

12/27/2023

FOR YOUR INFORMATION

2023-213/9-20

2047302

To: Airport Manager, Potomac Airfield (VKX), MD, FAA (AAS-1, Runway Safety Team)

Info: FAA (AVP-1, AVP-200, AEA-600, AFS-260, AFS-200, Director of Air Traffic Operations ESA North), AOPA, ASAP, ATSAP, ATSG, ICAO, ICASS, NAFI, NATCA, NBAA, NTSB

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: VKX Tree Growth Vicinity of Runway 24 Approach

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2047302

DATE / TIME

Date of Occurrence 202310
Local Time Of Day 0601 to 1200

PLACE

Locale VKX.Airport
State MD
Altitude - MSL 150

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - CTAF VKX
Make Model Name Small Aircraft, High Wing, 1 Eng, Fixed Gear
Operating Under FAR Part 91

PERSON 1

Function - Flight Crew Pilot Flying
Function - Flight Crew Single Pilot
Function - Flight Crew Trainee
ASRS Report Number 2047302

EVENTS

Anomaly No Specific Anomaly Occurred - Unwanted Situation
Detector - Person Flight Crew
Result - Flight Crew Took Evasive Action

NARRATIVE 1

I was returning to Potomac Airfield (VKX) from ZZZ. After flying a normal left pattern for runway 24 at VKX, I stayed at or above the PAPI glide slope until clear of the trees on the approach end of the runway. The flight path (on glide path) is very close to the top of the trees, which have not been trimmed in a while. I am concerned that tree growth has encroached onto the margin of error for the approach path and think that pruning and thinning of the trees on the approach end of Runway 24 would be prudent to improve safety.

SYNOPSIS

Student pilot reported that the "on glide path" profile when using the PAPI for VKX runway 24 is very close to the trees at the approach end of the runway. The reporter suggested the tree tops be trimmed.