



**AIRPORT SURVEILLANCE RADAR
(ASR-7/8),
AIR TRAFFIC CONTROL BEACON
INTERROGATOR (ATCBI-4/5)
AND MODE S**

DISPOSITION PLAN

OCTOBER 9, 2003

Reassignment Of Office Symbol Designations Due to Re-Organization

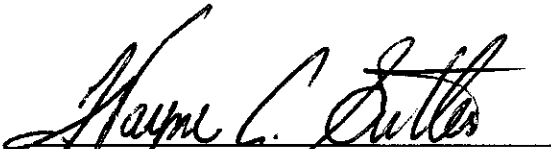
<u>Old Symbol</u>	<u>New Symbol</u>	<u>Description</u>
ASU-100	ATO-A	Acquisition Management Division
ASU-320	ATO-A	Contracts Division
AFZ-400	ATO-F	Financial Management
ATB-400	ATO-T	Terminal Surveillance
ATB-440	ATO-T	Terminal Surveillance (Primary Radar)
ATB-450	ATO-T	Terminal Surveillance (Secondary Radar)
ATB-100's	ATO-T	Regional Account Managers
AFZ-500	ATO-W	NAS Logistics Property Management
AFZ-800	ATO-W	Environmental, Energy, and Safety
AOP-1000	ATO-W	NAS In-Service Management
AOS-200	ATO-W	National Airways Systems Engineering

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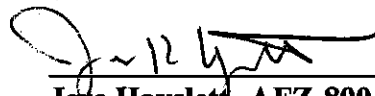
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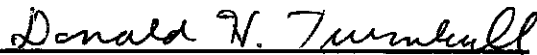
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RAYTHEON

**Revision No. 4
Date: 10/03/2005**

**AIRPORT SURVEILLANCE RADAR (ASR-7/8), AIR
TRAFFIC CONTROL BEACON INTERROGATOR
(ATCBI-4/5) AND MODE S**

DISPOSITION PLAN

October 9, 2003

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AIRPORT SURVEILLANCE RADAR (ASR-7/8), AIR TRAFFIC CONTROL BEACON INTERROGATOR (ATCBI-4/5) AND MODE S

DISPOSITION PLAN

1. DISPOSITION PLAN OVERVIEW

1.1 Purpose. This Disposition Plan details the procedures and responsibilities for the disposal of ASR-7, ASR-8, ATCBI-4 and ATCBI-5 equipment at airport locations where ASR-11s are being installed. It also covers the removal and shipment of Mode S systems that are scheduled for reutilization, and the removal of ancillary equipment associated with the ASR-7's and ASR-8's and radar site restoration. ATO-T (Primary Radar) has the responsibility to fund the removal of the radar/beacon systems and associated ancillary equipment and for any required radar site restoration. ATO-T (Primary Radar) is not responsible for the removal, transportation or reinstallation of any equipment at the radar site that is not associated with the ASR-7/8, such as Air-to-Ground communications equipment. Removal of the radar/beacon systems will occur following the commissioning of the ASR-11 systems. ATO-T in coordination with the AML-2000 Item Managers will control the disposition of any equipment reassigned to the Federal Aviation Administration Logistics Center (FAALC).

1.1.1 Policies and Procedure Guidance. Reutilization and disposal includes the redistribution, donation, sale, abandonment or destruction of Government-owned personal property. The Federal Property and Administrative Services Act of 1949, as amended, contains policies and procedures relating to property re-utilization and disposal and set up the Federal Management Regulations (FMR), which implements the Act. FMRs are published in the Federal Register and are part of the Code of Federal Regulations (CFR). Specific CFR guidance is contained in Subchapter H, Utilization and Disposal, parts 101-42 through 101-48.

1.1.2 Special National Aviation Systems (NAS) Disposal Authority. Public Law 103-272, dated July 5, 1994 (replacing the Federal Aviation Act of 1958, as amended), provides the FAA the authority to dispose of airport and airway personal property and technical equipment used for special purposes of the agency without following the provisions of the Federal Property and Administrative Services Act of 1949. FAA Order 4800.2C, Table 8-1, lists Airport Surveillance Radars (ASR) and Air Traffic Control Beacon Interrogators (ATCBI) at facilities covered under this Special Disposal Authority.

1.1.3 Supply Support. It is economically advantageous to provide continuing supply support during the system conversion period by cannibalizing the systems removed first, rather than from new procurement, thus utilizing excess property and avoiding the costs for acquisition of replenishment stocks at the FAALC. In some cases, supply support is available only from these removed systems, as the original supplier no longer provides the parts, and retooling for parts may be cost prohibitive.

1.1.4 Site Restorations Some radar site ground lease agreements will require a partial or a complete site restoration to restore the site to its original condition. If this requirement cannot be waived through such actions as donating the building to the property owner or converting the building to other FAA uses then a site destruction and restoration project will have to be established. Ground lease agreements will be examined during the Site Specific Deactivation Surveys to determine if restoration work is required, the scope of the work and a Rough-Order-Of-Magnitude (ROM) cost for the work. If the site restoration involves a transfer of real property from the FAA to a private owner or other government entity or if a land lease is terminated an Environmental Due Diligence Audit (EDDA) of the site will be required. The contractor performing the site survey will engage the services of a compliant environmental company to conduct, at a minimum, a Phase I EDDA at the site. If it is determined by the Phase I audit that a Phase II audit should be performed, then the compliant environmental company will conduct a Phase II audit. If it is determined by the Phase II audit that a Phase III audit should be performed, then the company will conduct a Phase III audit which will include a site closure report.

1.1.5 Overview of Procedures. The following is a general overview of the procedures that will be utilized to accomplish this disposal program:

1.1.5.1 Identification of Equipment to be Disposed Once the ASR, ATCBI, and Mode S systems are decommissioned the systems and their associated spare parts become national assets and will be disposed of as directed by ATO-T (Primary/Secondary Radar). The disposition of assets to be removed from the ASR facility will be covered in the Site Specific Disposition Plan. For assets reassigned to the FAALC, ATO-T (Primary/Secondary Radar) will determine whether the assets will be assigned to Facilities and Equipment (F&E) stock or to Operations (OPS) stock. The Site Specific Disposition Plan will indicate which program will receive the assets. If there are no national requirements for the ASR and ATCBI spare parts ATO-T (Primary Radar) can reassign them to the Region or the SMO. ATO-T (Primary/Secondary Radar) will identify the Mode S systems that are to be removed, prepared for shipment and transported to a storage facility or to an ASR-9 receive site.

1.1.5.2 Site Surveys ATO-T (Primary/Secondary Radar) will task an engineering company to develop a Site Survey Check List for the purpose of determining such information as the exact scope of the work required to dispose of the ASR/ATCBI/Mode S equipment including HAZMAT disposals; disposition of other co-located equipment and the responsible office for its removal and funding; inventory and disposition of test equipment and equipment site spares; requirements for destruction of the site facilities and restoration of the site to its original condition (if required by the site lease); real property transfer requirements; site data; points of contact for FAA personnel, utility companies, airport offices, property owners, National and State EPA offices; potential construction contractors and crane operators; airport security and access requirements.

- 1.1.5.3 Site specific Disposition Plans Once the Site Survey Checklist is approved, ATO-T (Primary Radar) will task an engineering company to perform the site surveys. Based on the results of the Site Survey a Specific-Site Disposition Plan will be developed for every site. These plans will be circulated to the appropriate FAA offices for review and comment. If site restoration is required the engineering contractor will be tasked to prepare an Invitation for Bid (IFB) package to accomplish the required work, award a contract, and provide construction surveillance.
- 1.1.5.4 Generic Dismantling, Packaging and Shipping Procedures To standardize the procedures for dismantling, packaging and preparing the ASR-7/8 and ATCBI equipment for shipment, ATO-T (Primary Radar) will task an engineering company to prepare generic step-by-step procedures for accomplishing this work. A Mode S dismantling, packaging, and shipping document already exists.
- 1.1.5.5 Start of Site Work. Once the Site-specific Disposal Plan is approved and the generic dismantling plans are available and the systems to be disposed are released by Air Traffic and the Systems Maintenance Office the disposal work can commence at the site.
- 1.1.5.6 Additional Disposition Instructions The Regional Property Manager upon receipt of the Site-Specific Disposition Plan prepares additional instructions for their local property custodians. These supplemental instructions specify methods to identify, report, remove, and dispose of excess system equipment beyond the provisions of this plan such as the disposal of communications equipment that may be co-located with the ASR-7/8 facilities. These procedures are developed in coordination with the regional Airways Facility (AF) division and should include supplemental technical instructions provided by the regional AF division for their property custodians.
- 1.1.5.7 Physical Disposal of Equipment and Hazardous Materials Physical disposal of the equipment will be performed by an ATO-T (Primary Radar) contractor in accordance with the scope of work defined in the site-specific disposition plan and approved by ATO-T (Primary/Secondary Radar). All disposition/disposal activities must be coordinated through the local AXX 50's in accordance with section 3.1 of this plan. The contractor will be responsible for the removal, disassembly, and shipping of the equipment to either an eligible transfer recipient or to a compliant disposal agent for processing. The disposal agent(s) selected must be able to demonstrate its ability to properly dispose of the known and suspected hazardous materials. The contractor must confirm the selected disposal agent's level and ability to comply with the applicable laws and regulations.

There are two available methods for disposing of the ASR-7/8 and ATCBI-4/5 systems. The first method would be to have the ATO-T (Primary Radar) contractor

remove the spare parts and components needed for future supply support and ship them to locations specified by ATO-T (Primary Radar). The contractor would then remove the hazardous material components from the equipment and have a compliant disposal agent dispose of them. The contractor would then disassemble the remainder of the equipment and render it unusable, i.e., have it sent to a scrap metal dealer or recycler. The contractor and a FAA representative would complete a Certificate of Destruction.

The second method would be for the ATO-T (Primary Radar) contractor to remove the items needed for future supply support and ship them to locations specified by ATO-T (Primary/Secondary Radar). The contractor would then disassemble the equipment and send the cabinets and other units that are known to contain or are suspected of containing hazardous materials to the Defense Reutilization and Marketing Service (DRMS) or other compliant disposal agent for processing. The equipment that is not retained by the FAA for supply support or sent to a compliant disposal agent would be rendered unusable and taken to a scrap metal dealer or recycler. Using either method the contractor would check with the regional AF Hazardous Materials Coordinator to determine if there are special regional requirements for the disposal of the hazardous materials. If there are such requirements they will be incorporated into the disposal procedures.

1.2 Property to be Disposed or Reutilized and Replacement Equipment

1.2.1 ASR-7 and ASR-8 These Airport Surveillance Radars, Models 7 and 8, are dual-channel radar systems with tower mounted antennas and remote operator controls. These radars detect aircraft within 60 nautical miles of an airport and generate plan-position indicator (PPI) information for air traffic control. Aircraft range and azimuth information on the PPI radar display allows air traffic controller to issue instruction through radio communications and thereby control aircraft flight patterns within the airport terminal area. This equipment is located either in transportable shelters or permanent buildings. These radars are over twenty years old and have reached their end-of-life cycle.

1.2.2 ATCBI-4/5 The ATCBI-4/5 radar beacons provides first level terminal surveillance, at low to medium level air traffic density airports, and en route surveillance at 124 beacon only and long-range radar sites. The ATCBI-4/5 systems are analog systems, which interrogate aircraft using modes 2,3,4, and C at 1030 MHz and receive coded aircraft replies at 1090 MHz. At terminal ATC facilities these replies are converted to video then sent to an ARTS II or ARTS III automation system for decoding, target detection and display. There is a critical supply support problem with this equipment

1.2.3 Mode S The Mode S is a secondary surveillance and communication system that supports Air Traffic Control and could support other data link services, such as weather information, directly to the aircraft cockpit. Each Mode S transponder equipped aircraft is assigned a unique address code. Using this unique code interrogations can be directed

to a particular aircraft and replies can be unambiguously identified. Mode S limits its interrogations to specific targets and proper timing of interrogations permits replies from closely spaced aircraft to be received without mutual interference. Mode S also provides monopulse detection for improved azimuth accuracy and includes RMM. The Mode S interrogates and receives aircraft position and altitude information from Air Traffic Control Radar Beacon System (ATCRBS) transponder equipped aircraft. As a back up, the Mode S has the capability to operate as an Air Traffic Control Beacon Interrogator (ATCBI). These systems will be removed, packaged for shipment and transported to locations designated by ATO-T (Primary Radar) and ATO-T (Secondary Radar). The planning at this time is to collocate and operate these systems with ASR-9 facilities.

1.2.4 ASR-11 This radar system that will be replacing the ASR-7/8's, ATCBI-4/5's and the Mode S systems is the latest generation of Airport Surveillance Radars. It has its own integral Monopulse Secondary Surveillance Radar (beacon). . The system will provide detection of air carrier, military, air taxi, and general aviation aircraft in anomalous propagation, ground, and weather clutter and will output accurate, reliable surveillance (range and azimuth) data to ATC facilities in a digital format compatible with new automation systems being procured for the NAS. The system will also detect operationally significant weather within the terminal area and will correlate that weather data with the positions of aircraft to allow appropriate warnings and advisories to be issued to pilots. The system will transmit six-level weather data to the Air Traffic Control Tower (ATCT) and/or the Terminal Radar Approach Control (TRACON) radar display equipment. The basic system design will be compatible with future automation equipment planned for the NAS, specifically Standard Terminal Automation Replacement System (STARS), and with NAS Infrastructure Management System (NIMS) monitoring requirements for efficient monitoring and maintenance of the system. As an interim capability, the ASR-11 system will be capable of supplying necessary data to existing legacy automation systems, specifically ARTS-IIIE and ARTS-IIIIE and their associated radar display systems. The system is designed to be operated without personnel stationed at the site.

1.2.5 Spare Parts, Circuit Boards and Working Equipment Spare parts and circuit boards associated with the ASR and ATCBI systems will be disposed of as directed by ATO-T (Primary Radar). Their dispositions will be outlined in the Site Specific Disposition Plans. Spare parts and circuit boards associated with the Mode S systems will be packaged and shipped with the Mode S systems. Schedule A and B working equipment will be disposed of locally.

1.2.6 Test Equipment Test equipment associated with the ASR/ATCBI systems will be transferred as directed by ATO-T (Primary/Secondary Radar). Presently there is a proposed list of test equipment and hand tools that would be transferred from the decommissioned ASR-7/8 sites to the ASR-11 sites (see Attachment 2). During the Site Survey the available test equipment will be inventoried and a decision made as to which items will be reassigned to the ASR-11 sites. Test equipment associated with the Mode S equipment will be packaged and shipped with the Mode S systems. All other unrequired test equipment will be processed IAW para. 3.1 of this plan.

1.3 Disposition Plan Coordination This disposition plan will be coordinated with the offices shown in Table 1-1. Thirty (30) calendar days will be allowed for review and comments. If comments are not received within that time frame it will be annotated in the “status” column that the non-responding offices are concurring without comments.

Table 1-1-Disposition Plan Coordination

Organization	Coordinated Through/With	Status
AFZ-500	Rita Estrada-Cavallini/NAS Logistics Property Manager	
AFZ-800	Jere Hayslett Environmental, Energy & Safety Division	
ATB-440	Carmella Vaccarella	
ATB-450	Donald Turnbull	

1.4 Disposition Plan Distribution After final approval this plan will be distributed to the following offices:

- ATO-F (Financial Management)
- ATO-W (NAS Logistics Property Management)
- ATO-W (NAS In-Service Management)
- ATO-W (Environmental, Energy, and Safety)
- AEE-200
- ATO-A (Acquisition Management)
- ATO-T (Terminal Surveillance, Primary Radar)
- ATO-T (Terminal Surveillance, Secondary Radar)
- AML-2000

- ATO-W (National Airways System Engineering)
- AMA-400
- ATO-T (Regional Account Managers)
- Regional AF Division Managers (AXX-400)
- Regional Logistics Managers (AXX-50)

1.4.1 Site-specific Plan Distribution After final approval site-specific Disposition Plans will be distributed to the following offices:

- ATO-T (Terminal Surveillance, Primary/Secondary Radar)
- ATO-T (Regional Account Managers)
- Regional Platform Managers (ANI-X60)
- Regional Materiel Managers (AXX-5X see Table 4-1)
- Regional Property Disposal Officers (AXX-5X)
- Regional Program Managers for Environmental and Safety (AXX-47X)
- Systems Maintenance Offices (SMO)
- Systems Support Centers (SSC)

1.5 Reference Documents The following documents are applicable to this Disposal Plan:

- FAA Order 4800.2C, Utilization and Disposal of Excess and Surplus Personal Property
- FAA Order 4650.21C, Management and Control of In-Use Personal Property
- FAA Order 4250.9B, Field Material Management and Control
- FAA Order 1200.8C, Public Information Activities and Program
- Interagency Support Agreement (ISA) SC4403-96122-001
- DOD 4160.21M, Materiel Disposition Manual
- Federal, State and Local Environmental Protection Regulations

Copies of the applicable documents specified herein may be obtained from the following sources:

1.5.1 Copies of FAA Specifications and Interface Documents These items can be obtained from the Federal Aviation Administration (FAA), Headquarters Public Inquiry Center APA-230, 800 Independence Ave., SW, Washington, DC 20591, 202/267-3484 or at <http://www.faa.gov>. Requests should fully identify material desired and cite purpose of request.

1.5.2 Requests for Copies of Documents. Documents not covered in the preceding paragraph should be addressed to the ASR-11 Program Office, ATO-T (Primary Radar). Requests should fully identify material desired and cite purpose of request.

1.5.3 Copies of Military/DOD Standards and Specification These items can be obtained by mail or telephone from the Naval Supply Depot, 5801 Tabor Ave., Philadelphia, PA 19120. For telephone requests, call 215/697-3321, 08:00 – 16:30 M-F. Not more than 5 items may be ordered on the same request. Any request made by mail should fully identify material desired and cite purpose of the request.

1.5.4 Copies of the Federal, State and Local Environmental Protection Regulations These regulations are available from the Government Printing Offices (<http://www.gpoaccess.gov/cfr/index.html>) for the Federal Regulations and from www.epa.gov for the Federal EPA regulations, State and Local EPA Offices for the State and Local Regulations as appropriate for the locations involved.

1.6 Disposal Issues Table 1-2 reflects disposal issues that are being addressed in this Disposal Plan. Where appropriate, the resolution column references paragraphs within this plan where additional information or issue resolution is located. The table will be updated as new issues are identified and a issue resolution is reached.

Table1-2
Disposal Issues

Item No	Definition	Resolution	Status
1	Does the leapfrog program apply and, if so, have all associated requirements been addressed?	Does not apply to the ASR-7&8. Does apply to the ACTBI 4&5, and the Mode S.	Closed
2	Have cannibalization issues been addressed?	Yes.	Closed
3	Is continuing support required for other agencies or contractor maintenance?	Yes - DOD	Closed
4	Have site spares been properly addressed?	Yes	Closed
5	Have requirements, that are needed prior to disposal activities begin been identified?	ATO-T will ensure that all requirements with regard to removal and disposal are addressed prior to decommission.	Closed
6	Has the method of disposal been identified?	Selected assets will be returned to the depot or to other locations as directed by ATO-T. Remaining assets will be disposed of in accordance with FAA Order 4800.2C.	Closed
7	Have requirements for a Technical Support Service Contractor or other contractors been identified?	Yes. Disposal preparation of ASR-7/8 systems is addressed in the ASR-11 contract.	Closed
8	Is the equipment covered under FAA Special Disposal Authority?	Yes. Section 8 of Order 4800.2C	Closed
9	Are any hazardous materials known or suspected in the property being disposed of?	Yes Will be identified in this plan and in the Site Specific Disposal Plans.	Closed
10	Are there any special contractual issues?	No. Method of disposing of the Hazardous Materials, i.e. by DRMS or local disposal.	Closed
11	Are any precious metals known or suspected and has their value been estimated?	Yes.	Closed
12	Are there any environmental issues?	All HAZMAT elements are accounted for within this plan.	Closed
13	Are there any real property (both land and structures) issues?	No. Site leases will dictate what if any site restoration will be required. Leases will be examined during the site surveys and any real property issues addressed in the Site-specific Plan.	Closed
14	Will equipment removal require an environmental impact statement or environmental assessment?	Will be determined by site surveys.	Closed
15	Will equipment removal require building refurbishment, demolition, or restoration?	Yes. Site Surveys will determine number of locations.	Closed
16	Will disposition surface concern from neighboring populations?	Will be determined during site surveys.	Closed
17	Are there any legal issues?	None known at this time.	Closed
18	Are there any safety issues?	None known at this time.	Closed
19	Are there any union issues?	None known at this time.	Closed
20	Are there any Packaging, Handling,	Generic PHS&T procedures for the ASR-	Closed

Item No	Definition	Resolution	Status
	Storage & Transportation (PHS&T) issues?	7/8 and ATCBI equipment will be developed and published.	
21	Are there any political/international issues?	None known at this time.	Closed
22	Are there any historical considerations?	None known at this time. May surface during site surveys.	Closed
23	Who is responsible for paying for costs related to removal of hazardous materials?	ATO-T	Closed
25	Who is responsible for packaging, handling, storage, and transportation?	ATO-T for ASR, ATCBI and Mode S except for Mode S storage.	Closed
26	Who is responsible for funding site restoration?	ATO-T.	Closed
27	Who is responsible for funding building renovation?	ATO-T.	Closed
28	Who is responsible for funding resolution of legal problems?	No legal problems have been identified to date. Should any arise, ATO-T will be responsible.	Closed
29	Have trucks been ordered to transport excess property to FAALC?	Transportation to the FAALC shall be determined by ATO-T and AML utilizing the best commercial application for transfer of assets.	Closed
30	Has the associated site been given a 2-week notice that the FAA intends to transport associated property?	Site personnel will notify the FAALC Depot one-month in advance and provide the required FAA Form 4650-12 for the transfer of excess property.	Closed
31	Has the FAALC been notified that equipment is being transported to the depot for spares support?	See #30.	Closed

2. REMOVAL OF FAA PERSONAL PROPERTY

2.1 Affected Property

2.1.1 Major Equipment Descriptions and Functions The functional capabilities of the equipment being removed are described in Paragraph 1.2 of this plan. Descriptions of the major components of the ASR/ATCBI/Mode S systems installed at the disposal sites will be recorded in the Site Specific Deactivation Survey Check Lists.

2.1.2 Ancillary Equipment The following equipment will be removed and shipped to locations identified during the individual Site Deactivation Surveys and approved by ATO-T (Primary Radar).

2.1.2.1 Integral System Monitors (ISM) These monitors are being replaced by ASR-11 BIT/FIT technology.

2.1.2.2 Remote System Monitors (RSM) These monitors are being replaced with a unit in the ASR-11.

2.1.2.3 Remote Control Units (RCU) The existing RCU's for the ATCBI-4/5 and ASR-7/8 systems will no longer be required.

2.1.2.4 Beacon Video Reconstitutor (BVR) This reconstitutor provides analog video to the radar scopes on failure of the ARTS. It operates in conjunction with the Mode S and as such will be removed from the facility when the Mode S is relocated.

2.1.3 Test Equipment All site level support and test equipment specifically related to ASR-7/8 and ATCBI-4/5 support will be disposed of as directed by ATO-T (Primary/Secondary Radar). See paragraph 1.2.6 of this plan for an exception regarding items to be reassigned to the ASR-11 sites. All support and test equipment associated with the Mode S systems will be packaged and shipped with the Mode S equipment to its designated storage location.

2.1.4 Documentation All applicable ASR-7/8 and ATCBI-4/5 system modification records, modification handbook information, TI manuals, and Maintenance Handbook documentation will be shipped with the equipment. Every effort should be made to ensure that this data is secured to the decommissioned unit in a conspicuous location. System and component modification status is vital information required to support the remaining ASR-7/8 and ATCBI-4/5 systems that will remain in service,

2.1.5 Documentation Disposition FAALC personnel assigned receipt of the decommissioned ASR-7/8 and ATCBI-4/5 systems will also be charged with handling ASR-7/8 and ATCBI-4/5 documentation disposition. In accordance with historic preservation,

selected technical manuals will be transferred with selected equipment for museum display purposes. The specific decisions will be finalized prior to property disposition.

2.1.6 Support for Continuing Operations ASR-7/8 and ATCBI-4/5 systems were built for a 20-year life cycle. Increasing obsolescence and growing expenses to acquire parts, plus a reduction of qualified vendors and personnel with the expertise to maintain these systems, will result in a decrease in system availability and reliability. Currently AML-2000 is using existing systems and reengineering parts to meet existing demand. After ASR-11 sites are commissioned, an ATO-T (Primary Radar) national contractor will remove, package and transfer ASR-7/8 and ATCBI-4/5 as directed by ATO-T (Primary/Secondary Radar).

2.1.7 Planned Excess Property The equipment to be declared excess will become available for reassignment, reutilization, or destruction is listed and described in Paragraph 1.2 of this plan. The equipment includes ASR-7s, ASR-8s, ATCBI-4s, ATCBI-4s and Mode S systems and their ancillary equipment (ISM's, RMS's, RCU's, etc.) Also included will be the spare parts and test equipment associated with these systems. Other equipment to be disposed of will be identified during the site surveys and will be addressed in the Site-specific Disposal Plans.

2.1.8 Support for ASR-7/8 and ATCBI-4/5 System Training ATCBI-4/5 and ASR-7/8 hardware maintenance training support will remain intact as long as these systems are in use in the NAS. When all operational ATCBI-4/5 and ASR-7/8 systems have been decommissioned, training will be discontinued and the training assets will be decommissioned. AMA-450 is responsible for disposal of training assets.

2.2 Site Disposition List Attachment 1 is a list of proposed ASR-11 locations requiring the removal of ASR-7/8, ATCBI-4/5 and Mode S systems. The goal of the ASR-11 program office is to begin the equipment removal projects within thirty days after the ASR-11 is commissioned. The FAA ASR-11 web site will be periodically updated to reflect changes in the ASR-11 commissioning dates.

2.3 Property Removal Activities

2.3.1 Generic Dismantling, Packaging and Shipping Procedures Reference paragraph 1.1.5.4 of this plan. These standard procedures will include Required Coordination with AF and Air Traffic Offices, Equipment Removal Work Tasks, Sequence of Work Tasks, Safety Precautions, Required Hand Tools and Special Tools, Required Packaging Materials, and Recommended Removal Crew Staffing.

2.3.2 Subcontracts The ATO-T (Primary Radar) contractor will subcontract for crane and construction services to disassemble the antenna tower, accomplish site restoration work and at transportable shelter sites separate the two sections of the shelter, prepare them for shipment and load them on to trucks. If hazardous materials are to be removed from the equipment on-site the contractor will subcontract with a permitted EPA Disposal Company to provide Certified Hazardous Waste Haulers, transport the hazardous waste

to their disposal site, destroy the materials and provide the required Certificate of Disposal. If the cabinets and other units that contain or are suspected of containing hazardous materials are to be sent to a compliant disposal agent the contractor will either subcontract with a transportation company to deliver the items to the disposal location or the FAA will transport them by a Government Bill of Lading (GBL).

2.3.3 Transportation Logistics management personnel assigned transportation responsibilities will make arrangements for moving the disposition equipment from the sites to the FAALC, Oklahoma City, OK. The ASR-7/8 and ATCBI-4/5 systems and equipment will be shipped by the most economical means available via a GBL provided by the FAALC. Regional personnel should take the appropriate steps in the preparation and execution of all paperwork associated with this effort in accordance with FAA Order 4650.21C and FAA Order 4800.2C.

2.3.4 Method of Shipping Every effort should be made to ship assets according to best commercial practices. To ensure a cost effective method of transit, shipments should be consolidated at the System Management Office (SMO) or other similar staging point to facilitate volume shipping. Government Bills of Lading (GBL) will reflect the applicable GBL descriptions. Regional material managers will prepare the appropriate paperwork (FAA FORM 4650-12) to accompany all assets as well as acquire a GBL from the FAALC. The equipment that is to be reassigned to the FAALC will be identified in the Site Specific Disposition Plans, copies of which will be distributed to the Regional Materiel and Disposal Managers. AML, the regions, and the ATO-T (Primary Radar) contractor should work in concert for all transportation and packaging issues. Equipment returned to the FAALC will be appropriately marked for shipment. The FAALC will also provide packaging and storage instructions, if required.

3. PROPERTY DISPOSAL

3.1 Property Disposal Procedures Utilization and disposal of property no longer required is to be processed using the Logistics and Inventory System's (LIS) Utilization, Screening, and Disposition (USD) System. USD is the vehicle for internal screening prior to disposal. USD automates the screening for reutilization and disposition, and provides national visibility over property by allowing the FAA and DOT to screen its property list through the use of a single want-list entry or database inquiry.

Any unrequired personal property must be recorded in, and processed through the LIS USD subsystem in accordance with FAA Order 4800.2C, chapter 4. Additionally, any unrequired personal property must be reported to the regional Property Disposal Officer (PDO) for screening and approval, prior to declaring the property as excess. The PDO will then assist the SMO Logistics Office to see that any transfer activity is processed correctly. Report the excess to the Property Disposal Officer on Form 4800-1 in accordance with FAA Order 4650.21C, Chap. 5-7.

All disposition activities are to be coordinated through and executed by the Regional/Center PDO (AXX-50) and the AXX-420.

To reduce the FAA's need for additional funding for the acquisition of replacement property, it may exchange or sell that property and apply the exchange allowance or sales proceeds to the acquisition of similar replacement property. Section 210(c) of The Federal Property and Administrative Services Act of 1949, as amended, permits, under regulations developed by GSA, agencies to exchange or sell property and use part or all of the proceeds from that sale in acquiring similar items of property. FMR 102-39 promulgates the Federal policy and methods on the use of the authority. Within the FAA, property should be sold or exchanged when a replacement is deemed necessary, and the proceeds of the sale or the exchange allowance will be applied to the acquisition of the replacement property. Exchange/Sale options should be coordinated through the servicing PDO and in accordance with FAA Order 4800.2C, Chapter 3.

3.1.1 Disposal Procedures For Equipment Not Covered By The NAS Special Disposal Authority All unrequired personal property that is associated with the ASR and ATCBI systems but is not covered under the Special Disposal Authority must be recorded in and processed through the LIS USD subsystem. Examples of equipment in this category would include engine generators, fuel tanks, and air conditioners. This property must be reported to the regional PDO for screening and approval prior to declaring the property as excess. The ASR and ATCBI equipment must also be recorded in the LIS USD subsystem but with a special handling code of "Z"(see paragraph 3.2 below).

3.2 Special NAS Disposal Authority Public Law 103-272, dated July 5, 1994 (replacing the Federal Aviation Act of 1958, as amended), provides the FAA the authority to dispose of airport and airway personal property and technical equipment used for special purposes of the agency without following the provisions of the Federal Property and Administrative Services Act of 1949. This authority, referred to as Automatic Special Disposal Authority Inclusion, was delegated by the Administrator to the Director, Logistics Service, by FAA Order 4800.6, "Delegation of Disposal Authority for Personal Property".

FAA Order 4800.2, "Utilization and Disposal of Excess and Surplus Personal Property" delineates the criteria used to determine when equipment qualifies for the Automatic Special Disposal Authority Inclusion described above.

In accordance with (IAW) the guidance provided by Chapter 8, Order 4800.2C, ASR and ATCBI systems, qualify for automatic inclusion under the "Special NAS Disposal Authority". This authority allows the FAA to bypass the Federal Excess and Surplus screening requirements, to support an immediate final disposition of applicable property, as a means of preventing unauthorized reuse. This property should be reported in the LIS/USD with a special handling code of "Z" for reporting purposes. Figure 8-1 of FAA Order 4800.2C lists ASR and ATCBI systems as being covered by this special authority.

3.3 Real Property Disposal. Real property disposal requirements will be examined during the individual site surveys in accordance with par. 1.1.5.2 and addressed in the site restoration

planning per par. 1.1.4. This includes the completion of Environmental Due Diligence Audits where required.

3.4 Funding Responsibilities. The In-Flight Primary Integrated Product Team (IPT), ATO-T (Primary Radar) is responsible for funding the disposition of the ASR-7/8, ATCBI-4/5, ancillary equipment associated with the radar/beacon systems and Mode S equipment under this plan. Funding will be provided for a Generic Disposition Plan; Specific Site Deactivation Surveys; Site-Specific Disposal Plans; Equipment Dismantling; Equipment Preparation for Shipment and Transportation; Environmental Surveys; Removal and Destruction of Hazardous Materials; Site Restoration Engineering and Construction; and where required, Environmental Impact Statements and Due Diligence Audits. ATO-T (Primary Radar) is not responsible for the removal/transportation of any equipment that is not associated with the ASR/ATCBI systems, such as Air-to-Ground communications equipment.

3.5 Disposal Planning

3.5.1 Documentation Disposal Guidance for disposing of the system technical records such as modification records, modification handbook information, TI manuals and Maintenance Handbook documentation is given in paragraphs 2.1.4 and 2.1.5 of this plan. Disposition of remaining site documentation and records shall be disposed of by the SMO in accordance with instructions received from the regional record management personnel.

3.5.2 Hazardous Materials Detailed procedures are currently available for the on-site removal and disposal of hazardous materials that exist or are suspected of existing in the ASR-7. These procedures would be used if it were decided that this is the preferred method of disposal in lieu of shipping the equipment intact to a compliant disposal facility. Similar procedures for the on-site disposal of hazardous materials in the ASR-8, ATCBI-4 and ATCBI-5 equipments still need to be developed.

3.5.3 Integrated Circuit/Circuit Board Assembly/Printed Wiring Board/Terminal Board Electronic circuit boards typically contain high levels of lead due to the solder used in their construction. The lead content will likely result in the circuit boards failing toxicity tests for lead, and therefore should not be disposed of in a landfill. The EPA Office of Solid Waste and Emergency Response has made a determination that unprocessed, spent (used) printed circuit boards are subject to regulation as scrap metal for the purposes of 261.6(1)(3)(iv), and are therefore exempt from (RCRA) Subtitle C regulation when recycled. This means that the circuit boards should be recycled whenever cost effective to do so. Another consideration is that rules regarding the disposal of electronic equipment vary from state to state and between disposal facilities. Therefore, the rules for disposal in each locality should be verified prior to disposal. These circuit boards may contain significant amounts of precious metals that should be reclaimed.

3.5.4 Capacitors PCB capacitors are suspected in the ASR-7, ASR-8, ATCBI-4 and ATCBI-5 because of the age of the equipment. These capacitors should be removed from the equipment and disposed of in accordance with FAA Order 1050.14A, and regulated

under 40 CFR Parts 750 and 761, July 29, 1998, Disposal of Polychlorinated Biphenyls (PCBs); Final Rule and FAA Order 1050.14A. FAA should sign any disposal manifests and receive Certificates of Destruction (CD's) for the disposal. FAA will use a compliant disposal agent to accomplish the disposal of the capacitors.

3.5.5 Transformers. Transformers containing PCB's are also suspected to be present in all ASR and ATCBI systems due to the age of the equipment. Thus, requirements should be consulted before disposing of these transformers. If the transformers are found or suspected to contain PCBs, EPA PCB regulations and FAA orders should be followed regarding handling, transport, and disposal.

3.5.6 Heat Sinks Some heat sinks may contain beryllium oxide. Beryllium dust is highly toxic if inhaled. The heat sinks can be handled safely but should not be ground up for disposal. These may or may not be regulated as a hazardous waste. It is recommended that the state and local regulations be reviewed prior to disposal and that the heat sinks containing beryllium oxide be disposed of separately from the rest of the equipment.

3.5.7 Batteries Lead-acid batteries that are removed from the ASR sites should be recycled by an EPA permitted recycler who can provide documentation that the batteries are being disposed of in accordance with all federal, state and local EPA requirements.

3.5.8 Painted Electronics Cabinets. Lead paint was commonly used on these cabinets. There will be no requirement to test the paint for lead if the cabinets are sent to a compliant disposal agent.

3.5.9 Engine Generator Fuel Storage Tanks All above ground and underground fuel storage tanks will be removed and prepared for shipment by state licensed contractors. All federal, state and local regulations will be followed in accomplishing this work including obtaining required permits to transport any unused fuel and the submittal of disposal manifests. An independent licensed tester to test for any fuel contamination will conduct testing of the soil adjacent to the tank and its piping system. Remedial action will be taken to remove and dispose of any contaminated soil.

4. ROLES AND RESPONSIBILITIES

4.1 Organization Responsibilities Table 4-1 provides the identification of personnel involved with the planning and execution of the disposal activities.

Table 4-1: Disposition Personnel

Name	Area of Responsibility	Telephone
James (Jim) Linney (ATO-T)	In-Service Lead, In-flight Primary	(202) 385-8712
William Reytar (ATO-T)	Radar Disposition Plan	(202) 385-8697
Julio Garcia-Laffitt (ATO-P)	Legacy ASR Requirements Lead	(202) 385-8551
Jo Ellen Kleindiest (ATO-T)	ASR APML	(202) 385-8646
Katherine Williams (ATO-T)	Washington Item Manager	(202) 385-8761
Donald Turnbull, (ATO-T)	In-Service Lead, In-flight Secondary	(202) 385 8720
Donald Taylor (ATO-T)	Mode S Lead	(202) 385-8666
Rita Estra-Cavallini (ATO-W)	Property Management & Disposal	(202) 267 9528
Cornell Collie (ATO-W)	Environmental, Energy & Safety	(202) 267-3569
Brenda Carignan (ATO-A) or Nancy Shalloway	Realty Specialists Real Estate Policy & Procedures	(202) 267-8392 or 7541
Neil Angelotti (ATO-T, W)	NAS Implementation Lead	(202) 385-8587
John Dietrich (ATO-W)	Software Disposal	(405) 954-5175
Jennifer Donnell (ANE-56)	ANE Materiel Management	(781) 238-7678
Lydia Perez (AEA-52)	AEA Materiel Management	(718) 553-4986
Alicia Dixon (ASO-52C)	ASO Materiel Management	(404) 305-5733
Kenneth Acerbi, Allen Dent or Elva Canbos (AGL-50)	AGL Materiel Management	(847) 294-7162, 8006 or 7341
Marshall Fue (ACE-56L)	ACE Materiel Management	(816) 329-3108
Carolyn Holman or Carol Harakal (ASW-54C)	ASW Materiel Management	(817) 222-4377 or 4378
Rex Young or Louise Mackey (AAL-54)	AAL Materiel Management	(907) 271-3571 or 5332
Steve Avolio (ANM-50)	ANM Materiel Management	(425) 227-2836
Jeffrey Bazemore or Betsy Tiedemann (AWP-54)	AWP Materiel Management	(310) 725-7519 or 7510
James VanBuskirk (AML-2030)	Supervisor, Terminal Branch	(405) 954-7410
Helen Couey (AML-2030)	FAALC Inventory Manager/Excess POC	(405) 954-5561
Stan Babb AML-2030)	FAALC Radar Engineer	(405) 954 5240
Darren Jerome (AML-2000)	FAALC Excess Receipt/Cannibalization	(405) 954-5233

4.2 In-Flight: Primary, IPT Operations Support. The In-Flight: Primary, Integrated Product Team (IPT) (ATO-T) is responsible for disposition planning and funding issues associated with the efforts contained within this document. Currently, funding requirements for

disposition of ASR-7/8, ATCBI-4/5 and Mode S assets will be via ATO-T (Primary Radar) contract to fund contractor support to accomplish removal of equipment and documentation from the sites, transportation expenses, and incidental costs. FAALC will provide PHS&T support under the USA/SO process.

4.3 Airway Facility Requirement. The Surveillance Sector Lead (ATO-T) is responsible for ensuring disposition planning is fully integrated into the IPT process and adequately funded.

4.4 Mike Monroney Aeronautical Center. The FAALC has identified requirements for reutilization of currently fielded ASR-7/8 and ATCBI-4/5 systems. The FAALC is responsible for providing PHS&T considerations for the movement of decommissioned assets from the regions to the FAALC. All FAALC services and activities described in this plan will be performed under Service Order agreements with Statements of Work for purposes of reimbursement and cost recovery.

4.5 Environmental and Safety Division. The environmental, energy and safety division (ATO-W) has evaluated the planned excess property for hazardous waste concerns. It has been determined that the planned excess property may contain polychlorinated biphenyl (PCBs) and mercury switches. Disposition of any ASR-7/8 and ATCBI-4/5 equipment containing hazardous material must be handled in an environmentally safe manner and in accordance with federal statutes and Agency policy. ATO-W responsibilities are to provide expertise, guidance and recommendations to ensure that the disposition and disposal of personal property that contain hazardous material is planned for and executed in accordance with FAA policy, federal and state regulations.

4.6 Professional Airways Systems Specialists. The Professional Airways Systems Specialists (PASS) union is not assigning a representative for the ASR-11 Program. No PASS issues have been identified to date that relate to the ASR-7/8 or ATCBI-4/5 system disposition.

4.7 Logistics Management and Regional Materiel Management Specialists. Regional Logistics Division (AXX-50) will coordinate the transfer of assets/or disposition and be responsible for record keeping associated with this effort IAW FAA Order 4650.21C and FAA Order 4800.2C.

4.8 Funding Requirements. Paragraphs 3.4 and 4.4 of this plan identify the source of funding for the ASR-7/8, ATCBI-4/5 and Mode S dispositions.

4.9 Risk Management Plan. A Risk Management Plan will be developed for each disposition site. The plan will cover the activities involved in identifying, analyzing and managing risks associated with the ASR/ATCBI/Mode S removals and final disposition. It will provide specific mitigation and contingency actions required to reduce the impact of the identified unavoidable risks. Areas to be addressed will include Health and Safety, NAS Operations, Environment (including HAZMAT considerations), Installation and Program Schedules.

4.10 Historical Preservation. When ATO-T (Primary/Secondary Radar), and the FAALC deem the excess ASR-7/8 and ATCBI-4/5 system have been properly screened for reutilization and are not longer needed, AML-2000 will follow the FAA’s policy regarding the preservation of Air Traffic Control artifacts. The Smithsonian Institution will be given first right of refusal for all excess personal property associated with the ASR-7/8 and ATCBI-4/5 systems. This policy is out lined in FAA Order 1200.8C. Table 4-2 identifies points of contact for the preservation.

Table 4-2: Historical Preservation Organizations

Organization	Point of Contact	Phone Number
Smithsonian Air & Space Museum	Paul Ceruzzi	202-357-2828
FAA Public Affairs	Ned Preston	202-267-3478
FAA Public Affairs (Oklahoma City)	Bob Hoppers	405-954-5332
Air Traffic Control Association	Andrew Pitas	703-522-5717 (Office)
Cradle of Aviation Museum	Josh Stoff	516-572-0411

ATTACHMENT 1 Site Disposition List

Site ID	Location	State	Region	Current Radar	Shelter Trailer T Bldg B	Beacon Systems	Mode-S
SCK	STOCKTON	CA	AWP	ASR-7	B	BI - 5	
ANC	ANCHORAGE	AK	AAL	ASR-8	B	BI - 5	
BOI	BOISE	ID	ANM	ASR-7	T	BI - 4	
FAT	FRESNO	CA	AWP	ASR-8	B	BI - 4	
LNK	LINCOLN	NE	ACE	ASR-7	T	BI - 4	
PBI	WEST PALM BEACH	FL	ASO	ASR-8	T	BI - 5	
ERI	ERIE	PA	AEA	ASR-7	T	BI - 4	
FAI	FAIRBANKS	AK	AAL	ASR-8	T	BI - 5	
BIL	BILLINGS	MT	ANM	ASR-7	T	-	Mode - S
MCE	MERCED	CA	AWP	GPN-20	T	BI - 4	
BGR	BANGOR	ME	ANE	ASR-8	B	-	Mode - S
CAK	AKRON/CANTON	OH	AGL	ASR-8	T	BI - 5	
BTV	BURLINGTON	VT	ANE	ASR-7	T	BI - 4	
LFT	LAFAYETTE	LA	ASW	ASR-8	B	BI - 5	
SGF	SPRINGFIELD	MO	ACE	ASR-8	B	-	Mode - S
ACT	WACO	TX	ASW	ASR-7	T	BI - 4	
MKG	MUSKEGON	MI	AGL	ASR-7	B	BI - 5	
LIT	LITTLE ROCK	AR	ASW	ASR-8	T	-	Mode - S
PIA	PEORIA	IL	AGL	ASR-7	T	BI - 4	
LAN	LANSING	MI	AGL	ASR-7	T	BI - 4	
RST	ROCHESTER	MN	AGL	ASR-7	T	BI - 4	
FNT	FLINT	MI	AGL	ASR-7	T	BI - 4	
FSM	FORT SMITH	AR	ASW	ASR-8	B	-	Mode - S
PNS	PENSACOLA (SOUTH)	FL	ASO	ASR-8	T	-	Mode - S
ABI	ABILENE	TX	ASW	ASR-8	B	-	Mode - S
MCN	MACON	GA	ASO	ASR-8	B	BI - 4	
CSG	COLUMBUS]	GA	ASO	ASR-8	T	BI - 5	
RME	ROME-GRIFFISS	NY	AEA	ASR-8	B	BI - 4	
BTR	BATON ROUGE	LA	ASW	ASR-7	T	BI - 4	
BPT	BEAUMONT	TX	ASW	ASR-7	T	BI - 4	
RSW	FORT MYERS	FL	ASO	ASR-8	T	BI - 5	
EUG	EUGENE	OR	ANM	ASR-8	B	BI - 4	
CAE	COLUMBIA	SC	ASO	ASR-7	T	BI - 4	
TRI	BRISTOL/TRI-CITY	TN	ASO	ASR-8	T	-	Mode - S
ROA	ROANOKE	VA	AEA	ASR-8	T	-	Mode - S
RFD	ROCKFORD	IL	AGL	ASR-8	B	BI - 5	
GSP	GREENVILLE-GREER	SC	ASO	ASR-8	B	BI - 4	
MAF	MIDLAND	TX	ASW	ASR-7	T	-	Mode - S
OGG	KAHULUI (Maui)	HI	AWP	ASR-7	T	BI - 4	
FAR	FARGO	ND	AGL	ASR-7	T	-	Mode - S
GPT	GULFPORT	MS	ASO	ASR-7	T	BI - 4	
ABE	ALLENTOWN	PA	AEA	ASR-7	T	BI - 4	
COS	COLORADO SPRINGS	CO	ANM	ASR-8	B	BI - 5	

ATTACHMENT 1 (Cont.)

Site ID	Location	State	Region	Current Radar	Shelter Trailer T Bldg B	Beacon Systems	Mode-S
GRB	GREEN BAY	WI	AGL	ASR-7	T	BI - 4	
LEX	LEXINGTON	KY	ASO	ASR-7	T	BI - 4	
SBA	SANTA BARBARA	CA	AWP	ASR-8	B	-	Mode - S
IWA	WILLIAMS AFB, (N. Valley)	AZ	AWP	ASR-8	T	BI - 5	
MRY	MONTEREY	CA	AWP	ASR-8	T	BI - 5	
YNG	YOUNGSTOWN	OH	AGL	ASR-8	T	BI - 5	
SUX	SIOUX CITY	IA	ACE	ASR-7	T	BI - 4	
MBS	SAGINAW (Freeland)	MI	AGL	ASR-7	T	BI - 4	
AGS	AUGUSTA	GA	ASO	ASR-8	B	BI - 5	
MYR	MYRTLE BEACH	SC	ASO	ASR-8	B	BI - 4	
RNO	RENO	NV	AWP	ASR-8	T	BI - 5	
MOB	MOBILE	AL	ASO	ASR-7	T	BI - 4	
CMI	CHAMPAIGN	IL	AGL	ASR-8	B	BI - 5	
AVP	WILKES-BARRE	PA	AEA	ASR-8	T	BI - 5	
AVL	ASHEVILLE	NC	ASO	ASR-8	T	BI - 4	
GTF	GREAT FALLS	MT	ANM	ASR-8	B	-	Mode - S
FMH	FALMOUTH-OTIS	MA	ANE	ASR-8	B	BI - 4	
BFL	BAKERSFIELD	CA	AWP	ASR-8	B	BI - 4	
CRW	CHARLESTON	WV	AEA	ASR-8	T	BI - 5	
SAV	SAVANNAH	GA	ASO	ASR-8	T	BI - 5	
AMA	AMARILLO	TX	ASW	ASR-8	B	BI - 4	
DLH	DULUTH	MN	AGL	ASR-8	B	-	Mode - S
RDG	READING	PA	AEA	ASR-7	T	BI - 4	
CPR	CASPER	WY	ANM	ASR-8	B	BI - 4	
ILM	WILMINGTON	NC	ASO	ASR-8	B	-	Mode - S
AZO	KALAMAZOO	MI	AGL	ASR-8	B	BI - 4	
SPI	SPRINGFIELD	IL	AGL	ASR-7	T	BI - 4	
HTS	HUNTINGTON	WV	AEA	ASR-8	B	BI - 4	
ITO	HILO (Hawaii)	HI	AWP	ASR-8	T	BI - 5	
JAN	JACKSON	MS	ASO	ASR-8	T	-	Mode - S
GGG	LONGVIEW-TYLER	TX	ASW	ASR-8	B	BI - 5	
EVV	EVANSVILLE	IN	AGL	ASR-8	B	-	Mode - S
CRP	CORPUS CHRISTI	TX	ASW	ASR-8	T	-	Mode - S
SBN	SOUTH BEND	IN	AGL	ASR-8	T	BI - 4	
ALO	WATERLOO	IA	ACE	ASR-8	B	BI - 5	
TLH	TALLAHASSEE	FL	ASO	ASR-8	B	-	Mode - S
CKB	CLARKSBURG	WV	AEA	ASR-8	B	BI - 4	
LCH	LAKE CHARLES	LA	ASW	ASR-8	B	-	Mode - S
FSD	SIOUX FALLS	SD	AGL	ASR-7	T	BI - 4	
SJU	SAN JUAN	PR	ASO	ASR-8	T	BI - 5	
HUF	TERRE HAUTE	IN	AGL	ASR-8	B	BI - 4	
BGM	BINGHAMTON	NY	AEA	ASR-7	T	BI - 4	
PUB	PUEBLO	CO	ANM	ASR-7	T	BI - 4	

ATTACHMENT 1 (Cont.)

Site ID	Location	State	Region	Current Radar	Shelter Trailer T Bldg B	Beacon Systems	Mode-S
ELM	ELMIRA	NY	AEA	ASR-8	B	BI - 4	
STT	ST. THOMAS	VI	ASO	ASR-8	B	BI - 5	
MFD	MANSFIELD	OH	AGL	ASR-8	B	BI - 5	
MLU	MONROE	LA	ASW	ASR-8	B	BI - 5	
MLI	MOLINE	IL	AGL	ASR-7	T	BI - 4	
BIS	BISMARCK	ND	AGL	ASR-8	T		Mode-S
FLO	FLORENCE	SC	ASO	ASR-8	T	BI - 5	
CHA	CHATTANOOGA	TN	ASO	ASR-8	T	BI - 5	
UAM	ANDERSEN AFB	GU	AWP	ASR-8	B	BI - 4	
LIH	LIHUE (Kauai)	HI	AWP	ASR-8	B	BI - 4	
SAW	K.I. SAWYER AFB	MI	AGL	GPN-12	B	BI - 5	

ATTACHMENT 2
Test Equipment, Hand tools, and Other Equipment to be Reassigned from the
ASR-7/8 Sites to the ASR-11 Sites

Required Transfers

Spectrum Analyzers

Recommended Transfers Equipment will vary from site to site. Equipment listed below may or not be included:

Multimeters

O-Scopes

Power Meters

Scope Carts and Other Test Equipment Carts

Scope Probes

Test Cables and Adapters (SMA, N-type, BNC, etc.)

Attenuators

Couplers

Hand tools

Various Crimping Tools for Connectors and Pins