

AERONAUTICAL CHARTING MEETING
Charting Group
Meeting 23-01 – April 25-27, 2023

RECOMMENDATION DOCUMENT

FAA Control #23-01-378

Subject:

Adding a field for VASI/PAPI locations to Airport Data and Information Portal (ADIP)

Background/Discussion:

Industry uses SAFO 19001 (Landing Performance Assessments at Time of Arrival) which allows users to shorten the 7-sec flare distance in landing calculations.

Sub-paragraph g. Touchdown Point. Allows for the performance data assessment to reduce the flare distance to as short as 1,000ft **IF** certain requirements are met which include identification of required touchdown point.

An operator may choose to use visual reference points such as the VASI/PAPI to identify a required touchdown point.

Recommendations:

Add the VASI/PAPI location to ADIP and/or NASR/NFDC. This would allow for the operator to determine the distance from the landing threshold which would in turn allow for fixed air distance to be determined for landing performance assessments at time of arrival.

Benefits:

- 1) Would adoption of the recommendation prevent or reduce the likelihood of occurrence of accidents or incidents?
no
- 2) Would adoption of the recommendation mitigate a known or potential safety hazard?
This would provide a known distance to the landing threshold when VASI/PAPI's are used as a visual touchdown point. It would eliminate the approximation of these locations.
- 3) Would adoption of the recommendation resolve a known or potential issue creating operator or Air Traffic Control system errors?
no
- 4) Would adoption of the recommendation increase operational or system efficiencies?
Yes – it would eliminate the requests made to various airports or Office of Airports. This would then allow the operator to self-help by accessing the location of the VASI/PAPI without needing to send a request to others.

- 5) Would any additional benefits be recognized by adoption of the recommendation?

This would also allow the operator to review the location of the VASI/PAPI and determine the distance to the landing threshold on periodic review. It would not require the same questions to be asked to the airport / FAA on a periodic review process.

Comments:

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Date: 3/20/2023

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Jay Leitner, American Airlines, [presented](#) his recommendation to add Visual Approach Slope Indicator (VASI)/Precision Approach Path Indicator (PAPI) locations to the Airport Data and Information Portal (ADIP) or the National Airspace System Resource (NASR). He explained that this information would allow operators to determine the distance from the landing threshold, which would in turn allow for fixed air distance to be determined for landing performance assessments at time of arrival. [SAFO 19001](#) was released that allows pilots to reduce the air distance to landing point. When air distance is reduced, pilots need to identify a touchdown point.

Jay said Jon Gdowik, FAA/AJV-A313, from the Aeronautical Data Team (ADT) has been able to provide him with a data sheet that includes the requested information at individual locations. He also provided an email address for the ADT where Jay and others can submit future requests. Jay said the data sheet provides the information his company needs, but he would prefer to have the information readily available rather than having to request it each time. Rich Boll, NBAA, said he is concerned that an email must be sent to request the data and agrees with adding the information somewhere where it is more readily available.

Brian Murphy, FAA/AJV-A350, said the ADT works to respond to the email requests quickly and his team is working to make the data more accessible to users. He thinks a web-based data sheet would be easier than adding a field to NASR; however, the team first needs a readily available source. He can add this to the NASR list, but cannot

provide a timeline at this point. Rich agrees with adding it to the NASR list, and also agrees that a web solution is a good short-term option.

Scott Jerdan, FAA/AJV-A310, does not want to commit to adding the information to NASR. He thinks the web-based data sheet is the best option currently available.

Mark Mentovai, Manhattan Flight Club, is concerned that one-off data pulls do not subscribe you to updates if the data changes. If the VASI/PAPI locations are resurveyed or move, pilots will not know it. He thinks it is better if the data is regularly available. Scott said if the locations moved, users would be alerted to the change in the National Flight Data Digest (NFDD).

John Johnson, FAA/AJV-A313, said the ADT receives VGSI latitudes and longitudes on the survey. That information is not stored, but they do use the runway reference point data, which is the center point of the VGSI. They store the distance from the runway point to the VGSI. He also wanted to point out that even in AIRNAV this information is not complete and is not provided for every airport.

John Collins, ForeFlight, asked why this information is needed since the VGSI angle and Standard Threshold Crossing Height (TCH) are published on the charts. Jay said there are examples where those two calculations do not always line up. John asked how precise it needs to be. Jay said even small distances can make a difference.

Steve Madigan, Garmin, said he is a proponent of more data disseminated to industry. He asked whether this information could be added to the CSV files. He also said he would like to see industry access to AIRNAV, even if only in a read-only capacity. Scott said his preference would be the AIRNAV approach, but users would need to understand its limitations. Brian said the CSV files could be possibility. They are already looking at making the data sheet more readily available, and will investigate whether the information could be provided in a CSV file as well.

STATUS: OPEN

ACTION: Brian Murphy, FAA/AJV-A350, and the Aeronautical Data Team will investigate creating a web-based data sheet for the VASI/PAPI location information and/or adding the information in a CSV file.