



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

Memorandum

Subject: Program Guidance Letter 87-3

Date: 05 JUN 1987

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

Reply to
Attn. of:

To: PGL Distribution List

87-3.1 Microwave Landing System Transition Policy - Ben Castellano
(267-8822).

Attached is a copy of the MLS Transition Policy approved by the Administrator on May 16, 1987. The following guidance will help you handle AIP applications for ILS expeditiously:

- The regional focal point for the ILS program, both F&E and AIP, will be the Manager, Flight Procedures Branch. Airports personnel should fully coordinate with that office on all ILS applications.
- The policy limits ILS projects to large and medium hub airports and their associated reliever airports. However, two exceptions will be considered as justification for other airports, namely, a documented critical safety requirement or other unique need. For AIP purposes, examples of a documented safety requirement would be a NTSB recommendation or a record of weather-related accidents at a particular airport. As far as unique need is concerned, an example could be a situation in which an existing ILS has been damaged or placed out of commission for some other reason other than monetary. The mere fact that there are a large number of operations at an airport does not meet the safety or uniqueness test. Sponsors who feel their airports qualify as a critical safety or unique aeronautical need should contact the appropriate regional director before the application process.
- The selection of the successful candidates from among all AIP applicants will be approved by the Administrator after their operational need has been validated by the Associate Administrator for Aviation Standards.
- The staff studies called for in the Policy will be primarily the responsibility of the regional Flight Standards Division, with the full cooperation of the Airports Division and Air Traffic, as appropriate, and will use information provided by the sponsor.
- Sponsors must submit their preapplications for ILS to the ADO or Regional Airports Division office by June 30, 1987. The preapplication together with

the staff study completed by the region should be sent as soon as possible thereafter to APP-510. Our objective is to make final selections by July 31 to allow time for grant processing.

• ILSs installed under this policy will be operated and maintained for the useful life, but no less than a minimum of 10 years from the date of commissioning. The wording of a special condition will be forthcoming from APP-510 to be included in the grant agreement.

87-3.2 Grant Assurance 31 - Dick Rodine (267-8825).

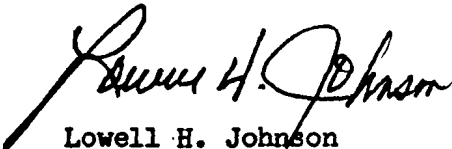
Enclosed is a revised Assurance 31 which includes the following changes:

- Adds AC 150/5100-14A "Architectural, Engineering and Planning Consultant Services for Airport Grant Projects"
- Adds AC 150/5300-9A "Predesign, Prebid, and Preconstruction Conferences for Airport Grant Projects"
- Updates AC 150/5200-23 to "23A"
AC 150/5210-5A to "5B"
AC 150/5320-12 to "12A"

You may use the attached revised Assurance 31 and make local reproductions as necessary or you may make the above changes to your own Assurance 31 sheet if it has been placed on local word processing equipment. As a reminder, the grant assurance package is not available from the Depot and local reproduction of the package is required.

87-3.3 AWOS 2 Visibility Sensors - Ben Castellano (267-8822).

On May 27, letters were sent to both Handar and Artais by the Acting Manager, Weather Sensors Program, regarding some problems with the visibility sensors of both companies. As a result, certification of the sensors of both companies has been temporarily suspended. Effective immediately, there is no approved AWOS 2 now on the market.


Lowell H. Johnson

Graham, TX Revised

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Graham Municipal Airport, (latitude of 33°06'38" N., longitude 96°33'16" W.)

Issued in Fort Worth, TX, on May 20, 1987.
 Larry L. Crain, Assistant Manager, Air Traffic Division, Southwest Region.
 [FR Doc. 87-12529 Filed 6-2-87; 8:45 am]
 BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 86-ANM-24]

Establish Pinedale, WY, Transition Areas

AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Final rule.

SUMMARY: This action establishes transition areas to accommodate arrival and departure procedures to Wenz Airport, Pinedale, Wyoming.
EFFECTIVE DATE: 0901 UTC, July 30, 1987.

FOR FURTHER INFORMATION CONTACT: Robert L. Brown, ANM-535, Federal Aviation Administration, Docket No. 86-ANM-24, 17900 Pacific Highway South, C-68966, Seattle, Washington 98168, Telephone: (206) 431-2535.

SUPPLEMENTARY INFORMATION:

History

On March 23, 1987, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to establish transition airspace at Pinedale, Wyoming (51 FR 9184). This action is needed to provide controlled airspace to accommodate arrival and departure procedures to Wenz Airport, Pinedale, Wyoming.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Except for editorial changes, this amendment is the same as that proposed in the notice. Section 71.181 of Part 71 of the Federal Aviation Regulations was published in Handbook 7400.6C dated January 2, 1987.

The Rule

This amendment to Part 71 of the Federal Aviation Regulations provides controlled airspace to accommodate arrival and departure procedures to Wenz Airport, Pinedale, Wyoming.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are

necessary to keep them operationally current. It, therefore—(1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in CFR Part 71

Aviation safety, Transition areas.
 Adoption of the Amendment

PART 71—[AMENDED]

Accordingly, pursuant to the authority delegated to me, Part 71 of the Federal Aviation Regulations (14 CFR Part 71) is amended as follows:

1. The authority citation for Part 71 continues to read as follows:
 Authority: 49 U.S.C. 1348(a), 1354(a), 1510; Executive Order 10854; 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983); 14 CFR 11.69.

2. Section 71.181 is amended as follows:

Pinedale, Wyoming, Transition Area (New)

The airspace extending upward from 700 feet above the surface within 5 miles either side of a direct line between the Big Piney, Wyoming, VOR/DME and the Wenz NDB extending from the VOR/DME to a point 5 miles northeast of the NDB, and within 3.5 miles either side of the 323° bearing to the Wenz NDB, extending to 11.5 miles southeast of the NDB, excluding the Big Piney, Wyoming, 700 foot transition area. That airspace extending upward from 1,200 feet above the surface within 7.5 miles northeast and 11.5 miles southwest of the 323° bearing to the Wenz NDB, extending from a point 22 miles southeast of the NDB to a point 9.5 miles northwest of the NDB, excluding the Big Piney, Wyoming, 1,200 foot transition area.

Issued in Seattle, Washington, on May 21, 1987.
 Temple H. Johnson, Jr., Manager, Air Traffic Division, Northwest Mountain Region.
 [FR Doc. 87-12530 Filed 6-2-87; 8:45 am]
 BILLING CODE 4910-13-M

14 CFR Part 171

FAA Microwave Landing System (MLS) Transition Policy

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Announcement of issuance of policy statement.

SUMMARY: Approval of the FAA Microwave Landing System (MLS) Transition Policy, by the Federal Aviation Administrator, permits the establishment of Instrument Landing Systems (ILS), on a limited basis, at medium and large hub airports, and their associated reliever airports to solve certain capacity problems until sufficient MLS ground stations are deployed. The policy outlines three options, listed in the order of availability to the user, in which ILS's may be acquired, operated, and maintained.

EFFECTIVE DATE: May 16, 1987.

ADDRESS: Inquires may be mailed to Federal Aviation Administration, Office of Program and Regulations, 800 Independence Avenue, SW, Washington, DC 20591, Attention: AFR-120.

FOR FURTHER INFORMATION CONTACT: Stephen R. Horwat, 202-267-9672.

The following Microwave Landing System (MLS) Transition Policy was approved by the Administrator on May 16, 1987:

Microwave Landing Systems (MLS) will be the primary precision approach system in the National Airspace System (NAS) well beyond the year 2000. These systems will achieve effectiveness in the decade of the 1990s and will provide the operational flexibility and improved safety required to meet forecast aviation growth. The results will be major capacity, noise abatement, and safety benefits which will begin to accrue during the middle of that decade.

In the interim, there is an immediate need for precision approach systems at medium and large hub airports and their associated reliever airports to solve certain capacity problems. These needs may be attained by the establishment of Instrument Landing Systems (ILS) on a limited basis.

ILS Acquisition

ILS's may be acquired, operated, and maintained under the following options, listed in order of availability to the user:

Systems acquired by the airport sponsor in accordance with Part 171 of Federal Aviation Regulations (14 CFR 171). System acquisition is the sole responsibility of the sponsor and will not involve any Federal funds.

Systems acquired by the sponsors with Federal grant funds under the Airport Improvement Program (AIP).

Systems acquired by the FAA under the Facilities and Equipment (F&E)

Appropriation. The cost of operating and maintaining these systems will be borne by the FAA.

Federal Assumption of Ownership, Maintenance and Operation

Sponsors may request FAA assumption of ownership, maintenance and operation of systems acquired under Part 171 or system maintenance under the AIP program. Systems must be identical to those currently specified and purchased by the FAA and have Remote Maintenance Monitoring (RMM) capability, or be capable of being retrofitted with RMM.

For Part 171 Systems, FAA will assume responsibility only if the systems meet eligibility criteria required for Federal Systems.

For AIP Systems, a sponsor may request FAA to maintain the facility but the sponsor shall retain ownership and operational responsibility. This option will be considered only after it has been shown that acceptable maintenance support is not available in the commercial sector and FAA-provided maintenance, on a reimbursable basis, is in the best interest of the Federal government and the public.

Eligibility Criteria

Category I, II, or III systems to be acquired under this policy shall meet all of the following eligibility criteria:

Meet MLS establishment criteria contained in Airway Planning Standard Number One and must have a current benefit/cost ratio of 1.0 or better.

Be located at a medium or large hub airport, or an associated reliever airport as defined in the National Plan of Integrated Airport Systems or meet a documented critical safety requirement.

Have an immediate and critical requirement for precision approach that cannot be delayed until MLS becomes available; e.g., storm damaged systems, immediate capacity needs, new runways, etc.

Be documented by a complete staff study.

Have their operational need validated by the Associate Administrator for Aviation Standards and be approved by the Administrator.

Selection Process

ILS's eligible for Federal funding under the above-stated options will be prioritized for selection on the basis of their potential to enhance capacity in the National Airspace System. Special situations involving critical safety issues or unique need will be handled on a case-by-case basis.

Limitations of This Policy

The above options do not provide for operational and/or maintenance of ILS's procured prior to or outside the provisions of this policy. It should be noted that the elapsed time between identification of a user's need and the start of ILS operation can vary significantly depending on the option. In addition, funds for ILS acquisitions through the FAA's F&E Appropriation or AIP grant options will only provide for a limited number of systems.

Each new ILS will be in use for a finite period because of eventual replacement by MLS. Therefore, only those locations with an immediate and critical requirement for precision approach guidance will be eligible under this policy. For the purpose of amortization, ILS's under this policy will be operated and maintained for a minimum of 10 years from the date of commissioning.

SUPPLEMENTARY INFORMATION:

Application for ILS Under the Airport Improvement Program (AIP)

House Report 99-696 on the Department of Transportation and Related Agencies Appropriation Act, 1987, includes a provision directing the FAA to allocate up to \$5 million for the Airport Improvement Program (AIP) for purchase and installation of ILS's and approach lighting for those airports that meet the agency's qualifying criteria.

Eligible sponsors interested in being considered for an ILS should submit an AIP grant preapplication (SF-424 and FAA Form 5100-30) to the appropriate FAA Airports District Office or Regional Airports Division no later than June 30, 1987. The following information and guidelines are provided for sponsors who wish to apply:

Depending on the varying cost of selected projects (equipment, site preparation, and installation) an estimated four to eight ILS installations may be funded.

All applicants will be evaluated on a nationwide basis using the criteria and selection procedures contained in this FAA MLS Transition Policy.

Sponsors should be prepared to assist the FAA in developing any data needed to establish site eligibility under the policy.

Any sponsor of an airport which is not a medium or large hub or a reliever to a medium or large hub, but who believes their airport would qualify for an ILS as a critical safety or unique aeronautical need should contact the appropriate FAA regional director before beginning the application process.

Applications will also be accepted for partial ILS (localizer/marker) or for adding glide slopes to sponsor-owned localizer/marker/distance measuring equipment.

Final selection of these sites for ILS under the AIP will be made by July 31, 1987, and all applicants will be notified. Since authorization for AIP expires at the end of Fiscal Year 1987, the acquisition of ILS under any newly authorized grant program will be reexamined once new legislation is enacted.

Issued in Washington, DC, on May 27, 1987.

Anthony J. Broderick,

Associate Administrator for Aviation Standards.

[FR Doc. 87-12531 Filed 6-2-87; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 300

[Docket No. RM82-6-002; Order No. 323-B]

Confirmation and Approval of the Rates of the Bonneville Power Administration

Issued May 27, 1987.

AGENCY: Federal Energy Regulatory Commission, DOE.

ACTION: Final rule.

SUMMARY: The Federal Energy Regulatory Commission (Commission) is adopting a final rule that amends Part 300 of its regulations regarding approval of rates submitted to the Commission by the Federal power marketing administration (PMAs).

The Commission originally adopted Part 300 of its regulations in Order No. 323, which established procedures for interim and final approval of rates submitted pursuant to the Pacific Northwest Electric Power Planning and Conservation Act (Regional Act) by the Bonneville Power Administration (BPA). Part 300 was subsequently revised to apply generally to all PMAs, as well as BPA. The revisions in this final rule address portions of Order No. 323 that were reversed and remanded by the U.S. Circuit Court of Appeals for the Ninth Circuit.

The final rule deletes from the regulations the exception for BPA and the other PMAs from *ex parte* communications restrictions. The rule adds a requirement that rates filed by BPA under section 7(k) of the Regional

ASSURANCE 31

Policies, Standards, and Specifications. It will carry out the project in accordance with policies, standards, and specifications approved by the Secretary including but not limited to the advisory circulars listed below, and in accordance with applicable state policies, standards, and specifications approved by the Secretary.

Number	Subject
70/7460-1G	Obstruction Marking and Lighting
* 150/5100-14A	Architectural, Engineering and Planning Consultant Services for Airport Grant Projects
* 150/5200-23A	Airport Snow and Ice Control
* 150/5210-5B	Painting, Marking, and Lighting of Vehicles Used on an Airport
150/5210-7B	Aircraft Fire and Rescue Communications
150/5210-10	Airport Fire and Rescue Equipment Building Guide
150/5210-14	Airport Fire and Rescue Personnel Protective Clothing
150/5220-4A	Water Supply Systems for Aircraft Fire and Rescue Protection
150/5220-10	Guide Specification for Water/Foam Type Aircraft Fire and Rescue Trucks
150/5220-11	Airport Snowblower Specification Guide
150/5220-12	Airport Snowsweeper Specification Guide
150/5220-13A	Runway Surface Condition Sensor--Specification Guide
150/5220-14A	Airport Fire and Rescue Vehicle Specification Guide
150/5220-15	Buildings For Storage and Maintenance of Airport Snow Removal and Ice Control Equipment: A Guide
150/5220-16	Automated Weather Observing Systems (AWOS) for Non-Federal Applications
150/5300/2D	Airport Design Standards--Site Requirements for Terminal Navigation Facilities
150/5300-4B	Utility Airports--Air Access to National Transportation
* 150/5300-9A	Predesign, Prebid, and Preconstruction Conferences for Airport Grant Projects
150/5300-12	Airport Design Standards--Transport Airports
150/5320-5B	Airport Drainage
150/5320-6C	Airport Pavement Design and Evaluation
* 150/5320-12A	Methods for the Design, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces
150/5320-14	Airport Landscaping for Noise Control Purposes
150/5325-4	Runway Length Requirements for Airport Design
150/5340-1E	Marking of Paved Areas on Airports
150/5340-4C	Installation Details for Runway Centerline Touchdown Zone Lighting Systems
150/5340-5B	Segmented Circle Airport Marker System
150/5340-14B	Economy Approach Lighting Aids
150/5340-17A	Standby Power for Non-FAA Airport Lighting Systems
150/5340-18B	Standards for Airport Sign Systems

Number	Subject
150/5340-19	Taxiway Centerline Lighting System
150/5340-21	Airport Miscellaneous Lighting Visual Aids
150/5340-23A	Supplemental Wind Cones
150/5340-24	Runway and Taxiway Edge Lighting System
150/5340-27A	Air-to-Ground Radio Control of Airport Lighting Systems
150/5345-3C	Specification for L-821 Panels for Remote Control of Airport Lighting
150/5345-5A	Circuit Selector Switch
150/5345-7D	Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits
150/5345-10E	Specification for Constant Current Regulators and Regulator Monitors
150/5345-12C	Specification for Airport and Heliport Beacon
150/5345-13	Specification for L-841 Auxiliary Relay Cabinet Assembly for Pilot Control of Airport Lighting Circuits
150/5345-26B	Specification for L-823 Plug and Receptacle, Cable Connectors
150/5345-27C	Specification for Wind Cone Assemblies
150/5345-28D	Precision Approach Path Indicator (PAPI) Systems
150/5345-39B	FAA Specification L-853, Runway and Taxiway Centerline Retroreflective Markers
150/5345-42B	FAA Specification L-857, Airport Light Bases, Transformer Houses, and Junction Boxes
150/5345-43C	Specification for Obstruction Lighting Equipment
150/5345-44D	Specification for Taxiway and Runway Signs
150/5345-45	Lightweight Approach Light Structure
150/5345-46A	Specification for Runway and Taxiway Light Fixtures
150/5345-47	Isolation Transformers for Airport Lighting Systems
150/5345-48	Specification for Runway and Taxiway Edge Lights
150/5345-49	Specification L-854, Radio Control Equipment
150/5345-50	Specification for Portable Runway Lights
150/5345-51	Specification for Discharge-Type Flasher Equipment
150/5370-6A	Construction Progress and Inspection Report--Federal-Aid Airport Program
150/5370-10	Standards for Specifying Construction of Airports
150/5370-11	Use of Nondestructive Testing Devices in the Evaluation of Airport Pavements
150/5370-12	Quality Control of Construction for Airport Grant Projects
150/5390-1B	Heliport Design Guide

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Issued by APP-500

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