



# **EAC**

## **No. 139-52**

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## **PRIORITY OF INSTALLATION OF VISUAL APPROACH SLOPE INDICATOR SYSTEMS**

1. It has been found impracticable to develop guidance material that will permit a completely objective analysis to be made of which runway on an aerodrome should receive first priority for the installation of a visual approach slope indicator system. However, factors that must be considered when making such a decision are:

- (a) Frequency of use;
- (b) Seriousness of the hazard;
- (c) Presence of other visual and non-visual aids;
- (d) Type of aeroplanes using the runway; and
- (e) Frequency and type of adverse weather conditions under which the runway will be used.

2. With respect to the seriousness of the hazard, the order given in the application specifications for a visual approach slope indicator system, 139.323(e)(1)(ii) to (v) of Subpart H may be used as a general guide. These may be summarized as:

- (a) Inadequate visual guidance because of:
  - (1) Approaches over water or featureless terrain, or absence of sufficient extraneous light in the approach area by night;
  - (2) Deceptive surrounding terrain;
- (b) Serious hazard in approach;
- (c) Serious hazard if aeroplanes undershoot or overrun; and
- (d) Unusual turbulence.

3. The presence of other visual or non-visual aids is a very important factor. Runways equipped with ILS or MLS would generally receive the lowest priority for a visual approach slope indicator system installation. It must be remembered, though, that visual approach slope indicator systems are visual approach aids in their own right and can supplement electronic aids. When serious hazards exist and/or a substantial number of aeroplanes not equipped for ILS or MLS use a runway, priority might be given to installing a visual approach slope indicator on this runway.

4. Priority should be given to runways used by turbojet aeroplanes.