

Federal Aviation Agency



AC NO : AC 91-2

AIR TRAFFIC CONTROL
AND GENERAL OPERATIONS

EFFECTIVE :

2/20/63

SUBJECT : ILS AND VISUAL GLIDE SLOPE TECHNIQUES

1. **PURPOSE.** To establish FAA policy regarding bracketing maneuvers below the ILS or visual glide slope.
2. **REFERENCE.** Civil Air Regulations (CAR) Part 60, Section 60.18, Operations on and in the Vicinity of an Airport (being recodified as FAR 91).
3. **PRESENT REQUIREMENTS.** CAR 60.18(b)(6) presently requires flight at or above the ILS or visual glide slope during certain portions of an approach for landing.
4. **DISCUSSION.** Just as certain aircraft maneuvers are necessary to maintain a selected course or altitude in level flight, we recognize that certain maneuvers are also necessary while flying the ILS glide slope during an approach to land. Similarly, during an approach using a visual glide slope, certain maneuvers are necessary in order to compensate for the changing sight picture, especially when meteorological obstructions to vision are present.
5. **POLICY.** While the language used in CAR 60.18 regarding flight on the ILS or visual glide slope does not specifically authorize bracketing, the normal bracketing maneuvers above or below the glide slope which are conducted for the purpose of remaining on the glide slope are not considered to be deviations from the requirements of CAR 60.18(b)(6).

D. D. Thomas

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Federal Aviation Agency



AC NO: 91-2 CH 1

AIR TRAFFIC CONTROL
AND GENERAL OPERATIONS

EFFECTIVE : 4/7/64

EXPIRES: 10/7/64

SUBJECT : ILS AND VISUAL GLIDE SLOPE TECHNIQUES

1. PURPOSE. This change cancels Advisory Circular AC 91-2, ILS and Visual Glide Slope Techniques, February 20, 1963.
2. REFERENCE. Federal Aviation Regulations (FAR) 91.87(d)(2) and (3).
3. DISCUSSION. The language of the former regulation (CAR series) regarding flight on the ILS or visual glide slope did not specifically authorize normal bracketing maneuvers above or below the glide slope for purposes of remaining on the glide slope. Therefore, an Agency policy in this matter was issued as Advisory Circular AC 91-2.

The Air Traffic Rules were recodified and adopted June 24, 1963, effective September 30, 1963. FAR 91.87(d) contains a clarifying clause that the requirement to operate at an altitude at or above the glide slope does not prohibit normal bracketing maneuvers above or below the glide slope that are conducted for the purpose of remaining on the glide slope. Accordingly, Advisory Circular AC 91-2 is no longer necessary.


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