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New York Airways Collection - Air Transport Association of America (ATA), Memoranda, November 1967 to April 1968

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Attachment 1 - 3

Louisville, Kentucky

Runway 1
150 feet wide; 7,800 feet long

Estimated commissioning September 1968

1. 1.0% negative gradient exists from station 2+00 to station 10+00 if ALS/SFL. No negative gradient is permitted on the inner 1500' of approach lights; therefore, modification will be required. Reprogramming request for modification has been submitted; commissioning adjusted accordingly.

2. RVR - rollout end - computer programmed and available at Louisville, Transmissometer available in Depot. Completion will be scheduled to conform to Category II implementation date when funding becomes available.

*3. Paving of overrun area and installation of BAK-12 arresting gear for Runway 19 by Air National Guard completed. Arresting gear needs modification to meet FAA criteria. The National Guard contends that this has been met; therefore, by letter dated January 24, 1968, the region has offered to meet with Air National Guard to resolve these differences. No reply received to date.

4. Inner marker will be installed in time to meet Category II implementation date.

5. Airport sponsor will be requested to mark critical areas prior to implementation of Category II minima.

*6. Evaluation project released to the Cleveland Area during January for immediate installation of far-field monitor equipment. Estimated start of construction work is March 1, 1968; completion March 29, 1968.

Windsor Locks, Connecticut

Runway 6
220 feet wide; 9,525 feet long

Estimated commissioning 3rd quarter FY 1969 (see note #1)

1. Localizer requires upgrading to Category II performance. V-ring antenna received. Antenna siting problems as well as need for developing necessary funding will probably defer completion to 3rd quarter FY 1969.

2. Request for temporary waiver to operate the ALS without SFL units, station 3 to station 9, disapproved. Waiver for the existing installation of flashers granted pending final determination of need for strobe lights within the inner 1,000 feet, after which the waiver will be reconsidered. Interim minimums of 150' DH and 1600' RVR authorized with existing

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