The Non-Federal Program:

How To Avoid Costly Mistakes

 menos for:

- Airports / Owners of Non-Federal Facilities
- Maintenance Technicians
- Manufacturers / Vendors

Date: September 10, 2019
Audience: NASAO 88th Convention & Tradeshow
Presenter: Natashia M. Jones
Program Manager
Non-Federal Policy & Oversight Program
Objectives

• The Program and your facility
  – What/who we regulate/oversee
  – Non-Federal defined
  – Non-Federal entities’ contribution to the NAS
  – Top ten costly mistakes

• Program Points of Contact

• The Program’s focus and you
Objectives

• Following Policy
  – Installation and Operation
  – Verification Authority
  – Design Approval

• Assumption of Operation & Maintenance

• Re-Cap & Resources
Section 1

The Non-Federal Policy & Oversight Program and Your Facility
The Non-Fed Program Regulates:

Most non-Fed NavAids

All non-Fed AWOS

Certain Other Systems

ex. RTS
## Systems Regulated

<table>
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<tr>
<th>AWOS</th>
<th>NavAids</th>
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<th>Control Towers</th>
<th>VisAids</th>
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- **VisAids** *(if part of ILS)*

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The Non-Fed Program Regulates:

Non-Federally Employed Maintenance Technicians

Manufacturers

Vendors

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The Non-Federal Program: How To Avoid Costly Mistakes!
The Program Does Not Regulate

- VFR-only VisAids
- Non-Federal Observers
- Non-Federal ATCTs (buildings)
- Non-Federal Air Traffic Controllers
- The FAA’s Contract Tower Program (FCT)
“Non-Federal” Defined

A “Non-Federal” entity is defined as entities other than the FAA or any Federal Agency (including the military).

Examples:
- U.S. territories
- States
- Local governments
- Companies
- Private citizens

For public or private use
Indicates that the state is one of the top three homes for non-Feds in the Service Area.

Indicates that the state is home to the greatest number of non-Feds in the Service Area. (In FY18, the “#1” state in the NAS was Minnesota.)
Non-Fed facilities play a BIG role in our National Airspace System

There are currently more than 2,300 facilities.

This represents 24% of all NavAids & automated weather systems in the NAS.

- WSA – 15%
- CSA – 49%
- ESA – 36%
Top Ten Costly Mistakes

Example #10:
Assuming that if a system is marketed as a non-Fed, it’s also FAA approved for use in the NAS.

Example #9:
Buying a non-Fed system that isn’t FAA approved.

Example #8:
Siting and/or assembling your facility in a way that doesn’t meet FAA standards.
Top Ten Costly Mistakes

Example #7:
Assuming that the FAA will let the technician who maintains your other facilities also maintain your new facility.

Example #6:
Expecting the FAA to provide your technician with test equipment during commissioning & recurring inspections.

Example #5:
Failing to anticipate the significant costs & responsibilities of facility ownership.
Top Ten Costly Mistakes

Example #4:
Assuming that the FAA will take over ownership or maintenance of your new facility. (Or, assuming that takeover will occur quickly.)

Example #3A:
Assuming that any AWOS can be connected to WMSCR. (WMSCR connection requires an AWOS III or better.)

Example #3B:
Not budgeting for the cost of connecting your AWOS to WMSCR. (Owners bear this cost – not the FAA.)
Top Ten Costly Mistakes

**Example #2:**
Making configuration changes that are not FAA approved.

**Example #1:**
Waiting to contact the Non-Federal Program until after you’ve made a mistake.
Potential Consequences

Owners:

• System doesn’t operate optimally.

• Delayed entry into service.

• Unexpected/early decommissioning of system.

Note:
All the above potentially could adversely impact safety to the flying public.
Potential Consequences

Technicians:

- You contract with an airport to maintain its non-Federal facilities, but discover you lack the required training to obtain FAA verification authority.
Potential Consequences

Manufacturers / Vendors:

- Sell non-FAA approved systems.
- Make unapproved configuration changes to a system.

Note:
This will result in the facility being immediately NOTAM’d out of service upon discovery.
To Avoid Costly Mistakes

Work closely with the Non-Federal Program.

We’re happy to advise & guide you!
Section 2

Your Non-Federal Program Liaison
Program Implementation Manager (PIM)

Non-Federal Process

Trail Guides

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PIM’s Primary Duties

• Help you coordinate with:
  – The Non-Federal Program HQ Office.
  – All FAA stakeholders involved in the Non-Federal Process.
  – Is your Subject Matter Expert (SME).
PIM’s Related Duties Include

- Coordinating facility installations.
- Coordinating Air Space Studies.
- Processing takeover requests.
- Reviewing & approving Reimbursable Agreements.
- Coordinating facility decommissioning.
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September 10, 2019
Your Non-Federal PIM

Contact us to avoid making costly mistakes!

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<tr>
<th>Name</th>
<th>Email</th>
<th>Phone</th>
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<tbody>
<tr>
<td><strong>Western Service Area – PIM Contact Information</strong></td>
<td></td>
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<tr>
<td>Joshua Eicher</td>
<td><a href="mailto:joshua.eicher@faa.gov">joshua.eicher@faa.gov</a></td>
<td>(206) 231-2875</td>
</tr>
<tr>
<td><strong>Central Service Area – PIM Contact Information</strong></td>
<td></td>
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<tr>
<td>Angie Anderson</td>
<td><a href="mailto:angie.anderson@faa.gov">angie.anderson@faa.gov</a></td>
<td>(817) 222-4198</td>
</tr>
<tr>
<td><strong>Eastern Service Area – PIM Contact Information</strong></td>
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<tr>
<td>Robert “Chris” Linscheid</td>
<td><a href="mailto:robert.linscheid@faa.gov">robert.linscheid@faa.gov</a></td>
<td>(404) 305-7134</td>
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Review

So far …

• What the Non-Federal Program Regulates
• What is considered a non-Federal facility
• The most common costly mistakes
• And how to avoid those mistakes
• Your direct point of contact at the FAA
Section 3

The Non-Federal Policy & Oversight Program’s Focus
The Program’s Mission

• To ensure that non-Federal facilities are operated & maintained to the same standards as Federally-owned facilities.

• The Non-Federal Program’s policies are documented in the most recent version of Order 6700.20, Non-Federal Navigational Aids, Air Traffic Control Facilities, and Automated Weather Systems.
The Program’s Focus Areas

• Approval Process – new types of facilities.

• Approval Process – Configuration changes to existing facility types.

• Facility Operation & Maintenance.

• Maintenance Technicians.

• FAA takeover of non-Fed Facilities.
What This Means For You

**Owners**

1. We provide guidance in the purchase & installation of your new non-Fed facility.

2. We evaluate your newly-installed facility, to ensure it’s safe for use in the NAS.

3. We regularly inspect your facility, to verify that it continues to be safe.

4. We decommission the facility at the end of its lifecycle.

5. We facilitate FAA takeover of your facility, **IF requested and appropriate.**
What This Means For You

Manufacturers/Vendors

1. We review your proposed new facility designs.

2. We review your proposed configuration changes to current approved facilities.

Technicians

1. We ensure you have the training and meet the qualifications necessary to maintain non-Federal facilities.
Section 4

Installation & Operation, Verification Authority, and Design Approval
Owners

Commissioning requirements include, but are not limited to, the following:

1. NavAids must comply with the Federal Aviation Regulations’ Part 171.

2. AWOS must comply with the “non-Federal AWOS Advisory Circular.”

3. You must hire a maintenance technician who is eligible to receive Verification Authority from the FAA.
Installation & Operation

Commissioning requirements continued:

4. You must sign an agreement, acknowledging that you & your technician(s) will:

   • Follow FAA operations and maintenance practices, **AND**
   
   • Allow the Non-Federal Program to regularly conduct inspections.

   • **Important:** The FAA will not allow you to operate a newly-installed non-Federal system until it’s been commissioned by the Non-Federal Program. For addition information, please contact your PIM.
Verification Authority

Maintenance Technicians

• The term “verification authority” refers to the fact that, by performing maintenance, you’re also verifying that the facility is operating safely, in accordance with FAA standards.

• Owners must contact the PIM to request verification authority for their intended maintenance technician.
Verification Authority

- If you do not have *system specific* and *site specific* Verification Authority, you must **not** perform maintenance on any facility/system.

- Doing so will result in the FAA shutting down the facility/system.
Verification Authority

• “System specific” & “Site specific”

  – Verification Authority is a physical letter issued by the FAA District Office that oversees the location of the installed facility.

  – You must have Verification Authority for each individual non-Federal system that you maintain.
Verification Authority

• “System specific” & “Site specific”

  – For example, **even if** there are 2 identical type/make/model glide slopes at adjacent airports that you work for, you must have separate Verification Authority for each of those systems.
Verification Authority

• Obtaining verification authority requires that technicians must:
  
  – Successfully complete an FAA-approved system training course;

  • Out of Agency Training is available through the FAA Academy for some facilities.

  • Appendix 3 of FAA Order 3000.57 lists FAA-approved courses not provided by the FAA.
Verification Authority

– Pass the respective applicable Theory-of Operation Exam;

– Satisfactorily complete a Hands-On Performance Exam;

  • Performance Exams are administered by the FAA.
### Out of Agency Training Coordinator Contact Information:

| **Address** | Mike Monroney Aeronautical Center  
FAA Academy – Technical Operations Training Division  
NAV/LAN/COM/RADAR Branch  
6500 S. MacArthur Blvd.  
Oklahoma City, OK 73169 |
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<td><strong>Telephone</strong></td>
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<tr>
<td><strong>Email</strong></td>
<td><a href="mailto:9-AMC-AMA-AF-OAT@faa.gov">9-AMC-AMA-AF-OAT@faa.gov</a></td>
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This contact information is current as of 08/13/2019.
Design Approval

Manufacturers/Vendors

• Submit all proposed design or configuration changes to the Non-Federal Program.
  – Proposals for NavAids must meet the technical requirements of FAR Part 171.
  – Proposals for AWOS must meet the technical requirements of the Non-Fed AWOS Advisory Circular.
  – And it’s important to note that these are not the only requirements. Other Orders and Advisory Circulars may apply.

The FAA will not allow airports/owners to operate your system until the Agency formally approves its design and/or configuration changes.
Three Key Takeaways

1st, each type/make/model of a facility (and any configuration changes) must be sanctioned by the FAA.

— *In other words, they must be “FAA Approved.”*

2nd, the non-Federally-employed technicians who will maintain the facility must first receive permission to do so from the FAA.

— *This permission is known as “Verification Authority.”*

3rd, FAA personnel will regularly inspect a facility’s operation & maintenance.
Section 5

Facility Assumption of Operation and Maintenance (O&M)
Assumption of O&M

• A Facility Transfer is the act of the FAA assuming financial responsibility for the operation and maintenance of your facility.

• Many non-Federal systems are not eligible for transfer.

  and

• Eligibility does not guarantee approval!

  Approval is determined on a case-by-case basis.
Section 6

Re-cap & Resources
Re-Cap

• The FAA regulates non-Federally owned facilities and the guidelines owners, non-Federal technicians, manufacturers and vendors must follow.

• To avoid costly mistakes, contact your Non-Federal PIM.

• Your Non-Federal PIM is your direct FAA point of contact.

• Order 6700.20 contains the Program’s policy guidance.

• Owners must only install FAA-approved facilities and allow periodic inspections.
Re-Cap

- Maintenance Technicians must have Verification Authority.

- Manufacturers/Vendors must not sell new facilities nor make configuration changes without FAA approval.

- All facilities are not eligible for assumption of O&M and eligibility does not guarantee approval.
Resources

• Visit the Non-Federal Program’s public website at the following link:

  www.FAA.gov/Go/NonFed

• The generic email address for the Program is as follows:

  Non-Federal-Program@faa.gov
Non-Federal Program for NavAids and AWOS

What is a Non-Federal Program

The FAA's Non-Federal Program for NavAids and AWOS refers to the FAA's program for Non-Federally owned Automated Weather Observing Systems (AWOS). Specifically, the program provides guidance and oversight for the use of AWOS systems that are maintained by non-Federal entities. This includes non-Federally owned Automated Weather Observing Systems, which are used to provide weather data for navigation. The program helps ensure that these systems are reliable and meet the necessary standards for aviation safety.

Resources

- Program Liaisons (PDF)
- Guidance & Policy
- Frequently Asked Questions (FAQs)
- AWOS-WMSCR FAQ (PDF)
- AWOS FAA-Approved Third-Party Service Providers (PDF)
- AWOS Type Certification & Modifications
- Airport Improvement Program (AIP) grants
- Contact us

Audiences

- Airports
  - Plan a non-Federal project
  - Technician of Record Information about maintaining non-Federally owned systems, including AWOS
- Manufacturers
  - Learn how to request FAA approval for non-Federal use of your system
- AWOS Owners
  - Learn valuable information on buying, operating, & maintaining AWOS
## Your Point of Contact

Contact us to avoid making costly mistakes!

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