

9/25/2024

FOR YOUR INFORMATION

2024-177/10-25

To: Airport Manager, Ronald Reagan Washington National (DCA), VA, FAA (AAS-1, ATM DCA Tower, ATM PCT TRACON) 2151342

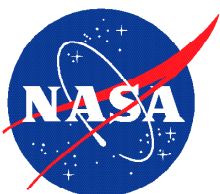
Info: FAA (AAS-300, AVP-1, AVP-200, AJV-A, AJI-144, AEA-600, AFS-260, AFS-200, Director of Air Traffic Operations ESA North, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: DCA Runway 15 PAPI Alignment

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 2151342**DATE / TIME**

Date of Occurrence	202408
Local Time Of Day	0601 to 1200

PLACE

Locale	DCA.Airport
State	DC

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2151342

PERSON 2

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2150320

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Anomaly	Inflight Event / Encounter - Unstabilized Approach
Detector - Person	Flight Crew
Result - Flight Crew	Overcame Equipment Problem

NARRATIVE 1

While repositioning an aircraft from ZZZ to DCA, we were assigned RNAV Y 19 into DCA. Knowing they sometimes circle to Runway 15 from approaches into 19 we were prepared for that alternative. DCA was very busy and after we were cleared for the river visual to 19, we were asked if we could accept Runway 15. We agreed to it. As I, as PF, veered off the of river to line up for 15, my FO cleared my flight director for me and I began my descent. The FO noted that he was seeing 4 white on the PAPI. I checked my glide path, airspeed, and vs and everything looked to be stable and on track. PAPI'S often give erroneous info when approaches are at an angle as ours was so I asked if he could quickly plug in the RNAV to 15 to a backup path for reference. The PAPI and RNAV paths seemed to be in disagreement with one being high and the other low yet from an eye sight perspective we appeared to be right on slope. We landed well within parameters and never seemed to be unstable.

NARRATIVE 2

On a reposition flight into DCA we were flying the RNAV Y 19. We were asked if we could accept Runway 15. We were within capabilities to accept the runway so my captain decided to take 15 and have me load in the RNAV 15. As we lined up for 15 everything made it appear we were on glidepath other than the 4 whites on the PAPI. I pointed the PAPIs out to the Captain. Everything else about the approach was stable including the

descent rate, so we weren't diving down for the runway. Most likely I should have called for a go-around at 500 feet, but we continued the approach and landed well within the landing zone on 15.

SYNOPSIS

Air carrier flight crew reported the PAPI for the DCA RWY15 does not coincide with the RNAV 15 nor a stable visual approach path.