

## ILS Rationalization Briefing

### MEETING 19-01

Deborah Lawrence, FAA/AJM-32, [briefed the topic](#). She stated that the goal of the FAA Navigation Strategy is to provide resilient navigation services to allow for the transition of the National Airspace System (NAS) more fully to Performance Based Navigation (PBN). Part of attaining that goal is the reduction of infrastructure to improve efficiency. This is being accomplished through the VOR MON Program and the ILS Rationalization effort. The ILS Rationalization effort is centered on the reduction of ILS Category I procedures where duplicate service exists. Before any procedures are removed, they will be evaluated to ensure that Cat I ILS systems that are needed to support safe recovery in a Global Navigation Satellite System (GNSS) outage will be retained. She stated that this effort was put on hold in 2017 while the VOR MON Program Office began its work identifying VORs for decommissioning and ensuring that those NAVAIDs that will remain in the system are sustainable. The plan is to present the ILS Rationalization program strategy during the 4<sup>th</sup> quarter of this year and proceed thereafter toward implementation.

Deborah reported that the near-term goal is to look at all Cat I ILSs at Navigation Service Group 4 and 5 airports and begin investigating the process of discontinuing ILSs in those locations in 2020. John Collins, ForeFlight, stated that he is concerned that as the number of ILS procedures is reduced, there will be fewer opportunities for pilots to ILS train at locations other than major airports. Deborah stated that only a small number of Cat I ILSs will actually be removed so it should not affect training.

Michael Stromberg, UPS, asked if FAR Part 135 operator needs are being considered. Deborah responded that they are. She emphasized that outreach is planned in order to determine who the users are and to assess their needs. She also said that a list of those ILSs planned for discontinuance will be published and users will have an opportunity to comment. She presented a slide detailing the criteria use for potentially identifying ILS Cat I systems for decommissioning ([See Slide #14](#)).

Rune Duke, AOPA, commented that there are other ways to mitigate the negative impacts. He pointed out that for General Aviation pilots, LPV procedures (procedures with Localizer Performance with Vertical Guidance minima) are becoming a predominant form of navigation. He suggested that the FAA consider the policy that determines the criteria for classifying an LPV procedure as a precision approach.

Deborah summarized the process for reinstating the ILS Rationalization program ([See Slide #19](#)). She said there will be an FAA strategy decision in the fourth quarter of fiscal year 2019 and then activity to begin to identify and discontinue ILSs in 2020 will commence.