

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

June 1, 1973



TO ALL CONCERNED:

AIRSPACE CASE NO. 73-WE-10-NR

The Federal Aviation Administration (FAA) has conducted an aeronautical study of a proposal to establish an Instrument Landing System (ILS) to serve each of the following airports:

Runway 24, Palomar Airport, Carlsbad, Ca.
Runway 24, Fullerton Municipal Airport, Fullerton, Ca.
Runway 25, Localizer and Outer Marker only, Hawthorne Municipal Airport, Hawthorne, Ca.
Runway 26, Brackett Field, LaVerne, Ca.
Runway 25L, Long Beach (Daugherty Field), Long Beach, Ca.
Runway 7L, Ontario International Airport, Ontario, Ca.
Runway 25, Ventura County Airport, Oxnard, Ca.
Runway 9, Riverside Municipal Airport, Riverside, Ca.
Runway 16R, Van Nuys Airport, Los Angeles, Ca.
Runway 29R, Glide Slope and Middle Marker only, Torrance Municipal Airport, Torrance, Ca.

This proposal was circularized for public comment on March 23, 1973. All comments received favored the proposed installations except for Brackett Field. Therefore, the Brackett Field ILS installation will be withheld pending further study. Additionally, the airspace determination for the Fullerton Runway 24 and the Long Beach 25L, ILS's will not be issued at this time pending further studies.

At the remaining 7 locations, more precise navigation will be attained by an ILS than is currently provided by existing approach procedures and lower weather minima will be obtained at most locations.

The aeronautical study revealed that the proposed 7 ILS's would not adversely affect the use of airspace by aircraft. Therefore, these 7 ILS's are considered acceptable and will be installed as proposed.

This determination in no way preempts or waives any ordinances, laws, or regulations of any other governmental agency.

Don M. Davis

ION M. DAVIS
Chief, Airspace and Procedures Branch
Air Traffic Division

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