



U.S. Department
of Transportation
**Federal Aviation
Administration**

Northwest Mountain Region
Colorado, Idaho, Montana
Oregon, Utah, Washington
Wyoming

Airports Division
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December 11, 2008

INFORMATION MEMORANDUM

From: Paul Johnson, Project Engineer, ANM-620

Re: Deactivation of NAVAIDS during airport closures and construction

SUMMARY

The risks of leaving active NAVAIDS like Localizers, Glide Slopes, and Visual Glide Slope Indicators on during even temporary closures or limited construction at airports are outweighed by the likelihood of pilot confusion and/or error. In memoranda to Western Service Area Managers, Robert Kitson, Manager, Engineering Services Technical Operations (WSA), clarifies when navigational aids need to be taken offline. The memos can be accessed at:

http://www.faa.gov/airports_airtraffic/airports/regional_guidance/northwest_mountain/airports_news_events/quarterly_newsletter/ under Guidance Documents.

ISSUES AND INFORMATION

The memoranda address deactivation of Localizers, Glide Slopes, and Visual Glide Slope Indicators (VGSI) when runways are temporarily closed or thresholds moved for construction. These memoranda also have been sent to System Support Managers and employees.

- When a runway threshold is temporarily displaced or relocated the Glide Slope must be turned off and a NOTAM issued by System Support Center (SSC) personnel.
- When a runway is closed, the ILS Localizer must be turned off -- with the exception of when there would be a procedural benefit for the Localizer to remain on. This determination will be made by Calvin Ngo during the review of the construction plans; Calvin will coordinate with Flight Standards, Flight Procedures, and Terminal Services to do this.
- When a runway is closed or the thresholds are temporarily displaced or relocated for construction, the VGSI must be turned off or covered by the SSC if it is owned by the FAA. If the VGSI is owned by the airport, it is up to the airport to cover or deactivate it.

FAA Project Managers only need to submit airport plans to Technical Operations during the normal airspace process, as we do currently. Technical Operations will review and make the determination if there is an operational benefit to leave on the Localizer. They also will forward the names of SCC personnel who will deactivate any FAA navigational aids.

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