

**NOTICE
TO
AIR
NAVIGATION
SERVICE
PROVIDERS**

IRELAND

**SAFETY REGULATION DIVISION
IRISH AVIATION AUTHORITY**

The Times Building
11-12 D'OLIER STREET
DUBLIN 2

Tel +353 1 6718655 Fax +353 1 6792934

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Measures to Prevent the Transmission of Corrupted Guidance Information from Instrument Landing Systems (ILS)

The Irish Aviation Authority in pursuance of articles 3 (3) (a) and 8 of the Air Navigation (Aerodrome Radio Equipment) Order 1989 (S.I. No. 346 of 1989) hereby directs:

A person or organisation providing an Instrument Landing System (ILS) facility shall ensure that the ILS equipment does not cause a hazard by transmitting corrupted guidance information to aircraft.

The following practices shall, furthermore, apply to all persons responsible for the provision of ILS localiser and/or glide path facilities:

1. An ILS glide path shall not be permitted to radiate in the absence of a serviceable localiser facility associated with that glide path.
2. If it becomes necessary to withdraw an ILS localiser from operational service the associated ILS glide path facility shall also be withdrawn from operational service and the glide path equipment caused to cease radiating for the duration of the localiser outage.
3. In the event of an ILS localiser failure the associated ILS glide path facility shall be withdrawn from operational service and the glide path equipment caused to cease radiating.
4. While withdrawn from operational service ILS equipment shall not be permitted to radiate without displacement information, i.e. the sideband only (SBO) component, except when necessary to provide essential engineering test data.
5. The duration of engineering test transmissions without SBO shall be kept to a minimum, typically less than one minute, and under no circumstances shall ILS equipment be permitted to radiate for an extended test period in this condition.
6. The above requirements shall be documented as mandatory operational and maintenance procedures by the organisation or person with overall responsibility for the provision of the ILS facility.

**Chief Executive.
Irish Aviation Authority.**

24th October 2001