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

RECOMMENDATION DOCUMENT

FAA Control #23-01-378

<u>**Subject:**</u> Adding a field for VASI/PAPI locations to Airport Data and Information Portal (ADIP)

<u>**Background/Discussion:**</u>

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.

<u>**Recommendations:**</u>
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.

<u>**Benefits:**</u>
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

Please send completed form and any attachments to:
9-AMC-AVS-ACM-Info@faa.gov

MEETING 23-01

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.

MEETING 23-02

Jon Gdowik, FAA/AJV-A313, reported the Aeronautical Data Team is still having internal discussions about providing the Visual Approach Slope Indicator (VASI)/Precision Approach Path Indicator (PAPI) location information in a CSV file. He said, for now, AVNIS/Flight Inspection Datasheets for individual airports can be requested by sending an email to 9-AMC-AJV-DataSheets@faa.gov.

Aaron Jacobson, Jeppesen/Boeing, asked what data will be included. Jon explained that the latitude/longitude for the VASI/PAPI is not always provided, but they are able to provide an approximation from the threshold. The data provided is reference points for the latitude/longitude, reference threshold, reference elevation, and threshold crossing height.

Jon said he will provide another update at the next meeting.

STATUS: OPEN

ACTION: Jon Gdowik, FAA/AJV-A313, and the Aeronautical Data Team will continue to investigate a way to make VASI/PAPI location information more accessible.

MEETING 24-01

Brian Murphy, FAA/AJV-A350, reported that his team has come up with a way to provide the visual approach slope indicator/precision approach path indicator (VASI/PAPI) location information in a CSV file. This data is expected to be released beginning in May 2024. A digital product note will be released to notify users where the file may be downloaded.

Jennifer Hendi, FAA/AJV-A250, reported that the original proponent of this issue, Jay Leitner, American Airlines, was not in attendance during the discussion. She will reach out to him after the meeting and if he is satisfied with this solution, the item will be closed.

Paul Hannah, Lean, SAPOE, said he worked on this request with Jay and is appreciative of the effort. He asked if there is an initiative to have airports validate the location of their VASI/PAPI so the data that is entered is as accurate as possible. Jon Gdowik, FAA/AJV-A313, replied that this data is entered directly from the FAA 7900 forms and the data is only as accurate as the proponent supplies. He said an Aeronautical Inquiry Portal can be sent if errors are found.

Drew Goldsmith, FAA/AAS-120, said the location data is flight-checked, but there is no formal effort by the Office of Airports to validate the data that is submitted. He said his office is unaware that there are issues with this data.

There was a lengthy discussion regarding possible reasons why the accuracy of the location data is in question. This was determined to be outside the scope of the original issue and Bruce McGray, FAA/AFS-410, and Dan Wacker, FAA/AFS-420, agreed to discuss the issue further outside of the ACM.

STATUS: OPEN

ACTION: Jon Gdowik, FAA/AJV-A313, and the Aeronautical Data Team will continue to investigate a way to make VASI/PAPI location information more accessible.

ACTION: Brian Murphy, FAA/AJV-A350, will report on the data release at the next ACM.

MEETING 24-02

Jennifer Hendi, FAA/AJV-A250 reported that since the last ACM, the Aeronautical Data Team has published the visual approach slope indicator/precision approach path indicator (VASI/PAPI) data. This is not all the VGSI data in the National Airspace System (NAS), however, it is all the data that we have the complete and verifiable source for. This information is available on the FAA's Aeronautical Data Site via a new Visual Glide Slope Indicator (VGSI) information page. Jay Leitner, American Airlines, replied that he has used the .csv file multiple times, and is very happy with this outcome. He said he supports the closing of this item.

STATUS: CLOSED