible for the lessor to furnish maintenance, the Airway Facilities Sector may be requested to do the day-to-day maintenance. This will include standard tubes, transistors, fuses, resistors, and capacitors normally carried as

shelf stock. The contractor will provide adequate operational and maintenance training. Service complaints should be reported to AWE-406 for corrective action.

- c. Operator Maintenance. FSS personnel will perform operator maintenance in all cases, such as, change of steel plate, the belix wire (or the belix strip in some of the new machines), and the removal of accumulated lint and paper fuzz.
17. CERTIFICATION AND PROCESSING LONG DISTANCE TOLL CHARGES ASSOCIATED WITH DECCO CONTRACTS. Bills involving long distance telephone tolls which are paid by DECCO will be forwarded by the serving company to the field facility where the service is located. The facility chief or designee of the serving location will verify the accuracy of the billing and if correct execute the following certification on the original of the bill. Certification on stubs, toll statements, or duplicate copies of bills are not acceptable. If the billing is incorrect, it should be resolved with the local telephone company.

"I certify that the services covered in the enclosed bill have been duly provided, and that pursuant to Section 4 of the Act of 10 May 1939 (53 Stat 738; 31 U.S.C. 680a) the official long distance calls included therein were necessary in the interest of the Government."

\_\_\_\_\_  
(Signature and Title)

(Facsimile or rubber stamp signature is not acceptable.)

Upon certification of the toll charges (within ten working days of receipt) all copies of the bill and attachments provided by the carrier will be forwarded directly to:

Defense Communications Agency, D-660  
Defense Commercial Communications Office  
Scott Air Force Base, Illinois 62225

CHAPTER 3. PRIORITIES FOR RESTORATION OF TELECOMMUNICATIONS  
CIRCUITS

18. RESTORATION PRIORITIES. Vital communications circuits shall be maintained during emergency conditions through the application of a national priority system designed to insure their availability to the maximum extent possible. Circuit restoration priorities (RPs) are established by the National Communications System (NCS) and agreed to by FAA in Washington. Common carriers throughout the country have agreed to honor this priority system to maintain and restore service to leased intercity private lines for essential users.
- a. Responsibilities. AWE-406 shall determine the need for and maintain NCS restoration priorities applicable to the Western Region.
- b. Application.
- (1) AWE-406 will determine the proper RP and indicate this on the TSR to DECCO.
  - (2) AWE-406 will furnish a copy of the TSR for each new circuit and any circuit that has a restoration priority to NCS to review and issue a confirmation to DECCO.
  - (3) When necessary to activate a priority service action other services having a lower priority will be interrupted, in the reverse order of priority, starting with nonpriority services. If nonpriority or lower priority circuits are necessarily interrupted, the communications common carrier will attempt to notify the user when taking such circuits and provide the reason for the preemption.
  - (4) Except in the event of a state of war or a national emergency proclaimed by the President, the application of the priority system will seldom require the preemption of other services.

CHAPTER 4. REPORTS OF UNSCHEDULED INTERRUPTIONS  
(RIS: WE 4441-1)

19. GENERAL. DECCO requires a report from AWE-406 to receive credit from the serving company for services not rendered during the time of an interruption.
20. REPORT REQUIREMENTS.
- a. The Airway Facilities Sector shall submit a monthly interruption report by letter to AWE-406, not later than the seventh calendar day of each month. Negative reports are not required.
- b. Subject to the following criteria, report each occurrence if:
- (1) The interruption is not due to the negligence of the FAA, or an authorized user, or to the failure of FAA provided equipment or facilities.
  - (2) The interruption was reported to the appropriate contractor's representative and it was the responsibility of the contractor to restore service.
  - (3) If transoceanic services leased from U.S. Common Carriers are involved the interruption was for 30 consecutive minutes or more.
  - (4) Over 50 percent of the circuits in CONUS TELPAK's were interrupted for 120 consecutive minutes.
  - (5) Exchange services leased under intrastate tariffs were interrupted for 24 hours and credit has been specifically requested.
- c. Do not report minor interruptions to circuits entirely within CONUS. However, include information on services that suffer extended or frequent interruptions and where the assistance of the Communications Validating Officer is desired to seek improvement in the reliability of the service.
- d. The "time started" for recording interruptions will be the time that the service was released by an authorized agent of the FAA to the carrier as being unacceptable. (Degraded service that remains in use is not normally considered interrupted and is, therefore, not eligible for credit.) The "time ended" shall be the time that the service was returned by the carrier as being fully restored. When it is determined within a reasonable time that the service is still unacceptable, the carrier will again be notified and the interruption will be considered as one continuous interruption beginning with the time that it was originally reported.

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- e. In the report include the name of the telephone company representative to whom the outage was reported.
- f. AWE-406 will transfer the information to the proper form, adding the appropriate account number and other data required and submit the report to DECCO.

## CHAPTER 5. TELEPHONE COMPANY MAINTENANCE SERVICE CHARGE (MSC)

22. GENERAL. In cases where circuits are released to the serving company because of unscheduled outages and the private line is composed of both government and serving company equipment, a maintenance service charge may be incurred when the difficulty is found to be in the customer-provided equipment or facility. Typical tariff wording covering such situations is:

"The customer shall be responsible for payment of a service charge for visits by serving company representatives to the premises of the customer where the service difficulty or trouble report results from the use of government-provided equipment or facilities."

23. MSC BILLING PROCEDURES.

- a. Serving Companys should normally be requested to send their bills to the chief of the facility visited.
- b. The chief of the facility visited shall verify that the serving was requested to repair the service forward the bill to the pertinent AF Sector Manager.
- c. The AF Sector Manager shall review the MSC bill and verify that the trouble was in government-furnished equipment by signing the following statement which will be placed on, or attached to, the MSC bills; then forward the bill directly to DECCO, D-660, Scott Air Force Base, Illinois 62225.

"I certify that a representative of the company rendering this bill visited the premises of the government user of this service on the date indicated and found the service difficulty to be in government provided equipment or facilities."

- d. If there is a disagreement with the serving company concerning the visit of their personnel to the premises of the FAA or the reason for the service interruption, the difference will be resolved by the AF sector manager and the serving company. If this cannot be resolved between the serving company and sector manager, the bill should be forwarded to AWE-406 with a complete explanation of the outage and what transpired with the serving company. No MSC bills will be sent to DECCO without a signed certification statement.

## CHAPTER 6. FAA/TELCO SERVICE IMPROVEMENT MEETINGS

24. GENERAL. This chapter provides guidelines for the conduct of FAA/TELCO Service Improvement Meetings (SIM) in the Western Region. Washington order 1110.70, FAA/Telephone Company (TELCO) Service Improvement Meetings, and Western Region Sup 1 requires that these meetings be conducted. The meetings are to be used as a medium to correct FAA/TELCO outage discrepancies, to identify and effect fast repair of chronically troublesome circuits, to foster the utilization of available circuit dispersion in TELCO's backbone system, and to surface and solve any other local leased communications service problems.
25. GUIDELINES.
- a. TELCO Coordinator. ARTCC AF sector managers are designated TELCO coordinators for their ARTCC's area of control to co-chair, prepare agenda and minutes, and notify interested parties of the SIM. As some facilities in Nevada and Arizona are distant from their controlling ARTCC, other AF sector chiefs may call meetings with the cognizance of AWE-406 and the TELCO coordinator, for their areas when necessary. Coordination with other organizations within the regional office shall be initiated by AWE-406.
  - b. Frequency of Meetings. The FAA TELCO coordinator, in conjunction with the local telephone company representative, shall schedule and conduct periodic meetings with FAA and TELCO representatives to review and assess TELCO outages which have occurred in their area of responsibility and recommend ways of improving services. These TELCO SIMs shall be held at least once every three months, or more often if necessary.
  - c. Recommended Attendance. Air Traffic facility chiefs, Airway Facilities sector managers and their respective representatives, personnel from facilities experiencing problems, and TELCO representatives should attend these meetings. If attendance of a particular TELCO representative is not practical at a scheduled meeting, and a problem exists within that TELCO service area, individual meetings are to be arranged to obtain corrective action. AF Division representatives from AWE-406, the Maintenance Operations Branch, AWE-460, and the Air Traffic Division representatives shall attend at least one SIM in each six-month period conducted by the SIM coordinator in each ARTCC area of control.
  - d. Notice of Meetings. Each ARTCC Airway Facilities sector manager shall forward an advance copy of the agenda and scheduled date for each FAA/TELCO SIM to AWE-406 and AWE-500 at least two weeks prior to the scheduled date. Additionally, an advance copy should be sent directly to AAT-100 and AAF-400 to permit them to attend when they desire. It is the responsibility of TELCO to notify American Telephone and Telegraph Company.

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- e. Agenda. The FAA/TELCO SIM coordinator in coordination with AT facility personnel and the local TELCO representative, should review circuit performance data and potential problem areas and develop an agenda for the meeting to accompany the advance notice. Deteriorating or chronically troublesome circuits should be highlighted for thorough discussion.
- f. Meeting Handouts. Circuit performance statistics in chart form, if available, can be distributed during meetings. When circuit performance is compared on a monthly basis, trends can easily be detected and corrective action initiated. We suggest, however, that the SIMs do not become simply a matter of only comparing outage data.
- g. Minutes of Meetings. Immediately following each meeting, minutes of the meeting should be prepared by the FAA/TELCO SIM coordinator reflecting the matters discussed and commitments made by the FAA/TELCO representatives at the meeting to resolve problem areas. One copy of the minutes should be sent directly to AWE-406. Additionally one copy of the minutes should be sent directly to AWE-460, AAT-100, AAF-400, and AWE-500.

## CHAPTER 7. BUDGETING PROCEDURES

26. BUDGET SUBMISSION. Each year a leased communications services budget is prepared by the region for submission to Washington. This budget pertains to operational requirements only and no funds are requested or provided for administrative needs. Upon receipt of appropriations funds are transferred to the Defense Commercial Communications Office (DECCO) for funding of services.
27. BUDGET PREPARATION. AT facility chiefs and AF sector managers should take action required by order WE 2500.4A, as amended. Upon receipt AWE-510 will check requirements received from AT field facilities for conformance with criteria and forward them to AWE-406 for costing and insertion of date, page, and program-subprogram codes. AWE-406 will also check the submissions for support of the requirements for F&E projects through coordination with AWE-420. Five copies are to be included in the regional Airway Facilities Maintenance of Traffic Control System budget submission.

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Appendix 1

APPENDIX 1. INDUSTRY DEFINITIONS

- Alternate Routing** Arrangements whereby circuits in one route may be transferred to a diversified route in case of trouble. The transfer may be effected automatically or by means of a manually controlled switch. (See also Diversified Routing.)
- Appearance** Each termination of a circuit at a position in a key system constitutes an appearance (direct access).
- Associated Company** A telephone company comprising a part of the Bell System affiliated with the American Telephone and Telegraph Company (AT&T).
- AUTODIN** Automatic Digital Network. A Western Union computerized data system, leased by DCS (see AUTOVON). FAA crypto (secure) Service "B" teletype circuits connect into this network.
- Automatic Signaling (Ring)** A ringing signal which is activated automatically, without manually ringing by a key.
- AUTOVON** Automatic Voice Network. An intercontinental military voice network. The continental United States portion was formed in 1964 by combining SCAN (Army switched circuit automatic network) and the NORAD/ADC automatic dial switching network. (Together with AUTODIN, it comprises the defense communications system.)
- Backbone Circuit** The main circuit to which tributary circuits or extensions are connected.
- BAUD** The signaling rate, based on a 5-bit character length, in code elements per second.
- BDIS** Automatic Data Interchange System, Service "B". A high speed data switching system which collects, interchanges, and disseminates flight plans and progress reports for VFR flights and supplements interphone for certain types of IFR flights.
- BTC** Basic Termination Charge. The remainder of a BTL, which must be paid in cash, when a service is discontinued prior to the expiration of BTL. Usually incorrectly used as synonymous with BTL (See CTL and TLA).

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BTL Basic Termination Liability. A contractual agreement for a certain sum of money, which decreases proportionately until expired. The unexpired remainder (then a BTC) must be paid in a lump sum if service is discontinued prior to the time specified for the BTL. It was established to guarantee that the serving company would receive sufficient return from a service to amortize materials and labor invested. (See also CTL and TLA).

Call Director A large capacity desk-mounted console or telephone for terminating exchange lines and/or private lines.

Carrier System A number of channels over a single path, each modulated upon a different carrier frequency and demodulated at the receiving end to restore the signals to original form.

Center Intra-Area Circuit Provides interphone communications with towers, FSSs, air carriers, and military offices for control of IFR aircraft.

Central Office A telephone company switching office unit by means of which one telephone station may be connected to another station.

Certified Base A military base that has its own plant facilities and provides on-base cable, acceptable to TELCO.

Channel Terminal Interstate interphone service--the connection in the terminal control offices. In intrastate service, that portion of the circuit from the Central Office to the site.

Circuit Type See Type # - Circuit.

CPTE Customer provided terminal equipment.

Code Selective (CSKS) A key signaling ringdown circuit with manual selectivity of receiving station, selected by ringing the number of rings assigned to a particular station. No other stations on the line will hear the ring. All stations called must have code selector receive units (USOC W5U).

COMLINE An intercom line.

CONUS Continental U.S.

Coordinator Circuit See "C" circuit.

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CSA                    Communications Service Authorization. Authority for a serving company to provide a service. (This is issued by DECCO).

CSA Number            The designation for a specific circuit or key equipment account.

CSKS                   See Code Selective Key Signaling.

CTL                    Contingent Termination Liability.

Data Subset            Digital Subset. Used to convert DC pulses from FAA equipment to FM tones for transmission on TELCO circuit, and converting tones to DC pulses on the receiving end.

Demarcation Strip    A junction between FAA and commercial Serving company, provided by the FAA.

Direct Access         In the SS-300 and 301A, the appearance of a circuit in a key at a position, obviating the necessity of dialing a 3-digit indirect access code to select the line.

Diversified Routing   Circuits between two facilities are divided into groups and routed over two or more geographically separate routes or through two or more different types of transmission; i.e., cable, microwave, or open wire.

Drop                   The main station on an interphone circuit served by a central office (all other stations served from the same central office are extensions, "same premise", or "different premise").

DSS                    Dial Selective Signaling. Two-digit dial (DC pulses) used only between PBX type equipment.

Dual Service           TELCO terminology for teletype simultaneous send and receive. Commonly referred to as full-duplex by FAA. (See Single Service.)

Duplex                 Pertaining to a simultaneous two-way and independent transmission in both directions (sometimes referred to as "full duplex"). Contrast with half-duplex.

Enterprise/Zenith    A service similar to foreign exchange except the customer is billed by the telephone company on a call-by-call basis.

Equipment Room        The space provided the common carrier for the installation of their equipment.

Extension	An additional termination of a voice or teletype circuit, from an exchange, where a drop (main station) already exists. May, or may not, be on same premise as drop.
Extension Service	Service provided to a non-FAA customer on a private line, billed to the customer by the serving company. (In a few instances the FAA may receive extension service from other agency or non-government sources.)
Extension Service Authorization	The official authorization to a non-FAA organization, which permits extension service on FAA circuits, to be paid by the subscriber.
Extension User	One who procures extension service from another organization. Normally, private or military users of FAA service.
Facsimile (FAX)	Transmission of pictures, maps, diagrams, etc.
FAS Line	A flight assistance service circuit connecting to an FSS.
Flight Assistance Service Circuit	A line for flight plans and pilot briefing. May be either a FAS line (interphone) or a foreign exchange (FEX) line.
Foreign Exchange	The capability of access to another exchange without toll charges. Sometimes used for flight assistance service.
Four-Wire Circuit	A 4-wire circuit utilizes one pair for talking in one direction and another pair for receiving in the other direction. Higher quality of service results (than on 2-wire circuits). Usually provided for FAA on voice circuits.
Half-Duplex	Pertaining to an alternate one-way at a time independent transmission. Contrast with full-duplex.
Handset	A desk or wall-mounted (hangup) combined microphone and receiver instrument.
Handset Handle	That portion of the handset which contains the microphone and receiver. May be plug-ended for jack operation rather than permanently attached to base.
Hot Line	A radar handoff circuit--voice signaling in both directions.
"Hot Mike"	A microphone which has battery voltage applied--not requiring push-to-talk switch operation.
Independent Company	A telephone company not affiliated with the Bell System.

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Inquiry	The transmission of information contained in a Telecommunications Service Request (TSR) by DECCO to the serving company, requesting cost itemization. The serving company must reply (quote) within five (5) days. The issuance of a firm order follows receipt of the quotation by DECCO.
Inter-Center Circuit	Provides interchange of messages pertaining to control of IFR traffic between adjacent centers.
Interexchange (IXC)	A service requiring facilities between two or more telephone exchanges (central offices).
Interphone	A privately-owned or leased intercommunications network.
Interphone/Radio Transfer	See L/R transfer.
Interstate Circuit	A circuit that crosses a state boundary.
Interstate Tariff	An FCC tariff applicable to interstate circuits (may be applied to air-ground circuits, even though both terminal points are within the same state).
Intrastate Tariff	A tariff established by the local Public Utilities Commission, applicable to a particular company in a particular state, used for intrastate circuits.
IXC	See Interexchange.
Key Equipment or Key System	A switching system for interphone and/or exchange use.
Key Module	An integral unit containing push buttons.
KSNS	Key signaling, nonselective. A ringdown signaling circuit ("party line") without capability of ringing a discrete location.
Line	An exchange line or a private line--nonpublic.
LEQ	Line terminating equipment required to terminate a line into a key system--provides lamping, hold (if exchange line), etc.
Local Channel	Interexchange service--the portion of the service connecting the central office to the terminal location.
Local Private Line	A line wholly within the same exchange. Also called intraexchange line.

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Long and Short	A selective system permitting one party on a circuit to select between two other locations.
Loop	A teletype circuit leg from a central office to the machine.
Loopback Test Equipment	Special transistorized test equipment supplied by TELCO and installed at a controlled facility site for use in testing FAA-S-1142a specification control circuits.
MFS	Military Flight Service. An MFS interphone circuit is used for filing military flight plans with an FSS.
Module	The unit of functional or circuit selection keys, usually containing 6.
Multiple Access	The capability of simultaneous selection of a combination of hot lines, radio, and overrides in a key system. See 301 K.S. specifications, page 9, item f of "Communications Switching System for Small ATC Facilities."
Order Wire	A voice circuit, associated with a radio link system, normally used for maintenance.
Pony Circuit	A local teletype circuit.
Position Loudspeaker	A common loudspeaker at a position used for mixing voice call circuits and radio.
Premise	Definition depends upon the specific tariff in use.
Private Line	A line which is not accessible by the general public.
Private Line Termination	A private line appearance in a key system.
Push-To-Talk (PTT)	A feature which energizes a handset or headset microphone, used in noisy locations.
Quote	The reply of the serving company, itemizing cost to DECCO concerning an individual Telecommunications Service Request. Issuance of the firm order follows receipt of the quotation by DECCO.
Radar Remoting	The transmission of radar video information via broadband; i.e., RML, or narrow band digital circuits.
Radio Transfer	Capability to use common handset or headset for radio or interphone.

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Rate Center In private line service, designated points representing exchange or district areas (or locations outside exchange areas) between which mileage measurements are made for the application of interexchange and interdistrict rates.

RDS Ringdown signaling.

Recorder Connector A device to permit recording of a key system position or an individual line. FCC regulations require beeptone when recording exchange lines.

"Red Phone" Part of staff communications circuits.

Ringdown Signaling (RDS) Same as KSNS.

Ring and Flash Key Used on manual ring circuit, or to flash on exchange lines.

Ring Key A key used for manual ring circuits. While usually common to the key system, may be associated with an individual circuit in 1-A-1 key system.

SCD Service Charge Detail. A TELCO itemized listing of services provided on a specific contract. Supplied by TELCO to DECCO (not to FAA).

Service "A" 100 WPM teletype system carrying hourly weather observations.

Service "B" 100 WPM teletype circuits handling flight movement, control, and administrative messages.

Service "C" 100 WPM teletype circuits carrying more technical weather information (such as forecasts) than Service "A".

Service "F" FAA interphone voice networks.

Service "O" International weather teletype, 100 WPM.

Signal Control Arrangement An equipment that is activated by a decoded incoming ring. It locks to maintain ring until answered (or timed out). Three basic types of ring are available--steady ring, intermittent, and adjustable from 1/2 to 200 seconds.

Signaling Method of contacting parties on circuit. See individual types; e.g., automatic ring, key signaling nonselective, code selective key signaling (CSKS), dial, DSS, voice (loudspeaker), long and short, etc. See also Type# Circuit.

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Signal Key A key for use on manual keyed (CSKS, KSNS, or L/S) circuits.

Simplex A means of adding a control circuit to a 2-wire voice circuit without additional conductors. May usually be done by customer, without charge, on existing intraexchange circuits. Accomplished by use of repeat coil (center-tapped transformer) at each end to provide one conductor from combined circuit wires, and earth ground return as other conductors.

Single Service TELCO terminology for a teletypewriter service which requires only one local channel (i.e., receive-only or send and receive, nonsimultaneous). Corresponds to FAA terminology of receive-only and/or half-duplex (see Dual Service).

S.O.I. FAA-S-1142a: Voice circuit with extended frequency range to permit tone control (see Tone Transmission).  
  
Voice: No written specifications for this grade of service. If it works, it meets requirements.

S/R Send and receive.

SS-300 Switching System 300. A Bell Laboratory developed key system, used by FAA at ARTCCs and TRACONS.

Staff Communications Consists of red phone circuits GP-24244, national; GP-90247, regional; regional office communications control center (CCC), AUTOVON access line to regional office and ARTCCs. Also includes special key system in CCC and local private lines from CCC to Regional Director's home.

STC A serving test center, normally manned 24 hours/day for conducting routine tests or handling customer problems.

SUBSET See Data Subset.

Switching System Interphone--a system permitting selective use of various circuits.  
  
Teletype or data--a system (automatic or manual) permitting interexchange of information between circuits.

TAP Telpak Application Project. A DECCO initiated action adding or removing a circuit or portions thereof to or from Telpak billing.

Telpak A group of channels leased for government use and ordered and controlled by DECCO.

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TLA	Termination Liability Agreement. (Same as BTL and CTL) See also BTC.
Tone Transmission	Related to FAA-S-1142a specification circuits. May be in one direction from control point to remote site (for RCAG, RT/R, LRCA-B, etc.) or both directions (for TVOR, VOR, VORTAC, LRCA-A, RCO, etc.).
Tower Enroute Circuit	Used for handling IFR aircraft. Connects two or more approach control facilities (RAPCON, RATCF IFR tower) or an approach control facility and a VFR tower.
Transmitter	The microphone portion of a headset or handset in telephone company terminology.
Trunk	A telephone company line from a central office to a customer's PBX.
Two-Wire Circuit	While most interphone circuits are 4-wire, a few are 2-wire (e.g., DSS). This requires transmission in both directions on the same pair nonsimultaneously. See Four-Wire Circuit.
Type # Circuit	Types of circuits, designated by numbers, are described in handbook 6530.2, #300 Interphone Switching System, and handbook IM P 4441.3, Communications Switching System for Small ATC Facilities.
Type #1	Position intercom (override)
Type #2	Coordinator (C) circuit.
Type #3	Nonselective for point-to-point communications.
Type #4	Combination SS-1 and voice or manual ring.
Type #5	SS-1 signaling both directions.
Type #6	Central office line or PBX station
Type #7	PBX tie line with dial selective signaling.
Type #8	Local dial line.
Type #9	"Hot line"--voice signaling both directions.
Type #10	Coordinator (C) circuit to a distant ARTCC.
Type #11	SS-300 radio channel access circuit.
Type #12	SS-300 position radio transfer circuit.

- USOC Uniform Service Order Code. A system of designating service items used by the Bell System Telephone Companies.
- Voice Call (Page) Signaling by means of loudspeaker.
- Wire Chart A circuit termination chart, depicting a facility key system by position.

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Appendix 2

APPENDIX 2. COMMERCIAL COMMUNICATIONS WORK ORDER (CCWO)  
FAA FORM 3661

REQUEST FORMAT.

- a. Block 1--Work Order Number. Requirement number assigned by originating office.
- b. Blocks 2, 3, 4, and 5. Self explanatory.
- c. Block 6--MAX Limits CSA Number. Number of supplemental contract to the CSA for use on minor changes to communications services.
- d. Block 7--CSA Number. DECCO assigned contract number.
- e. Block 8--Person to Contact. Name and commercial telephone number of person at the service location who can be contacted for working instructions to the serving company representative.
- f. Block 9. Not applicable.
- g. Block 10--Desired Completion Date. Date on which work is to be completed.
- h. Block 11--Description of Service. Specific service required with the estimated recurring and nonrecurring charges.
- i. Block 12--Type Name and Title of Requesting Officer. Regional designated Communications Validating Officer's title and signature.
- j. Block 13--Remarks. Use to clarify information on CCWO, such as cross-referencing one order with another order that requires completion at the same time, stating that this order is a followup for a verbal order, etc.

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APPENDIX 3. TELECOMMUNICATIONS SERVICE REQUEST FORMAT

1. REQUEST FORMAT.

TELECOMMUNICATIONS SERVICE REQUEST

- A. Requirement number.
- B. Type and grade of service required and the National Communications User Designator Code if required.
- C. Type of action required.
- D. Service date or period of requirement.
- E. Program/subprogram funding code and the proposed restoration priority.
- F. Contact personnel.
- G. Service points.
- H. Details of service.

Validating Officer approval of requirement.

2. EXPLANATION OF REQUEST FORMAT.

- a. Line A--Requirement Number. Requirement numbers will be assigned by the originating office.
- b. Line B--Type and Grade of Service Required. Voice, teletype (full-duplex, half-duplex) data, facsimile, television (audio-video), or other.
- c. Line C--Type of Action Required. Start, disconnect, move, or change.
- d. Line D--Service Date and Period of Requirement. On requests for service, a firm date will be included.
  - (1) The service date stipulated on the original quote/order will be adhered to unless a corrected quote or an amended TSR is received slipping the date. All common carrier generated slippages will be coordinated with the CVO.
  - (2) Telecommunications Service Request (TSR) will not be back dated. No TSR other than confirmation of an emergency order will have a service date earlier than the date on which a quote, verbal or written, is received by DECCO.

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- (3) The preceding procedures are required since funds are committed for a specified service date. When service is provided sooner, no funds are available to fulfill the obligation on the part of the government. This is a sensitive area which will become even more critical in the future.
  - (4) Specify if temporary.
  - e. Line E--Program Code Designator (PCD)/Restoration Priority (RP). If a facility, use not applicable (NA) for RP.
  - f. Line F--Contact Personnel. The person who is to be contacted by the common carrier in arranging for the installation of the service or facility. Specify location, name, zip code, and commercial telephone number. On multi-point circuits, specify a contact for each point on the circuit. This is an absolute requirement on all requests.
  - g. Line G--Service Points. Show geographic location wherever work is to be performed. Identify the location by building number, room number, military name, office name, longitude and altitude coordinates, and other positive means of identification. On multi-point circuits all terminal locations are to be listed.
  - h. Line H--Details of Service. Equipment and/or services required at each service point.
  - i. Validating Approval of Requirement. The regional CVO is responsible for signing TSRs in his respective jurisdiction for leased tele-communications requirements. Only signatures of the CVO and his alternates will be accepted by DECCO.
3. AMENDMENTS TO REQUESTS. Amendments may be made to requests for service or facilities prior to the date service is required. Any changes desired after the service date must be made by a new request. Service or facility requests can be amended by use of only the following parts of the DECCO request format:

TELECOMMUNICATIONS SERVICE REQUEST

- A. Requirement number plus alphabetical amendment identifier (FI 28 December 72-25A).
  - B. CSA number.
  - C. Type of action required.
  - D. Service date.
  - G. Service points.
  - H. Details of service amendment.
- Validating Officer approval of requirement.

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APPENDIX 4. REQUISITION FOR LEASED  
TELECOMMUNICATIONS SERVICES

FEDERAL AVIATION ADMINISTRATION  
WESTERN REGION  
REQUISITION FOR LEASED TELECOMMUNICATIONS SERVICES

( TO: )

1 THROUGH		DATE	
2 REQUESTING OFFICE (Or Facility)	4 CIRCUIT NO or Type of Key System	3 REQUISITION NO	5 DATE SERVICES REQUIRED
6 DESCRIPTION OF SERVICE REQUIRED			

7. Address where work will be performed		8. Budgeted <input type="checkbox"/>	Not Budgeted <input type="checkbox"/>
9. Employee to contact for further information		Commercial Tel No	
10 REQUESTING OFFICIAL	11 APPROVING OFFICIAL		
Title _____	Title _____		

WE Form 4441-1 (10/72) (Replaces previous edition which may be used)

APPENDIX 5. SCHEDULE OF LEAD TIME INTERVALS

1. GENERAL. The following lead time intervals are based upon the time normally required by the American Telephone and Telegraph Company and its associated companies to provide service after they have received a firm order. These time intervals are furnished as a guide for planning purposes and should not be used as a basis for a firm service date. Since intervals vary from company to company, local contact should be made with serving companies to resolve intervals for specific situations. Emergency requirements may be obtained at an earlier date than provided by the minimum time interval but they must be adequately justified and agreed upon.

AWE Processing	Mail Time	DECCO Processing	TELCO Quote	DECCO Places Order	TELCO Lead Time
10 days	3 days	2 days	5 days	2 days	See Par 2 for specific requirement

All times shown in work days.

2. TELCO LEAD TIME INTERVALS. The overall lead time intervals for telecommunication services for the Bell System Companies.

a. Start a new circuit - facilities only

<u>Service</u>	<u>Standard Interval</u>
Two points . . . . .	.14 working days
Three points . . . . .	.19 working days
Four points . . . . .	.21 working days
Five points . . . . .	.25 working days
Six points . . . . .	.27 working days
C-1 conditioning . . . . .	.12 working days
C-2 conditioning . . . . .	.14 working days

b. Discontinue a circuit

<u>Service</u>	<u>Standard Interval</u>
Any type of circuit . . . . .	.5 working days

c. Add a station - facilities only

<u>Service</u>	<u>Standard Interval</u>
Main standard termination or extension. . . . .	.14 working days (where special construction is involved, interval may be longer)
Main key equipment termination. . . . .	.See Item i
Extension key termination . . . . .	.See Item i

d. Discontinue a station

<u>Service</u>	<u>Standard Interval</u>
Main station . . . . .	5 working days
Extension station . . . . .	5 working days

e. Install loudspeaker . . . . . 22 working days

f. Moves

<u>Service</u>	<u>Standard Interval</u>
Within the same room	
Telephone . . . . .	17 working days
Telegraph . . . . .	13 working days
Data . . . . .	15 working days

To another building

Telephone . . . . .	18 working days
Telegraph . . . . .	14 working days
Data . . . . .	16 working days

To another building (Inservice move - new equipment)  
    Individual case basis depending on type of equipment.

g. Provide key selective signaling . . . . . 26 working days

h. Provide SS-1 dail selective signaling . . . . 45 working days

i. Service involving interphone key equipment. . Variable - 3 weeks to  
    18 months, depending  
    upon availability of  
    equipment.

j. Activate codes . . . . . 44 working days

k. Service not covered by preceding . . . . . Individual case basis

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APPENDIX 6. EXTENSION SERVICE AUTHORIZATION FORMAT

DATE: (Date authorization is written)

TO: (Name and address of requester)

REFERENCE: (Letter requesting extension service and date of letter)

PROJECT NO.: WE ES 72-00 (This is a FAA control number for the authorization issued and will be assigned by AWE-406 consecutively beginning 1 January of each year.)

LOCATION: (Place where extension service is to be used)

Approval is granted for extension service on Federal Aviation Administration (type of circuit) (circuit number) at the above location. Please contact your local telephone company for installation.

It is understood that this service is to be at no cost to the Federal Aviation Administration. If at any time in the future you decide to relinquish the use of this circuit, please notify the FAA immediately upon such determination.

A condition of this approval is that the service to be obtained will be used exclusively for air traffic control purposes and that it is subject to withdrawal if such action should be considered necessary for the good of FAA air traffic control services. Further, this approval does not obligate the FAA to provide specific information or special circuit configuration in order not to increase your costs.

(Signature)

cc:  
Telephone Company  
Facility

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APPENDIX 7. RESTORATION PRIORITIES AND PROGRAM DESIGNATOR CODES

<u>RP</u>	<u>PDC</u>	<u>DESCRIPTION</u>
3A-00	FAAA	Inter-Center Non-Radar Circuits
1D-2E-3A-00	FAAB	Inter-Center Radar Handoff Circuits
2E-3A-00 1/	FAAC	Center Intra-Area Non-Radar Circuits
2E-3A-00 1/	FAAD	Center Intra-Area Radar Handoff Circuits
2E-3A-00	FAAE	Tower En Route Circuits
3C-00	FAAF	Flight Assistance Service Circuits
00	FAAG	Foreign Exchange Circuits
00	FAAH	Military Flight Service Circuits
2/	FAAR	Miscellaneous Circuits
2/	FAAT	Overseas Circuits
3A	FAAV	AUTOVON Overseas Operational
00	FAAW	WATTS, FAA
00	FAAX	Enterprise/Zenith Service
2F	FABA	Teletype - WMSC High Speed Circuits
2F	FABB	Teletype - Service A Area Circuits
00	FABC	Teletype - Service A Non-Government
3A	FABD	Teletype - Service A Military Circuits
2F	FABE	Teletype - Service A FAWS Circuits
3A	FABF	Teletype - Service C Area Circuits
2F	FABG	Teletype - Service O Domestic Circuits
2F	FABH	Teletype - Service O Overseas Circuits
2/	FABJ	Teletype - WMSC Miscellaneous
2F-3A-00	FABK	Teletype - Aeronautical Fixed Telecommunications Network
2E	FABL	Teletype - Service B High Speed Data Circuits
3A	FABM	Teletype - Service B Area & Supplemental Circuits
3A	FABN	Teletype - Service B Center Circuits
3A	FABP	Teletype - Service B Computer Circuits Center/Center
3A	FABR	Teletype - Service B Computer Circuits Center/ARTS
3A	FABS	Teletype - Service B Computer Circuits FDEP
00	FABT	Teletype - Service B Utility Circuits
3A	FABV	Teletype - Service B Miscellaneous Circuits
3A	FABW	Teletype - Domestic AUTODIN Service
3A	FABX	Teletype - Overseas AUTODIN Service
2E-3A 3/	FACA	RCAG Primary Circuits
2E 3/	FACB	RCAG SS-1 Circuits
2E-3A 3/	FACC	RCAG Redundant/Diverse Circuits and LASS Equipment
00	FACE	RCAG Backup Emergency Communications (BUEC)
2E 4/	FADA	Radar Remoting - Narrow Band Circuits
2E 5/	FADB	Radar Remoting - Wide Band Service
3A	FAEA	Staff Service - AUTOVON Access Lines
1F-3A	FAEB	Staff Service - Communications

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<u>RP</u>	<u>PDC</u>	<u>Description</u>
3A-00	FAFA	Regional - SRA/MRL and H Facility Circuits
3A-00	FAFB	Regional - VOR, TACAN, VORTAC, LRCO Circuits
3A-00	FAFC	Regional - ILS, MM, OM Circuits
3A-00	FAFD	Regional - RTR, RCO, FSF Circuits
00	FAFE	Regional - Telewriter Circuits
00	FAFF	Regional - Local Teletype Circuits
<u>2/</u>	FAFG	Regional - Miscellaneous Circuits
00	FAFJ	Single Frequency Outlet/EFAS Circuits
00	FAGA	Miscellaneous - Facsimile Service
00	FAGB	Miscellaneous - Closed Circuit TV
<u>2/</u>	FAGC	Miscellaneous - RVR, TRM, WB

NOTES:

General. Except where otherwise noted, where more than one RP is shown, it means, i.e., (2F-3A-00) that the first circuit between two locations is 2F, the second circuit between the same two locations is 3A, and all remaining circuits in the same PDC to the same two locations are 00.

Where only one RP is shown, the first circuit between two locations is assigned that RP, and all other circuits in the PDC to the same two locations are assigned 00.

1/ If the two points are connected by a Service B teletypewriter circuit with an RP of 3A, then the second and any additional voice circuits in these PDCs will be 00.

2/ RPs for these PDCs will be justified on a case by case basis.

3/ RCAG facilities having an SS-1 spare circuit. The SS-1 circuit will be assigned 2E and all remaining circuits will be assigned 3A.

RCAG facilities not having an SS-1 spare circuit.

Up to 5 circuits - one 2E, remaining 3A

6 to 10 circuits - two 2E, remaining 3A

11 or more circuits - three 2E, remaining 3A

4/ Service Consists of 3 data circuits, all assigned 2E and Order Wire assigned 3A.

5/ Service consists of up to 13 circuits, all assigned 2E.