



# Federal Aviation Administration

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## Memorandum

Date:

To: Instrument Flight Procedures Service Providers

From: Christopher J. Hope, Manager, Flight Technologies and Procedures  
Division

Subject: Approval of Non-coincident Visual Glide Slope Indicator and Glidepath  
Angle or Vertical Descent Angle

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### Summary

This memorandum summarizes Flight Standards' interest in, and recent concerns regarding FAA Order 8260.3E CHG 1 requirements for coincidence of the visual glide slope indicator (VGSI) angle and glidepath angle (GPA) or vertical descent angle (VDA).

### Background

FAA Order 8260.3E CHG 1 paragraph 2-6-2 has the following requirements:

- a. Approval is required to establish a GPA or a VDA, that is more than 0.20 degrees greater than the glidepath angle of a visual glide slope indicator (VGSI) installed on the same runway.
- b. Approval is required to establish a VDA, which is less than the angle of a VGSI installed to the same runway.

### Discussion

It is desirable for the VGSI angle and GPA/VDA to coincide within the paragraph 2-6-2 parameters and Flight Standards encourages reasonable efforts to adjust one or both to coincide. If this cannot be reasonably accomplished, Flight Standards encourages procedure development to submit approval requests as allowed by paragraph 2-6-2.

If the VGSI is set to a higher-than-expected angle due to obstacles, then it would be reasonable to increase the procedure GPA or VDA to match. However, it is important to keep in mind that exceeding the maximum angles allowed by Order 8260.3E CHG Table 2-6-1 will result in a loss of approach category.

Table 2-6-1 is replicated here for reference:

<b>CAT</b>	<b>Maximum Angle</b>
A (80 knots or less)	6.40
A (81-90 knots)	5.70
B	4.20
C	3.77
D	3.50
E	3.10*

\* USAF/USN CAT E maximum is 3.50 degrees.

Flight Standards does not encourage increasing GPA/VDA angles to match VGSI angles resulting in a loss of approach category unless there is a legitimate safety-based reason to do so. Increase of GPA/VDA solely to comply with paragraph 2-6-2 when it results in a loss of approach category is discouraged, and the non-coincidence should be addressed through an approval request.

Other measures that could lead to a degradation of safety such as deactivating an otherwise usable VGSI solely to comply with paragraph 2-6-2 requirements are highly discouraged.

The approval process provides an additional opportunity to review and consider the factors contributing to the non-coincidence. Additionally, flight inspection of the procedure will provide a final safety evaluation of the approach procedure, and any potentially unsafe conditions will be identified.

Approvals will be considered on a case-by-case basis incorporating all pertinent data and information, and it is important to understand that approval will not be granted if the Procedure Review Board determines that approval would introduce an unacceptable level of risk.

Approval requests should contain background information helpful for the approval consideration. Examples of helpful information include:

- Explanation of why coincidence within the acceptable range is not feasible.
- Information regarding future plans to eliminate the non-coincident condition.
- If applicable, the timeline for those future plans.
- Impact if approval is not granted

## **Overview**

Ideally, VGSI angles and GPA/VDA should coincide. Where this is not feasible, Flight Standards discourages drastic measures such as an increase of GPA/VDA resulting in a loss of one or more approach categories, or deactivation of VGSI equipment solely to achieve compliance with paragraph 2-6-2 and encourages use of the approval process.

Please direct all inquiries to the Flight Procedures and Airspace, Standards Section (405) 954-1139 or [9-AWA-AVS-AFS420@faa.gov](mailto:9-AWA-AVS-AFS420@faa.gov).