

	<p>REPUBLIC OF SOUTH AFRICA</p> <p>CIVIL AVIATION AUTHORITY</p>	<p>CAA Private Bag x08 Waterkloof 0145</p>
<p>Tel: (012) 346-5566 Fax: (012) 346-6059 E-Mail: mail@caa.co.za</p>	<p>AERONAUTICAL INFORMATION CIRCULAR</p>	<p>AIC 25-1 01-12-15</p>

OPERATION OF AIRCRAFT

NAVIGATION AND LANDING AIDS

ILS EQUIPMENT: OPERATING LIMITATIONS

A Indicates changes

A1. This AIC replaces AIC 25-1 dated 93-05-15.

A2. ILS facilities installed at airports under the control of the Airports Company South Africa are designed to provide coverage in the following sectors:-

2.1 **Localizer** – 35E on either side of the front course line to a distance of 17 NM from the localizer facility and 10E on either side of the front course line to a distance of 25 NM.

2.2 **Glide path** –8E in azimuth on either side of the localizer front course line to a distance of 10 NM.

2.3 Coverage outside the abovementioned sectors may be erroneous and must be disregarded.

3. Care must be exercised when selecting the ILS frequency. Should the ILS facility for the reciprocal approach be inadvertently selected a false glide path may be displayed.

4. Untimely display of localizer and glide path warning flags may be experienced in aircraft equipped with ILS receivers which conform to the ARINC 578 specifications.

4.1 It has been observed that the flags repeatedly appear from 20E to 6E before interception of the localizer centre-line and also when well above or below the glide path.

4.2 Untimely display of the flags is caused by naturally high off course modulation affecting the CAT II receivers and does not necessarily indicate that weak signals are being received from the ILS ground installation. Such untimely display of the warning flags can be identified by simultaneous full "fly left" and full "fly down" indications when flags are present. Genuine display of the warning flags when the aircraft is established on the ILS must be heeded.

COMMISSIONER FOR CIVIL AVIATION