

Erroneous ILS Signals

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In recent weeks the Federation has been made aware of incidents involving erroneous ILS signals.

In an incident in Samoa the aircraft had been cleared for an ILS approach which the aircraft joined as per the STAR procedure. The final approach fix was 2500' at 7.5 DME. Approaching inbound course the localizer was armed and captured, altitude 2800ft, configured flap 1, approach armed and glideslope captured. There were no warning flags displayed and the aids were identifying correctly. The displays showed the aircraft to be on course and on glideslope. The aircraft descended on a glidepath of approximately 3.5 degrees to an altitude of 400' at a point 5½ miles short of the runway. Throughout the approach "normal" localizer and glideslope indications were displayed on the flight instrumentation. A missed approach was carried out and the aircraft landed safely from the next approach flown using the charted DME/Altitude procedure.

It was later established the ILS Glideslope transmitter was not transmitting valid glideslope guidance information. There were no indications in the control tower of any unserviceability.

In a recent incident in Africa the crew understood that the ILS for the runway was unserviceable. The crew briefed for a VOR/DME approach. Nearer the aerodrome they were cleared for an ILS approach to the runway, and confirmation of ILS serviceability was obtained from Approach Controller. The procedure

turn for VOR/DME Approach and the ILS approach are identical. The crew decided to continue the VOR/DME procedure and intercept the ILS.

On inbound turn, ILS selected, localiser centered immediately with NO flags. It became immediately apparent that the aircraft was +/- 20deg off runway centreline (all instruments were crosschecked and position verified). The inbound VOR Radial was selected and tracked. Normal landing followed. The aircraft was fully configured at 1500'AGL.

The Control Tower reported that all ILS indications/monitors were normal. It is suspected that maintenance was being carried out on localiser during the approach. A maintenance vehicle was observed at threshold of the runway.

ICAO has also recognised the problem, and has issued a State Letter asking States to review current practices and procedures as necessary to ensure that ILS will not be used for normal flight operations when test signals are being radiated or the executive monitoring function of the facility is inhibited for testing/maintenance purposes. A copy of the State Letter is attached to this bulletin.

Member Associations are asked to make all their members aware of this problem and report any incidents to their own operators, appropriate authorities and IFALPA.

INTERNATIONAL FEDERATION OF AIR LINE PILOTS' ASSOCIATIONS

The Mission of IFALPA is to be the global voice of airline pilots, promoting the highest level of aviation safety world-wide and providing services, support and representation to all of its Member Associations.

IFALPA is a non-political organisation with a membership in excess of 100,000 pilots worldwide. IFALPA was founded in 1948 by pilot representatives from 13 individual pilot associations. It has grown in 50 years to 95 Associations [a full list of the countries currently represented may be obtained from the IFALPA headquarters in Chertsey]

IFALPA is a federation of pilots' associations. It is not a union of pilots and it is not a pilots' association, but a federation of autonomous national units.

The Federation's objectives are

- ◆ to provide a democratic body to present an international pilot opinion on international aviation-related legislation, technical developments and standards of safety
- ◆ to provide a democratic body to present an international pilot opinion on social and professional matters
- ◆ to facilitate the exchange of information and ideas on technical, professional and industrial problems
- ◆ to promote discussion among pilots on all matters of common interest
- ◆ to advance the professional status of the pilot by encouraging progress in technical standards
- ◆ to foster goodwill and comradeship among the pilots of the world.

To initiate and control these objectives the executive body of the Federation is the Annual Conference which has the power to determine major policy and to make the primary allocation of funds. The Conference elects Principal Officers on a two-yearly basis to the posts of President, Deputy President and four Principal Vice-Presidents. A permanent Secretariat takes care of the day-to-operations of the Federation.

IFALPA has a permanent seat on the Air Navigation Commission at the International Civil Aviation Organization [ICAO] and uses this forum to put across the pilot view. The Federation also interacts with many other international aviation bodies: IFEQ, IFATCA, FSF, RAeS, JAA, FAA, IATA.

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