

**AERONAUTICAL CHARTING MEETING**  
**Charting Group**  
**Meeting – October 23 - 24, 2019**

**RECOMMENDATION DOCUMENT**

**FAA Control # 19-02-340**

**Subject:** Publication of Height Group Category of VGSI

**Background/Discussion:**

Several CFIT events have been attributed to a lack of publication and awareness of different height categories of VGSI's. At this time there is no public document that is readily available to crew members to determine height group categories. As a result of this lack of publication and awareness, it places an unnecessary threat to safety that effects both aircrew, passengers as well as people on the ground.

**Recommendations:**

Publish all height group categories of VGSI either in the chart supplement or approach plate.

**Comments:**

**Submitted by:** Christopher Gottwald

**Organization:** UPS and the Independent Pilots Association

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**Date:** October 3, 2019

## **MEETING 19-02**

Christopher Gottwald, UPS & IPA, briefed the new recommendation. He stated that the different height group categories of Visual Glide Slope Indicators (VGSIs) should be made available because the height differences can result in a safety concern for large aircraft. The height category is based on the most prevalent aircraft type utilizing the runway and customizes the VGSI so that the threshold crossing height (TCH) serves that sized aircraft. Christopher stated that at UPS, when pilots of larger aircraft follow the ILS glideslope to the TCH, they don't have an issue. However, following the VGSI can result in as much as a 32 foot difference in the published crossing height and the height at which the wheels actually cross the runway. For this reason, Christopher is recommending that all height group categories of VGSI be published in the Chart Supplement or on the approach plate.

Rich Boll, NBAA, asked how pilots would use that information. He stated that the difference between the VGSI and the TCH is already published on the chart. Christopher said that they need to know the height group category so pilots know if they can use the published difference.

Joe Lintzenich, FAA/AFS-410, Contract Support, stated that knowing the value of the TCH is more valuable than knowing the category and that value is already published on the chart. John Bordy, FAA/AFS-420, stated that according to FAA Order 8260.19, if the difference between the electronic glidepath/glideslope TCH and the VGSI TCH is more than 3 feet, guidance dictates a note be placed in the chart profile to show the difference. Rich pointed out that this is a relatively new change so not all procedures have it depicted, but believes this is sufficient.

It was concluded that the "VGSI and ILS glidepath not coincident" note is sufficient and Christopher agreed with closing this item.

**STATUS: CLOSED**