The Non-Federal Program:

How To Avoid Costly Mistakes

Lessons for:

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

Date: March, 2019

Audience: Airports Conference Attendees

Presenter: **Non-Federal Program**

     Non-Federal Policy & Oversight Office
     NAS Policy & Services Planning Team
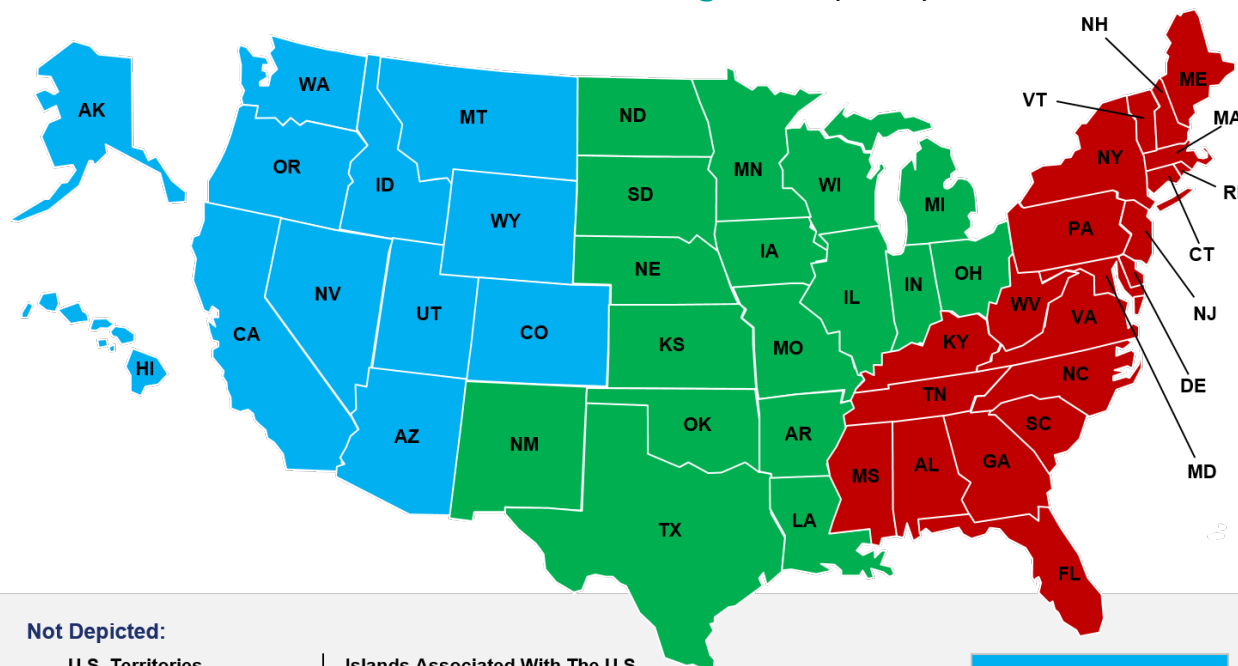   *Washington, DC*
     (AJW-1x)

Federal Aviation Administration

Your Non-Federal PIMs:

- **WSA:** Josh.Eicher@faa.gov – (206) 231-2875

- **CSA:** Angie.Anderson@faa.gov – (817) 222-4198

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Contact us to avoid making costly mistakes!

Not Depicted:

U.S. Territories
- American Samoa
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Islands Associated With The U.S.
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Western Service Area

Central Service Area

Eastern Service Area

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"Non-Federal"
=
Not the
FAA / Federal Government

Examples:

– U.S. territories

– States

– Local governments

– Companies

– Private citizens

• Public or Private

• Not Military

High-Level Overview
of the NAS inventory

Non-Federal
2,666
27%

Federal

Non-Federal

Federal
7,370
73%
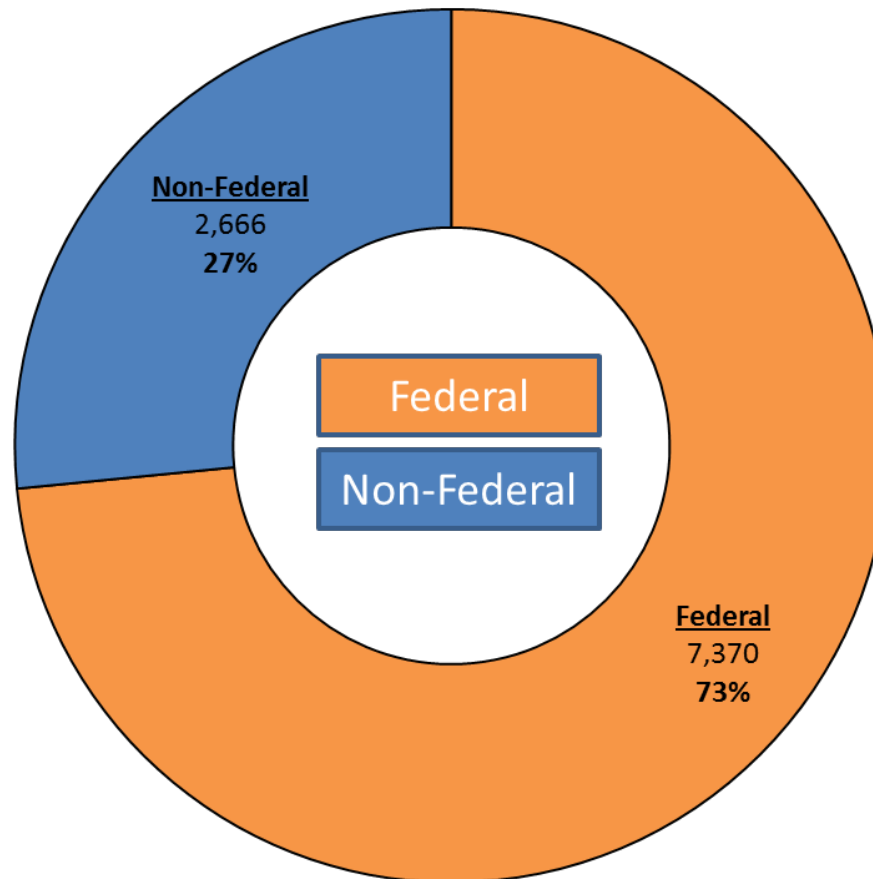
FY17 Data

Top Ten Examples
of
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 &/or assembling your facility in a way that doesn't meet FAA standards.

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.

Example #4:

Assuming that the FAA will take over ownership or maintenance of your new facility.

(Or, assuming that takeover will occur <u>quickly</u>.)

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.)

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Example #2:

Making configuration changes that are not FAA approved.

Example #1:

Waiting to contact the Non-Federal Program until <u>after</u> you've made a mistake.

Some Potential Consequences

Owners:

#1: System doesn't operate optimally.

#2: Delayed entry into service.

#3: Early decommissioning of system.

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Potential Consequences

<u>Technicians:</u>

FAA will not allow you to perform maintenance.

Potential Consequences

Manufacturers / Vendors

#1: FAA won't let customers operate your system in NAS.

#2: FAA "NOTAMs out" customers' re-configured systems.

To Avoid Costly Mistakes:

Work closely with the Non-Federal Program.

We're happy to advise & guide you!

Section 2

Your Non-Fed Program Liaisons

Liaisons (or "PIMs")

Non-Federal Process

Trail Guides

The Non-Federal Program:
How To Avoid Costly Mistakes!
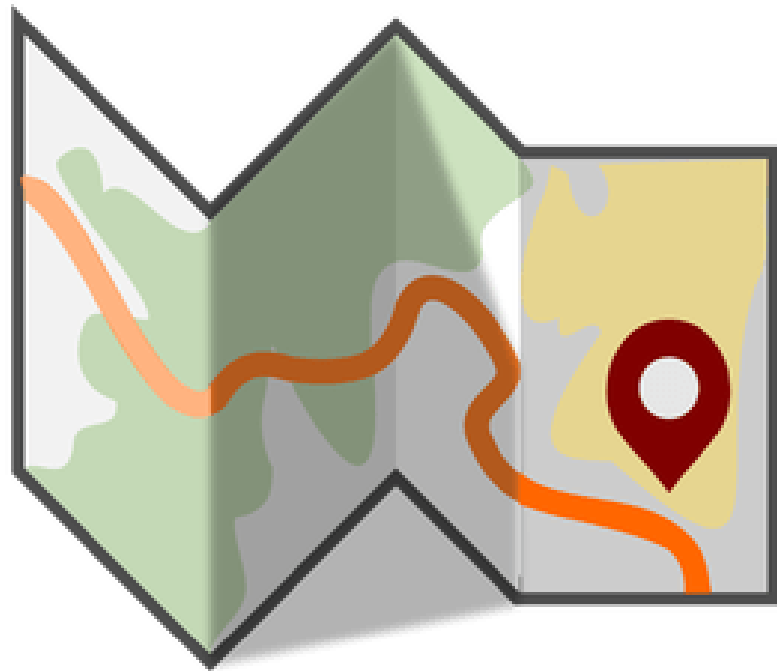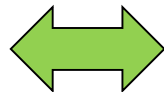
Federal Aviation Administration
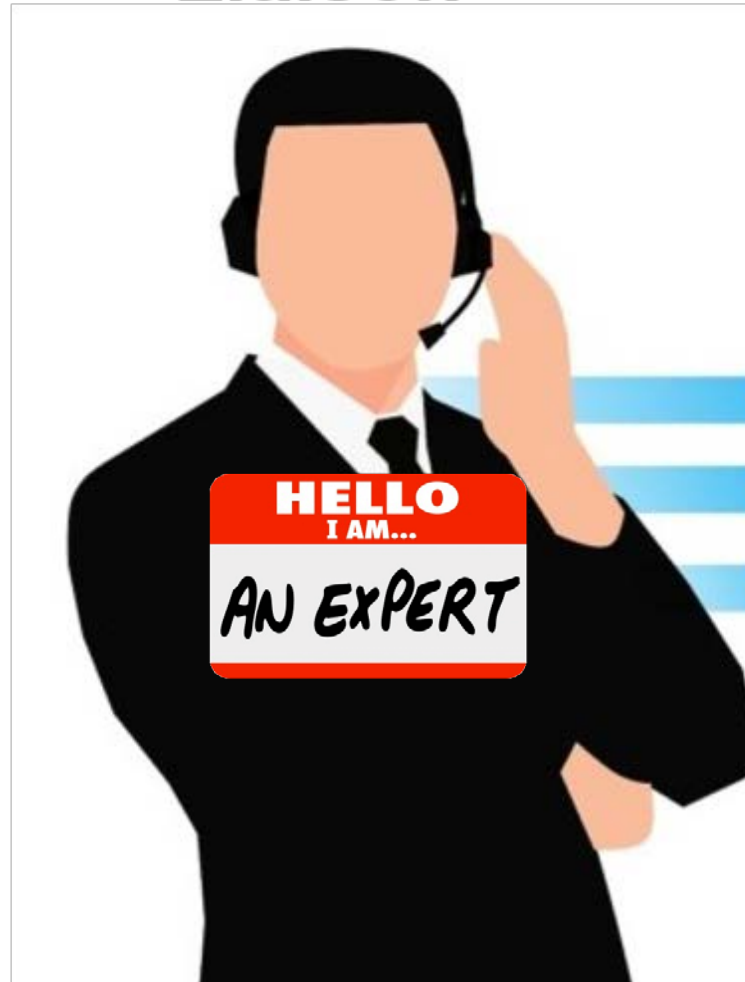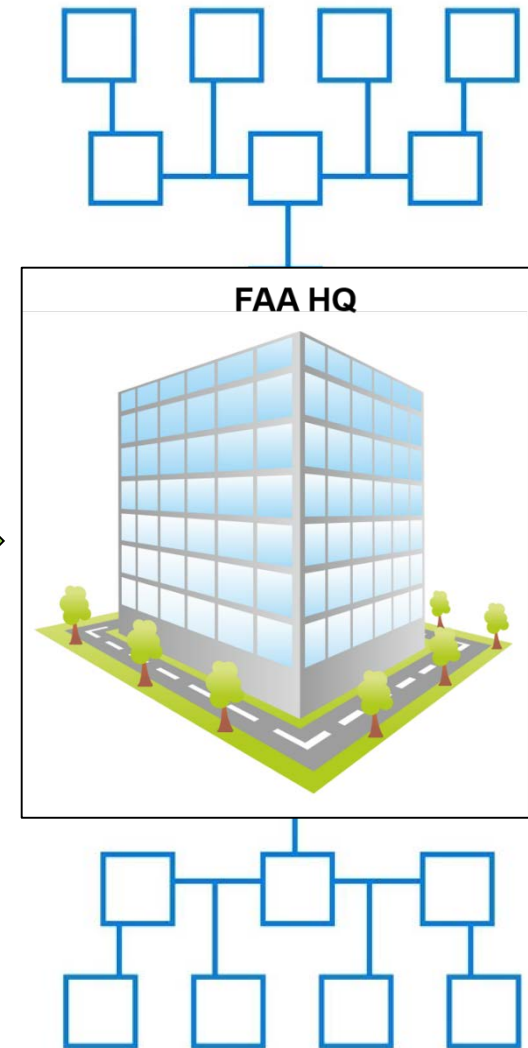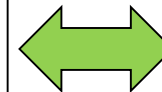
PIMs' Primary Duties:
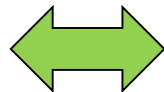
- **Help you coordinate with:**

    – The Non-Federal Program.

    – <u>All</u> FAA stakeholders involved in the Non-Federal <u>Process</u>.

PIM's related duties include:

- Coordinating facility establishments.

- Coordinating Air Space Studies.

- Processing takeover requests.

- Reviewing & approving Reimbursable Agreements.
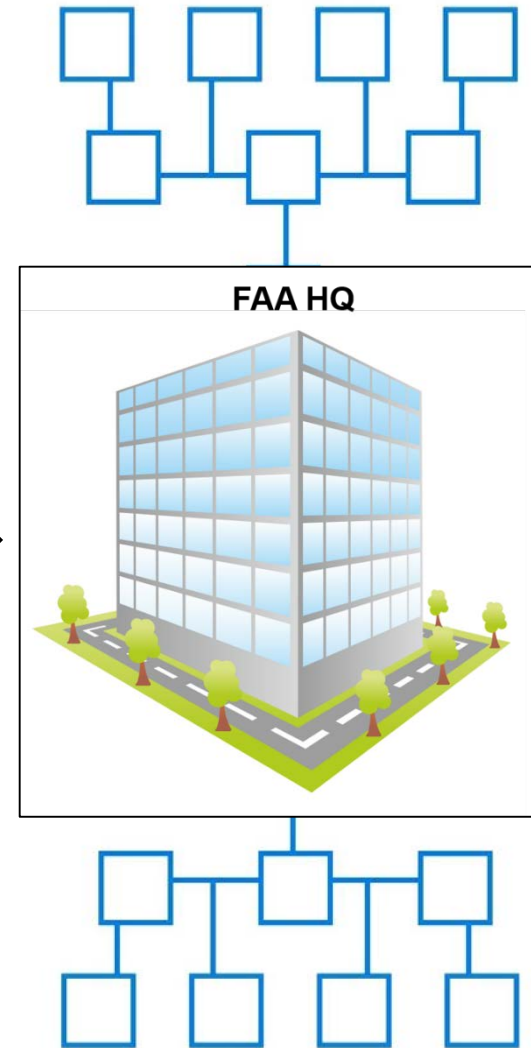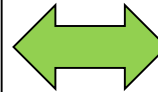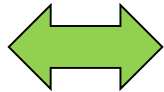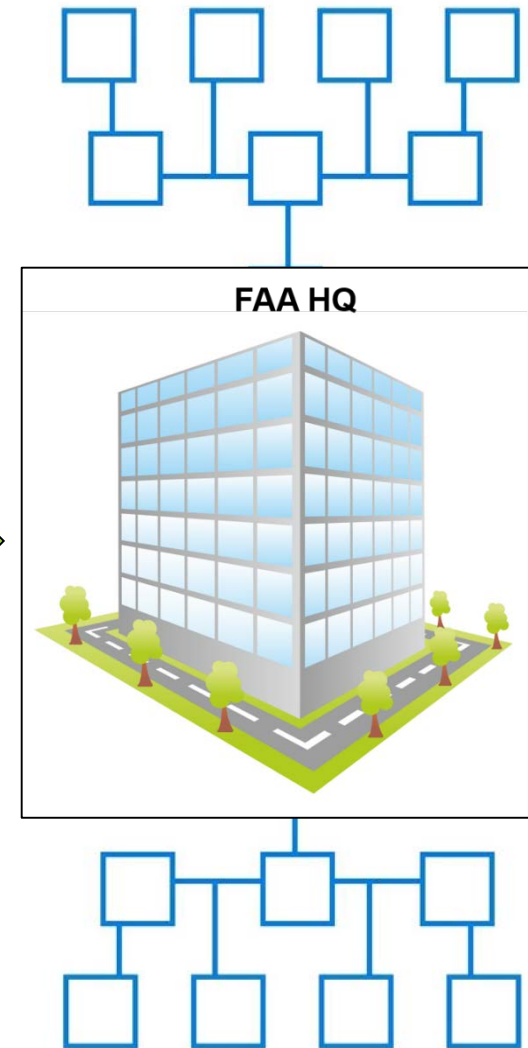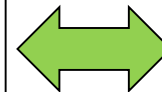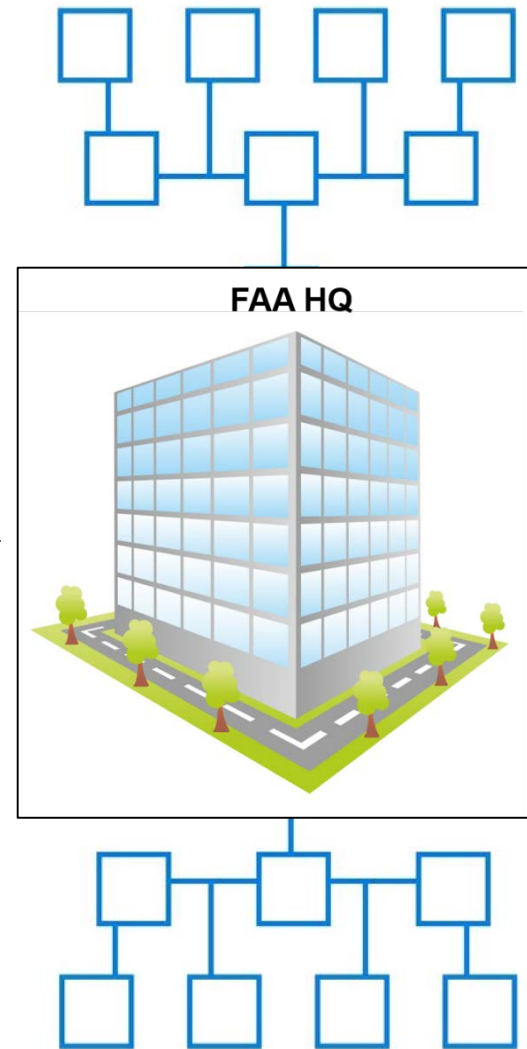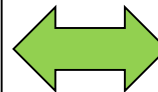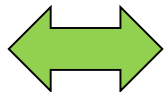
Non-Federal Program Liaison

FAA HQ

AIRPORT

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Maintenance Technician → **Non-Federal Program Liaison** → **FAA HQ**

Non-Federal Program Liaison

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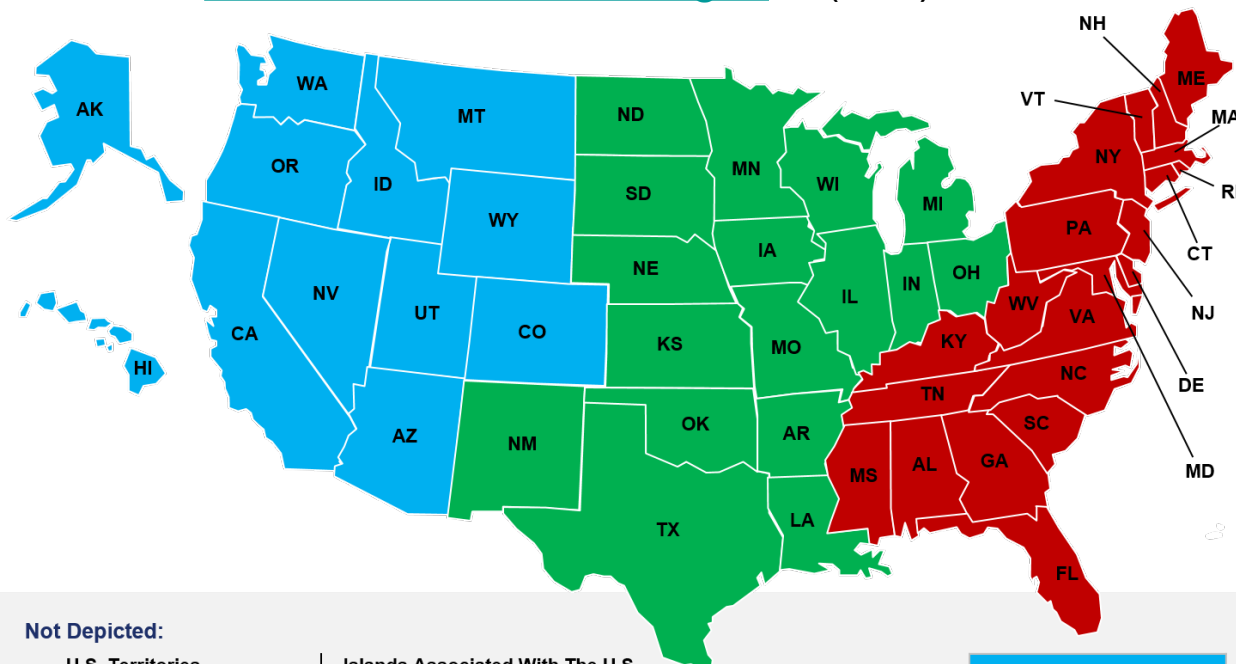
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Western Service Area
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Section 3

Additional Details…

What Does The Non-Fed Program Regulate?

- Non-Federal Maintenance Technicians

- Manufacturers / Vendors

- All non-Fed AWOS

- Most non-Fed NavAids

- Certain other non-Fed systems

Systems We Regulate:

AWOS

☑ AWOS

NavAids

☑ GBAS

☑ ILS
☑ GS
☑ LOC
☑ DME
☑ RVR

☑ NDB
☑ VOR

Comms

☑ RCO/RCAG

Control Towers

☒ ATCT
☑ Remote / Virtual ATCT

Lights

☑ ALS (if part of ILS)
☒ REIL
☒ PAPI

Some other things we don't regulate:

❌ VFR-only VisAids

❌ Non-Fed Observers

❌ Non-Fed ATCTs (buildings)

❌ Non-Fed Air Traffic Controllers

❌ The FAA Contract Tower Program (FCT)

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What Is Our Mission?

Identical Standards

for

Feds & Non-Feds

Focus Areas

#1: Approval Process – new types of facilities.

#2: Approval Process – Configuration changes to existing facility types.

#3: Facility Operation & Maintenance.

#4: Maintenance Technicians.

#5: FAA takeovers of non-Fed Facilities.

What this means for you:

Manufacturers
– New designs
– Configuration changes

Non-Fed Technicians
– Training/Qualifications

Airports / Owners
– Purchase & Installation
– Commissioning Inspection
– Recurring Inspections
– Decommissioning
– Takeover (*if appropriate*)

Three Key Takeaways:

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**Federal Aviation
Administration**

- NavAids

- AWOS

- Other systems

- Configuration Changes

Verification Authority   **2**nd

Verified

Recurring FAA inspections

(Usually annual.)

- <u>Must be commissioned FIRST</u>.

  – FAR Part 171.

  – Non-Fed AWOS AC.

  – Maintenance Technician + FAA Verification Authority.

  – Formally agree to:
    - Follow FAA standards.
    - Allow regular FAA inspections.

For more information, contact your PIM.

- **No Verification Authority → NOTAM.**

- **You're *verifying* the facility's safe operation.**

- **System Specific *and* Site Specific.**

For more information, contact your PIM.

Manufacturers & Vendors

FAA Approval Required for:

- New designs

- Configuration changes

Requirements:

- NavAids: FAR Part 171

- AWOS: Non-Fed AWOS AC

- Other Requirements

For more information, contact your PIM.

Section 4

Facility Takeovers

"Takeover" Defined:

FAA assumes ownership of your NavAid, AWOS, etc.

WARNING

Many non-Federal systems are <u>ineligible</u> for takeover.

and

Eligibility does not guarantee approval!

(Approval is determined on a <u>case-by-case</u> basis.)

Conclusion:

To Avoid Costly Mistakes

Contact your PIM *before* <u>any</u> non-Federal undertaking!

Resources & Contact Information

**Federal Aviation
Administration**

www.FAA.gov/**Go/NonFed**

Non-Federal Program for NavAids and AWOS

Airports

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

What is th... Non-Fede...

The FAA's Non-... Weather Observ... Specifically, the... specifications, c... oversees the no...

"Non-Federal" ref...rs to entities other than the Federal government. Examples include U.S territories, states, local governments, companies, and individuals.

- Overview: What does the FAA Non-Federal Program do and how does it benefit airports and the public?
- How do I contact the Non-Federal Program?

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
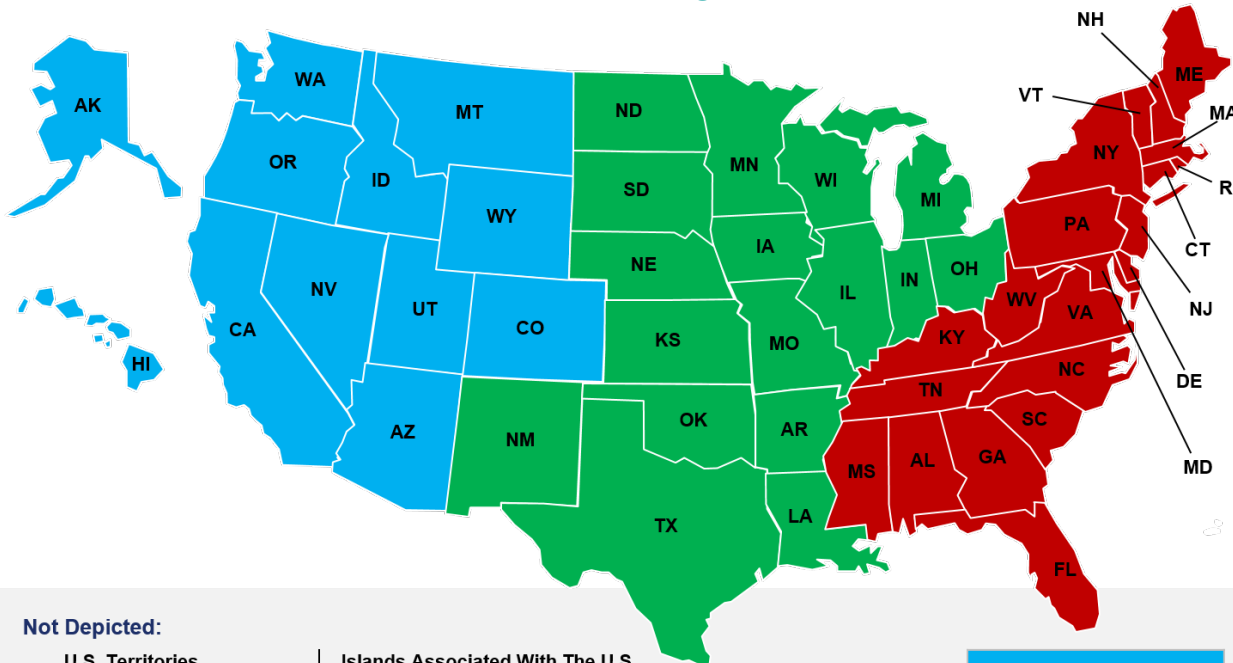 Learn valuable information on buying, operating, & maintaining AWOS

Resources

- Program Liaisons (PDF)
- Guidance & Policy
- Frequently Asked Questions

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