

Cancelled

AC NO: 150/5300-7A

DATE: 27 Sep 1971



ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: FAA POLICY ON FACILITY RELOCATIONS OCCASIONED BY AIRPORT
IMPROVEMENTS OR CHANGES

1. PURPOSE. To reaffirm to the aviation community the FAA policy governing responsibility for funding relocation, replacement and modification to air traffic control and air navigation facilities that are made necessary by improvements to changes to the airport. The term "airport owner" used herein refers to the political subdivision, military service, or other authority responsible for airport operations and improvements.
2. CANCELLATION: AC No. 150/5300-7 effective 11/7/69 is cancelled.
3. CLASSES OF FAA FACILITIES. FAA facilities located on airports and subject to the funding policy of this circular, are classified as follows:
 - a. Class I. This class includes the facilities and components that are exclusively used in support of the airport or from which primary benefits are derived by the airport since the facility is located thereon. Examples are:

Remote Transmitter/Receiver (Tower)
Airport Traffic Control Tower
Airport Surveillance Radar
Airport Surface Detection Equipment
Precision Approach Radar
Instrument Landing System and Components
Approach Lighting Systems and Components
Visual Landing Aids
Direction Finding Equipment
VOR, TVOR and VORTAC used for Instrument Approach
Weather Observing and Measuring Equipment (owner
and operated by FAA)
Central Standby Power Plant

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- b. Class II. This class includes the facilities and components that service a wide area and are located on the airport as a matter of convenience. Examples are:

Long Range Radar
Air Route Traffic Control Centers
Peripherals (Remote Control Air-Ground
Communication Facility)
VOR and VORTAC (enroute only)
Flight Service Station
Remote Communications Outlet
Limited Remote Communications Outlet

4. RESPONSIBILITY FOR FUNDING.

a. The Airport Owner.

- (1) The airport owner is expected to pay for the relocation replacement or modification of FAA air traffic control and air navigation facilities or components thereof made necessary by airport improvements or changes, when:
- (a) Class I facilities must be relocated, replaced or modified because the airport improvement or change impairs the technical and operational characteristics of the FAA facility.
 - (b) Class I facilities must be relocated, replaced or modified to permit the extension of runways or construction of new runways and taxiways or other improvements to the existing airport facilities; for example: expansion of parking areas, terminal buildings, and aircraft service areas.
 - (c) The FAA has a lease, permit, license, or other document covering Class II facilities that gives FAA a legal basis for requesting that the airport owner assume the cost of relocation.

The foregoing are the normal circumstances under which financing responsibility should rest with the airport owner, however circumstances other than the above will be determined on a case-by-case basis.

- (2) Where the airport owner grants other parties the right to construct hangars, other buildings, and/or facilities that impair or interrupt the technical and operational characteristics of air traffic control or navigation facilities, the agency expects the airport owner to pay for the relocation, replacement or modification of these facilities or components thereof. Payment to FAA may be made either from recovery of costs from the other parties or from other sources available to the airport owner.

- (3) The need for uninterrupted service from some Class I facilities is recognized. This will require special methods for accomplishing the work in order to avoid interruptions of service. In such cases, funding for provision of temporary facilities required to maintain continuity of service is expected to be the airport owner's responsibility. However, it is FAA policy to avoid modernizing or upgrading a facility at the airport owner's expense.

b. The FAA. It is general FAA policy to fund the following:

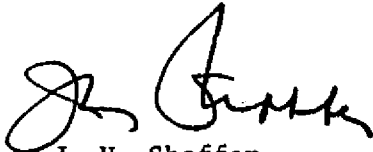
- (1) Relocation into quarters provided by the airport owner when requested by FAA.
- (2) Relocation of Class II facilities, located on the airport but the presence is not authorized by a document described in 4.a. (1) (c) above, or the presence on the airport has been assured by unwritten consent of the airport owner.
- (3) Relocation because of technical reasons that are inherent in the site and not caused by airport improvements or changes.
- (4) Additional cost for modification of the facility when undertaken concurrent with the relocation. For example, upgrading an ILS/ALS from Cat. I to Cat. II, or adding Direct Altitude and Identification Readout to ASR, concurrent with relocation.
- (5) Relocation of Class I facilities to a new or another existing airport meeting the necessary physical and operational requirements to qualify for Class I facilities, when the receiving airport will replace the airport from which the facilities are being relocated.
- (6) Relocation of Class I facilities, upon recognition by FAA of the necessity for a new or newly designated instrument runway on the same airport in order to achieve more effective use of these facilities except in the case of a new runway covered by 4.a. (1) (b).
- (7) Flight inspection required for relocation of facilities where the airport owner is one of the military services (Friendship Agreement).

c. Other Funding. In the event that relocations, replacements or modifications of facilities are necessitated due to causes not attributable to either FAA or the airport owner funding responsibility shall be determined by the FAA on a case-by-case basis.

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5. ACCOMPLISHMENT OF WORK.

- a. Responsibility. FAA shall have exclusive right to determine how all facets of the relocation of an FAA facility will be accomplished. This includes but is not limited to the engineering, site selection, procurement of equipment, construction, installation, testing, flight inspection and recommissioning of the facility.
- b. Reimbursable Agreement. The airport owner and FAA shall negotiate a reimbursable agreement setting forth all essential elements pertinent to the relocation, replacement or modification of an FAA facility. The agreement shall stipulate that in the event actual cost is less than the estimated cost, the sponsor will pay only the actual costs; similarly, if actual cost exceeds FAA estimated cost, the sponsor will pay the actual cost.



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