

5/27/2021

FOR YOUR INFORMATION

2021-65/4-10

1799442

To: Airport Manager, Westchester County Airport (HPN), NY, FAA (ATM HPN ATCT, AAS-1)

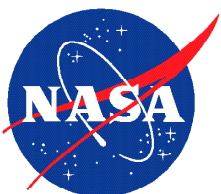
Info: FAA (AVP-1, AVP-200, AEA-600, AFS-280, AFS-200, AFS-400, Director of Air Traffic Operations ESA North, Runway Safety Team), AOPA, ASAP, ATSAP, ATSG, ICAO, ICASS, NATCA, NBAA, NTSB, RAA

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

Re: HPN PAPI Anomaly

We recently received an ASRS report 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 1799442

DATE / TIME

Date of Occurrence	202104
Local Time Of Day	1801 to 2400

PLACE

Locale	HPN.Airport
State	NY

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	HPN
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
ASRS Report Number	1799442

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - FAR
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Provided Assistance

NARRATIVE 1

During arrival into HPN, I noticed the PAPI seemed different. After a few moments I realized that the light indications were backwards. The PAPI for 16 is on the left hand side of the runway but the red lights began on the left (farthest two lights from the runway were red). The FAA requirements per FAA AC150/5340-30G Chapter 7.4 (d) are that the "light housing assemblies nearest the runway (inboard) must be seen as red and the two farthest from runway (outboard) must be seen as white." The VGSI (visual glideslope indicator) was at a corresponding angle to the ILS glideslope which we were using as a backup, despite the red and white being "flipped". I wasn't sure the reference and didn't want to address my concern without being certain and without a reference so I did not immediately notify operations. In addition to my hesitation that evening, the Tower closed just a few minutes after we parked at the gate. The next morning when I arrived to the aircraft, I asked for a contact number for the Tower and gave them a call. The Controller who answered seemed helpful and keen on ensuring that the issue would be resolved. Controller said they would send OPS out to check on the system. Address with HPN operations to resolve the PAPI indications.

SYNOPSIS

Pilot reported the PAPI's at HPN Runway 16 being reversed.