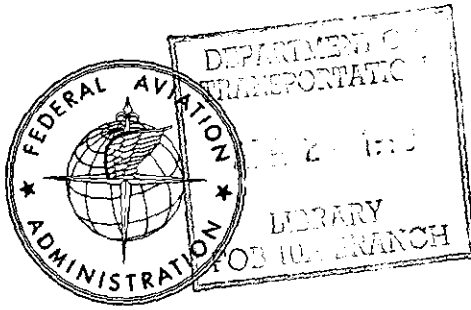


DATE: 10/17/69



ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: FAA RECOMMENDATIONS TO FCC ON LICENSING OF NONFEDERAL RADIO-NAVIGATION AIDS

1. **PURPOSE.** This Circular gives background information and describes the basis for recommendations to be made by the FAA to the Federal Communications Commission (FCC) regarding licensing of radionavigation aids.
 2. **REFERENCES.** The Federal Aviation Act of 1958, Sec. 312 (a) states, "The Administrator is directed to make long range plans for and formulate policy with respect to the orderly development and use of the navigable airspace, and the orderly development and location of landing areas, Federal airways, radar installations and all other aids and facilities for air navigation, as will best meet the needs of, and serve the interest of civil aeronautics and national defense." Federal Communications Commission Rules and Regulations, Section 87.503, states, "Air navigation service will be authorized only where the applicant meets all requirements specified by the Federal Communications Commission after consultation with the Federal Aviation Agency."
 3. **DISCUSSION.** The advent of relatively low cost radionavigation aids which can be installed with a minimum of site preparation and construction effort has made their use by private and nonfederal public operators economically feasible at many locations which do not meet FAA criteria for installation. In certain areas of the country, notably the Boston-Pittsburgh-Washington triangle, and the Chicago-Detroit, San Francisco-Los Angeles, and Gulf Coast areas, radio frequency congestion has reached the point where the addition of indiscriminately placed aids could jeopardize planning for the National Airspace System. In effect, installation of a VOR or ILS to provide a terminal procedure for a small airport could preclude commissioning of an enroute aid for a major airway or a new ILS for a vital runway at a nearby airport. In recognition of this problem and in accordance with the quoted references, each application for a radionavigation aid license is the subject of consultation with the FAA. In frequency congested areas it may soon be necessary to recommend against issuance of a license or to recommend short-term licenses for limited use aids in order to conserve channels for National Airspace System
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navigational aids.

4. RECOMMENDATIONS. The response to a request for coordination for a radionavigation aid will be in accordance with the following:

When all usable frequencies within interference radius of the proposed location are already assigned, the request will be returned with this explanation. See Paragraph 5, below, for possible later consideration.

In areas where frequencies are available, the FAA will recommend assignments in accordance with the following priorities:

1. To provide public use instrument flight rule procedures at locations meeting FAA criteria for the establishment of radionavigation aids, but for which FAA funds are not expected to be available for more than one year.
2. To provide public use instrument flight rule procedures at locations not meeting FAA criteria for the establishment of radionavigation aids.
3. To provide private use instrument flight rule procedures.
4. To provide public or private VFR operation.

In frequency congested areas where planning projections indicate that all available frequencies may be required for federal navigational aids (civil or military) within a five year planning cycle period, a full term license will be recommended only for a proposed aid meeting requirements of priority 1, above. Temporary licenses, for less than the normal five year period, may be recommended for aids below priority 1 in these areas.

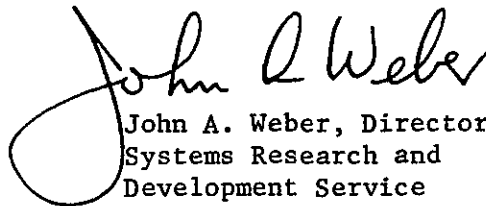
Licenses for facilities to provide for visual flight rule use will only be recommended in areas with no foreseeable frequency assignment problem, except that a one year temporary license may be recommended for a VFR aid for which IFR procedures meeting appropriate priority requirements are in process of development.

5. LICENSE RENEWALS. FCC licenses for navigation aids are reconsidered at the time of each renewal. This procedure permits periodic evaluation of the relative benefits of existing facilities compared with planned facilities of higher priority. The recommendation for

or against renewal will be based on this evaluation and the degree of frequency congestion which exists or can be foreseen.

An operator who has been denied a license because of frequency congestion may request that the FAA hold his request open for consideration at the time of renewal of lower priority aids within his frequency protection environment.

6. PRELIMINARY COORDINATION. State and local government groups and private operators are encouraged to discuss their plans for radio-aviation aids, whether radiobeacons, ILS, VOR, or other types, with FAA Regional or Area office personnel before purchasing equipment or acquiring sites. These offices can provide guidance regarding frequency problems and an indication of the recommendation to be forwarded to the FCC for any proposed license application.


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