

REGIONAL GUIDANCE LETTER

Airports Division, Southern Region, Federal Aviation Administration

Number: RGL 05-1
Line of Business: Airport Planning
Date: August 17, 2005
Subject: Commissioning and Flight Inspection of **non-fed** Visual Glide Slope Indicators (VGSIs)

1. **Purpose:** This Regional Guidance Letter (RGL) establishes regional policy on coordination of **non-federally owned** (non-fed) Visual Glide Slope Indicator (VGSIs) flight inspections on obligated airports.
2. **Policy:** In accordance with the latest standard flight inspection manual, Order 8200.1B Chg 2, **all** visual glide slope indicators (VGSIs), including temporary VGSIs, are required to be flight inspected prior to commissioning and every 270 days, thereafter, if part of a precision instrument approach or every 540 days, thereafter, if part of a non-precision approach. VGSIs include Precision Approach Path Indicators (PAPIs), Visual Approach Slope Indicators (VASIs), Pulse Light Approach Slope Indicator (PLASIs), etc. However, AVN 200 has revised this policy to **exempt VGSIs for visual runways** from the flight inspection requirement. The exemption does not include VGSIs on runways where circling is authorized. Those require flight inspection.
3. VGSIs meeting the criteria outlined in paragraph 2 of this RGL, but installed prior to June 21, 2004 are grandfathered. The grandfathered VGSIs may remain in service without a commissioning-type flight inspection until reconfigured to new systems or the addition of electronic vertical guidance to that runway. The term reconfigured means, the addition of new VGSIs boxes, relocations, etc. However, as of June 30, 2006, all grandfathered VGSIs meeting the criteria in paragraph 2 of this RGL that are not flight inspected will be NOTAMed. For example a grandfathered PAPI that has not been flight inspected would be NOTAMed "KXXX Runway YY PAPI angle not verified by flight inspection". Therefore, it would be prudent to have all VGSIs except those on visual runways where circling is **not** authorized flight inspected.
4. Neither AC 150-5345-28E, Precision Approach Path Indicator (PAPI) Systems or AC 150-5340-30, Design and Installation for Airport Visual Aids contain guidance or provisions for VGSIs flight inspections. These ACs were rewritten in May 2004 and April 2004, respectively. Those rewrites were done prior to Order 8200.1B Chg 2, which is dated June 2004. See paragraph 231. 31 of Order 8200.1B Chg 2 and also par. 204.31 of the cancelled Order 8200.1A Chg 3.
5. AVN has informed that they will issue no waivers to the requirement that VGSIs installed after June 21, 2004, that meet the criteria outlined in paragraph 2 of this RGL are flight inspected prior to commissioning. Presently, flight inspections of non-fed VGSIs are performed at no charge to the sponsors.

6. In the absence of our AC's containing guidance on this matter the responsible program manager should do the following:
- a. Identify non-fed VGSI projects meeting the criteria for flight inspection outlined in paragraph 2 of this RGL that have not been flight inspected.
 - b. Inform the sponsor of the requirement to flight inspect the VGSI prior to commissioning and every 270 days, thereafter, if part of a precision Instrument approach or every 540 days, thereafter, if part of a Non-Precision Approach.
 - c. Inform the sponsors that as of June 30, 2006, all grandfathered VGSI's not flight inspected will be NOTAMed. For example a NOTAM for a grandfathered PAPI that has not been flight inspected will indicate " KXXX Runway YY PAPI angle not verified by flight inspection." Therefore, it would be prudent to have all VGSIs except those on visual runways where circling is **not** authorized flight inspected.

When a VGSI is to be commissioned have the sponsor complete and sign the **National Flight Data Center (NFDC) letter** (attached) and submit it to ATA-110 at least 90 days prior to the commissioning. ATA-110 is one-stop shopping for publications. When the NFDC information is sent to ATA-110 in advance of commissioning follow-up after flight inspection. ATA-110 should be notified immediately of any change in the commissioning date. The NFDC letter must be sent to the following address:

Manager, Aeronautical Information Services, ATA-110
 Room 626
 800 Independence Ave, S.W.
 Washington D.C, 20591
 Toll free number: 1-866-295-8236, ext.35442
 Fax number: 1-202-493-4266
 Email: 9-awa-ata100-feedback@faa.gov.

Copies of the NFDC letter should be sent to the appropriate ADO and Flight Service Station, **ATL-FPO, ASO-200, AVN-150, AVN-210 and AVN-280**, Eastern Enroute and Oceanic Service Area (**ASO-510 and 530**); and the Eastern Terminal Service Area (**AEA – 510 and AEA- 530**). **See the attached address list.**

- d. Have the sponsor complete the attached **flight inspection data form** and mail, email or fax the data to AVN Flight Inspection Operation Automation and Data Support preferably 6 weeks but at least three weeks prior to flight inspection.

FAX: Alisa M. Carpenter Telephone- 405 -954-5878 (FAX 3164)

Email: Alisa.M.Carpenter@faa.gov

Mail to:

Alisa. M. Carpenter
 AVN Flight inspection Operation Automation and Data Support
 Mike Monroney Aeronautical center
 6500 South Macarthur Blvd
 Oklahoma City, OK 73169

or

Alisa. M. Carpenter
AVN Flight inspection Operation Automation and Data Support
P.O. Box 25082
Oklahoma City, OK 73125

- e. Have the sponsor schedule flight inspection by calling one of the following individuals at AVN 250, Flight Inspection Central Operations Branch:

<u>Name</u>	<u>Telephone</u>
Robert Loveland	405-954-1603
Glive Gale	405-954-1602
Doug Vaz	405-954-9789

The above is intended only to provide guidance on commissioning and flight inspection of VGSI's and does not establish funding eligibility criteria.

Point of contact: Terry Washington, ASO-610B, 404-305-6722.

Signed by
Rusty Chapman

Manager, ASO-600

NFDC LETTER

Subject: National Flight Data Center (NFDC) letter for commissioning of NONFED visual glide slope indicators (VGSIs)

Sponsor provides the following Information to ATA –110 with copies to the appropriate ADO and Flight Service Station (FSS), **ATLFPO, ASO-200, AVN-110, AVN-210 and AVN-280, ASO-510, ASO-530, AEA-510 and AEA- 530** at least the 90 days prior to the actual or proposed commissioning date of a nonfederal Precision Approach Path Indicator (PAPI). (If proposed, sponsor must also notify ATA –110 and the ADO of any changes in commissioning date immediately).

1) State:

2) City:

3) Airport:

4) Runway:

5) # Light Bars:

6) Type VGSI (Facility (VASI PAPI, etc)):

7) Latitude and Longitude of Facility:

8) Runway Point of Intercept (RRP):

9) Elevation at Runway centerline at RRP:

10) Distance from RRP to runway threshold (or Displace Threshold):

11) Angle of VGSI : _____; Is the angle coincident with the glide slope:
 ___ Yes, ___ No, ___ NA

12) Threshold Crossing height:

13) PAPI Commissioned:

14) Frequency of Air-to-Ground Radio Control:

Sponsor Name and Address:

Sponsor Representative: Name _____ Signature _____ Date _____

Form Version date: December 2, 2004

ADDRESS LIST & MAILING DIRECTIONS

Send NFDC letter to:

Manager, Aeronautical, Aeronautical Information Services, ATA-110
Room 626
800 Independence Ave, S.W.
Washington D.C, 20591
Toll free number: 1-866-295-8236, ext.35442
Fax number: 1-202-493-4266
Email: 9-awa-ata100-feedback@faa.gov.

Send 1 copy of the NFDC letter to appropriate ADO:

For airports in Georgia, North Carolina, South Carolina:

Atlanta Airports District Office

1701 Columbia Ave.,
Campus Bldg. 2-260
College Park, GA 30337-2747

For airports in Alabama and Mississippi:

Jackson Airports District Office

100 West Cross St., Suite B
Jackson, MS 39208-2307

For airports in Kentucky and Tennessee:

Memphis Airports District Office

2862 Business Park Drive, Bldg. G
Memphis, TN 38118-1555

For airports in Florida, Puerto Rico, and the U.S. Virgin Islands:

Orlando Airports District Office

5950 Hazeltine National Dr., Suite 400
Orlando, FL 32822-5024

Send 1 copy of the NFDC letter to each of the following:

The Atlanta Flight Procedures Office
1701 Columbia Avenue
College Park, GA 30337
Campus Building

Eastern Flight Procedure Branch
AVN –110
6500 S. MacArthur Boulevard
Oklahoma City, OK 73169-6901

Flight Inspection Technical Support Branch
AVN–210
Aviation System Standards
6500 S. MacArthur Boulevard
Oklahoma City, OK 73169-6901

Flight Inspection Central Operations Office
AVN-250,
Aviation System Standards
6500 S. MacArthur Boulevard
Oklahoma City, OK 73169-6901

Eastern Enroute and Oceanic Service Area
ASO-510
1701 Columbia Avenue
College Park, GA 30337

Eastern Enroute and Oceanic Service Area
ASO- 530
1701 Columbia Avenue
College Park, GA 30337

Southern Region, Flight Standards Division
ASO-200
1701 Columbia Avenue
College Park, GA 30337ASO 200

Eastern Terminal Service Area
AEA – 510
159-30 Rockaway Blvd.
Jamaica, NY 11424

Send 1 copy of the NFDC letter to the appropriate Automated Flight Service Station (AFSS):

For Alabama:

Anniston AFSS
Mr. Victor Byrd
2506 Anniston Airport Blvd
Oxford, AL 36203

For North Florida:

Gainesville AFSS
Mr. Nelson Hines
4352 NE 40th Terrace
Gainesville, FL 32609

For Central Florida:

ST. Petersburg AFSS
Mr. Mike O'Shea
14474 Airport Parkway
Clearwater, FL 33762

For South Florida:

Miami AFSS
Mr. Leonard Hopkins
Kendall-Tamiami Executive Airport
14301 SW 128th St
Miami, FL 33186

For Georgia:

Macon AFSS
Mr. Isaac Grant
2150 FAA Blvd
Macon, GA 31297

For Kentucky:

Louisville AFSS
Mr. Mike Stephens
2700 Moran Ave
Louisville, KY 40209

For Mississippi:

Greenwood AFSS
Ms. Janet Cook
Route 1, Box 478
Greenwood, MS 38930

For North Carolina:

Raleigh AFSS
Mr. William Hall
1705 East International Dr
Morrisville, NC 27560

For South Carolina:

Anderson AFSS
Mr. Baxter Sowell
5531 Airport Rd
Anderson, SC 29626

For Western Tennessee:

Jackson (McKellar) AFSS
Mr. Pete Sale
233 Grady Montgomery Dr
Jackson, TN 38301

For Eastern Tennessee:

Nashville AFSS
Mr. Bob Coffey
501 Olen Taylor Dr
Room 123
Nashville, TN 37217

For Puerto Rico:

San Juan International AFSS
Ms. Miriam DeJongh
FAA CEROP/IFSS Building
5000 Carretera 190
Carolina, PR 00979

FLIGHT INSPECTION DATA FORM

Subject: NONFED Visual Glide Slope Indicator. Preliminary data information for new/relocated PAPI/VASI facilities needed by AVN for AMIS data entry

Provide the following information to AVN Flight Inspection Operation Automation and Data Support preferably 6 weeks but at least three weeks prior to flight inspection.

1. **Airport:** _____, **City** _____, **State** _____
2. **Type Facility** _____,
(Precision Approach Path Indicator (PAPI) Flight Inspection, VASI, etc.)

Accuracy:

Submit in NAD/83 or WGS/84 datum and indicate which is used.

Coordinates to the hundredth of a second.

Elevations to the tenth of a foot.

Distances to the nearest foot.

3. Vertical Datum: _____
4. The Airport and Runway served: _____
5. Location: Runway _____
6. The RRP - Runway point of intercept - coordinates. (The point where the PAPI/VASI angle intercepts the runway centerline): _____
7. Latitude: _____ Longitude: _____
8. The elevation of the runway centerline at the RRP: _____ MSL.
9. The distance in feet from the RRP to the runway threshold (or the displaced threshold if one exists): _____
10. The angle the PAPI/VASI is set at to the hundredth of a degree: _____
11. The TCH at threshold (or displaced threshold if one exists) to the tenth of a foot:

12. The coordinates for both ends of the runway and all displaced thresholds:

Runway number	Latitude	Longitude	Elevation

Mail the flight inspection data form to:

Alisa. M. Carpenter
AVN Flight inspection Operation Automation and Data Support
Mike Monroney Aeronautical center
6500 South Macarthur Blvd
OKC, OK 73169

or

Alisa. M. Carpenter
AVN Flight inspection Operation Automation and Data Support
P.O. Box 25082
OKC, OK 73125

Scheduling a flight check:

To Schedule a schedule a flight inspection by call one of the following individuals at AVN 250, Flight Inspection Central Operations Branch:

<u>Name</u>	<u>Telephone</u>
Robert Loveland	405-954-1603
Glive Gale	405-954-1602
Doug Vaz	405-954-9789