

6/3/2025

FOR YOUR INFORMATION

2025-129/4-4

To: Airport Manager, Savannah/Hilton Head Intl, (SAV), GA, FAA (ASO-600) 2233063

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

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

Re: SAV Airport 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 2233063**DATE / TIME**

Date of Occurrence	202504
Local Time Of Day	1201 to 1800

PLACE

Locale	SAV.Airport
State	GA

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	SAV
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Check Pilot
Function - Flight Crew	Pilot Flying
ASRS Report Number	2233063

EVENTS

Anomaly	Ground Event / Encounter - Ground Equipment Issue
Anomaly	Inflight Event / Encounter - Unstabilized Approach
Detector - Person	Flight Crew

NARRATIVE 1

When flying into SAV they were advertising the visual approach to Runway 28. I backed it up with the RNAV approach (this is the only one they had available). We were cleared for the approach when we reported the airport in sight. I started the approach by intercepting the final course then followed by the glide path. As we were descending on the glide path I began to notice that we were relatively high on the PAPIs. All four indicators were white while on glide path. I verbally stated that I was correcting to meet the PAPIs. This required a more steep angle than it should have. My Captain Operating Experience candidate was monitoring the vertical speed and air speed, as was I. I had to maintain 1000 fpm to try to meet the PAPIs. We never got on the PAPIs. At no time did the approach go unstable per the stabilized approach criteria. I was planning on a go-around if it did. I did get one "sink rate" warning at the beginning of the flare but indicated I was correcting. We landed normally, on proper speed in the touchdown with a normal touchdown rate. I wanted to bring this up because I feel this could result in problems if it were to go down to minimums on an actual instrument approach.

SYNOPSIS

Air carrier Captain reported the aircraft was relatively high on the PAPIs and the flight crew was unable to align with PAPI guidance while attempting to correct despite being on the RNAV approach glide path.