

2/8/2024

FOR YOUR INFORMATION

2024-26/4-3

To: Airport Manager, Greenville Downtown Airport (GMU), SC, FAA (AAS-1)

2066114

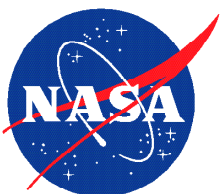
Info: FAA (AAS-300, ATM GMU Tower, AVP-1, AVP-200, AJI-144, ASO-600, AFS-260, AFS-200, Director of Air Traffic Operations ESA South, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA

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

Re: GMU PAPI Misalignment

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 2066114

DATE / TIME

Date of Occurrence	202312
Local Time Of Day	1201 to 1800

PLACE

Locale	GMU.Airport
State	SC

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	GMU
Make Model Name	Light Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	135

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2066114

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Automation	Aircraft Other Automation
Detector - Person	Flight Crew
Result - Flight Crew	Overcame Equipment Problem

NARRATIVE 1

GMU Runway 19 PAPI appears to be mis-aligned. The published VGSI is 3.5 degrees. During a visual approach, the PAPI seemed to indicate an 'on-glidepath' angle below even 3.0 degrees.

SYNOPSIS

Cessna 550 Captain reported the GMU PAPI appeared to be mis-aligned in the vertical path, compared to the aircraft derived vertical path while on final approach.