

8/13/2021

**FOR YOUR INFORMATION**

2021-101/11-20

1813993

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

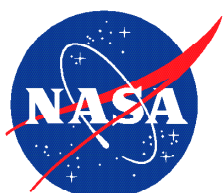
Info: FAA (AAS-300, ATM GMU Tower, AVP-1, AVP-200, AJI-144, ASO-600, AFS-280, AFS-200, Director of Air Traffic Operations ESA South, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA

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

Re: GMU Airport Runway 28 Pilot-Controlled Lighting

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](mailto:becky.l.hooey@nasa.gov).



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



## ACN 1813993

### DATE / TIME

Date of Occurrence	202106
Local Time Of Day	1801 to 2400

### PLACE

Locale	GMU.Airport
State	SC
Altitude - AGL	500

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - CTAF	GMU
Make Model Name	Small Transport
Operating Under FAR Part	91

### PERSON 1

Function - Flight Crew	Captain
ASRS Report Number	1813993

### EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented

### NARRATIVE 1

Approached Runway 28 into GMU and had the Pilot Monitoring turn the pilot-controlled lighting up to max (7 clicks). The runway lights for Runway 28 did not appear to turn on. The approach was continued to 500 feet at which point a go around was executed. We joined the traffic pattern and landed on Runway 1. A third check of the NOTAMs showed that there were no NOTAMs identifying the runway as closed or showing the runway lights as out of service. After landing, we learned that several aviation [websites] such as airnav.com and skyvector.com contain this remark: ATC-CTL. WHEN ATCT CLSD ACTVT MALSF RWY 01; REIL RWY 19; HIRL RWY 01/19; PERIMETER LGTS H1, H2 - CTAF. However, the FAA Chart Supplement contains this remark: ACTIVATE perimeter lights H1 and H2--CTAF. Of note, this is listed only as a Heliport Remark, not in the general remarks for the airport. Thus, it appears that the Runway 28 lights cannot be controlled using Pilot Controlled Lighting procedures on the CTAF frequency, however, there is incomplete information in the FAA Chart Supplement. We recommend that the FAA Chart Supplement be updated with the correct information. Also, consider adding the pilot-controlled lighting limitations information to the Airfield Sketch and on the Runway 28 Approach Plate, as these products are much more likely to be referenced by a flight crew while in flight.

### SYNOPSIS

A pilot landing at GMU airport after the Tower closed reported the Runway 28 lights cannot be activated from the aircraft. This information is not published on the FAA approach charts or airfield diagram.