



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Office of the Regional Administrator

P. O. Box 92007
Los Angeles, CA 90009-2007

99-AFC-8c

SEP 02 2005

Mr. Rob Fields
Assistant Director
Economic Development Agency
County of Riverside
5555 Arlington Avenue
Riverside, CA 92504

DOCKET 02-AFC-1
DATE SEP -2 2005
RECD. SEP -9 2005

Dear Mr. Fields:

Re: Instrument Landing System at Blythe Airport

The purpose of this letter is to officially bring to your attention a matter that is of grave concern to me and to the Administrator of the Federal Aviation Administration (FAA). The matter at issue is the Instrument Landing System (ILS) presently installed at Blythe Airport and its apparent use by the Fixed Base Operator there in his pilot training program.

Members of my staff advise me that this issue was brought to Charles Hull's attention several months ago, yet nothing has been done to eliminate the problem. The problem is that the ILS system at Blythe Airport is not an authorized system. We believe the system was installed as an experiment in the mid-1960's. At the time, the FAA authorized its use and directed the Federal Communications Commission to issue it a developmental (experimental) operating frequency. The experiment terminated many years ago, and the authorization to use the frequency expired in 1983. The manufacturer of the system is no longer in business. We strongly suspect that that is the reason the system presently transmits no glide slope information and is operating only on the Localizer. There are no parts available to repair it.

Even privately owned navigation aids must meet FAA and Federal Communications Commission (FCC) requirements. Based upon a review of FCC Regulations (47 C.F.R. Parts 1, 2, and 87) and discussions with Maura McGrath, the FAA's National, non-Federal Navigation Facilities Program Manager, the FAA Western Service Area, Engineering

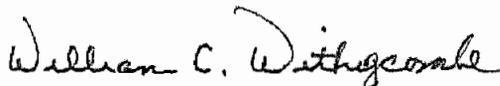
Services has concluded that the Localizer currently located on Blythe Airport, operating at 108.9 MHz, is not operating within Federal requirements. Therefore, it should be turned off upon receipt of this letter.

Since the ILS Localizer at Blythe is set up to lead aircraft to a landing on runway 26 at the airport, users may encounter unexpected, severe turbulence caused by emissions from the cooling towers of the powerplant situated one mile east of the airport and the approach-end of runway 26. Continued operation of this unauthorized navigation facility exposes the City of Blythe to significant liability in the event an aircraft using the Localizer has an accident.

Any other transmitting equipment at the Blythe Airport that is not being operated in accordance with the FCC and FAA regulations should also be shut down. Copies of the pertinent paragraphs of Part 87 are attached for your review.

If you wish to establish at Blythe Airport a Localizer or other navigation aid that meets the FCC and FAA requirements for operation, please call me, or you may discuss the possibilities with Mr. Mickey Martinez, Western Service Area, non-Federal Navigation Facilities Program Manager. He may be reached at 310-725-7445.

Sincerely,


William C. Withycombe
Regional Administrator

Enclosure