



Federal Aviation Administration

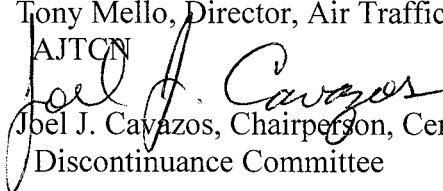
Memorandum

AUG 05 2016

Date:

To: Denise G. Knight, Director, Technical Operations, Central Service Area,
AJW-C

Tony Mello, Director, Air Traffic Operations, Central Service Area North,
AJTCN

From: 
Joel J. Cavazos, Chairperson, Central Service Area, Service Area
Discontinuance Committee

Subject: Recommendation to Decommission: Ann Arbor Runway 24
Omnidirectional Approach Lighting System at Ann Arbor Municipal
Airport, Ann Arbor, Michigan; Aeronautical Study 15-AGL-14NR

The Service Area Discontinuance Committee (SADC) has completed the review of Aeronautical Study 15-AGL-14NR. There were no objections to decommissioning the Ann Arbor Runway 24 (ARB) Omnidirectional Approach Lighting System (ODALS).

The City of Ann Arbor, Michigan sent a letter to FAA indicating their concerns with decommissioning ARB ODALS. Their concerns can be summarized as follows:

1. The loss of ARB ODALS would cause the loss of Runway End Identifier Lights (REIL) for Runway 24.
2. Runway 24 may be without REIL for a long period of time between the shutdown of the ODALS, and installation of a REIL.
3. "In early 2012 FAA delayed the installation of new REILS on Runway 06 at the airport after the airport notified the FAA of the possibility of extension of the runway in that direction." and, "There may still be REILS setting in a warehouse somewhere tagged for ARB".

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In response, the FAA notes:

1. The city's concern that the loss of the ARB ODALS would cause the loss of REIL for Runway 24 is a misconception. Their misunderstanding is that the ARB ODALS threshold lights are a REIL system. For clarification, the ODALS threshold lights are a part of the ODALS, and are not a REIL. The cities concern does have merit. When the ODALS is decommissioned Runway 24 will lose two threshold lights.
2. Regarding concern #1 and #2: CSA Requirements Team will work with the FAA Navigation Program Office to determine if establishment of Runway 24 REIL is justified. The possibility of establishing a REIL depends upon:
 - a. the verification of a requirement for a REIL
 - b. the availability of equipment
 - c. funding
3. There is no REIL equipment specifically for ARB in a warehouse.

FAA cannot guarantee the approval of the need for Runway 24 REIL, or that the implementation can take place during the same timeframe as the decommissioning of the ODALS.

Based on the aeronautical study, the SADC recommends decommissioning the ARB ODALS. FAA will work to establish a project to install a REIL on Runway 24. If a project can be established, funded and implemented FAA will try to minimize the time between the removal of the ODALS, and the installation of the REIL. Before completing the decommissioning process, the following items will be addressed and the associated issues mitigated:

1. Operations Support Group (OSG) will implement the action plan or coordinate the cancellation, amendment or development of flight procedures associated with this action.
2. OSG and Planning & Requirements Group (PRG) will coordinate the completion of charting updates to reflect the absence of service.
3. PRG will coordinate with the NAV Program Office to determine the requirement, availability, and funding for establishing a REIL on Runway 24 to replace the ARB ODALS. If the ARB REIL is approved as a valid requirement, PRG will work to schedule the installation of the REIL as soon as possible.


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4. PRG will coordinate Safety Risk Management efforts with the Technical Operations District Office who will be responsible for making the appropriate entries into the Safety Management Tracking System.
5. PRG will coordinate the disposition of the decommissioned facility.
6. The Tech Ops District Office will decommission per FAA Order 6000.15.

Upon your approval, the Technical Operations District Manager will be notified to proceed with the decommissioning of this facility. If you have any questions, please contact Joel Cavazos at 817-222-4652 or Joel.Cavazos@faa.gov.

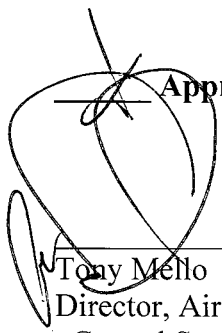
2 Attachments
Determination Memo
District Memo

Approved **Not Approved**



Denise G. Knight
Director, Technical Operations
Central Service Area

Approved **Not Approved**



Tony Mello
Director, Air Traffic Operations
Central Service Area North