

LANDING EYES SYSTEM APPROVED IN BOTSWANA

FOLLOWING THE success achieved with the Landing Eyes retro reflector system installed at Swakopmund, in Namibia, the night landing aid has also gained acceptance from the Botswana Department of Civil Aviation after a demonstration of the system was conducted at the Gaborone International Airport recently.

Attending the demonstration were Dennis Seboni, principle flight operations inspector and safety officer for the Botswana DCA, as well as the authority's airports engineer and key personnel from the Gaborone and Kasane airports.

As there are only a limited number of airfields in the country equipped with electric flarepaths, there is a need in Botswana to have an affordable safe night landing system installed at various airfields servicing hospitals, the tourist industry, and for medical evacuations and emergencies.

Before the demonstration began, Seboni commented: "We, at the Botswana Department of Aviation, are of the opinion that if an acceptable flarepath is observed on the 45-metre-wide Gaborone runway, which is of international standards, then we could expect excellent results on narrower airfields used for general aviation."

In all, 1 900 metres of the Gaborone Runway 08 was prepared with the Landing Eyes reflectors placed next to the runway lights at 60-metre centres, giving a flarepath width of 46 m.

Portable green threshold and red runway end lights were used to demarcate the extent of the runway.

After dark, all the airfield lights were switched off, and an aircraft flown by the inventor of the system, Durban-based Gavin Brown, was used to demonstrate the system's effectiveness, the reflectors being seen from the ground during taxiing and takeoff, and from the air from downwind through the whole approach to landing and rollout.

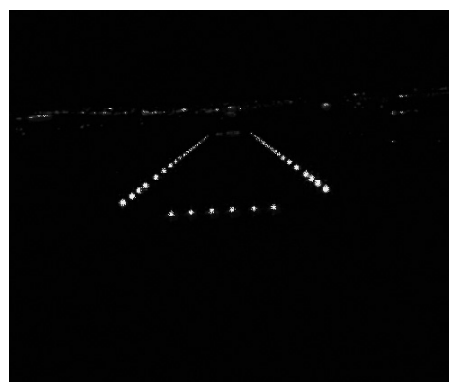
The results of the demonstration were so convincing that the DCA made an immediate decision to approve the Landing Eyes system for use in the country and now funds are being sought for initial installations at the Kasane, Shakawe, and Gumare airports.

Botswana airfield operators wishing to install the Landing Eyes reflector system will first have to apply to have the airfield checked by the DCA, as they would normally have to do with ordinary runway light installations to ensure all safety aspects are covered.

Seboni said after the Gaborone demonstration: "The Landing Eyes retro reflec-



These photographs, taken by the crew which installed the system, shows (above) an SA Express Dash-8 taking off from Gaborone Airport with the Landing Eyes in position. The photograph below was taken from the cockpit of a test aircraft on finals for the airport. The system was visible for over two kilometres.



tor flarepath far exceeded our expectations. It could also be used on runways with electric lights as a backup in the event of power failures so that flight operations at busy runways would not be disrupted." →

BUSINESSSURE®
SPECIALIST UNDERWRITERS (PTY) LTD
AVIATION
WE WILL COMPREHENSIVELY
INSURE YOUR DREAM

QUOTATION ON LINE
www.businesssureaviation.com

REGENT
the best kept secret
in insurance

Twin City Development (Pty) Ltd. - Mr A. Pistorius

BUSINESSSURE AVIATION
Authorised Financial Services Provider • FSB Nr 17318 • Tel: (012) 998-9077 x 220 • Cell: 083 947 1000 • e-mail: bernardb@businesssure.com