

# Federal Aviation Agency



<b>Cancelled</b> 00-24	
AC NO:	AC 170-7
AIR NAVIGATION FACILITIES	
EFFECTIVE : 10/29/65	

**SUBJECT :** DECOMMISSIONING OF ILS MIDDLE COMPASS LOCATORS

1. **PURPOSE.** This Advisory Circular disseminates information regarding the Agency program for decommissioning of compass locators associated with ILS middle markers.
2. **BACKGROUND.** Originally compass locators at ILS middle markers were installed for added guidance and as backup for the 75 mc ILS middle markers. Middle compass locators were also installed in connection with the runway visual range (RVR) program. Present equipment and operational techniques are now adequate without reliance on the middle compass locator. For these reasons the middle compass locator has become a convenience rather than a requirement and as such cannot be economically or operationally justified except in individual cases. Additionally, a serious frequency problem is being experienced in the 200-415 kc band which is the result of a lack of low frequency channels available for navigation uses. This is due to a number of factors such as the increasing number of multiple ILS installations, the addition of simultaneous voice to existing "H" facilities (which in turn requires a broader bandwidth and decreases the number of frequencies available), and the increasing number of private "H" facilities.

Elimination of middle compass locators is consistent with the Agency program to eliminate L/MF aids wherever possible and will result in a substantial saving over a period of years.

3. **ACTION.** The Agency will decommission all middle compass locators at ILS middle marker sites by July 1, 1966, unless a specific operational requirement exists for their retention. Middle Compass locators will not be installed with new ILS facilities. Examples of justification for retention of a middle compass locator are:
  - a. It is the only compass locator in the ILS system.

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- b. It is required for initial approaches from the en route environment.
- c. It is required for a positive missed approach point.
- d. It provides navigation information required in another instrument procedure.

The locator will not be decommissioned where such action would result in a loss of operational efficiency or an increase in operational weather minimums.

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