

9/17/2025

FOR YOUR INFORMATION

2025-230/4-12

2268392

To: Airport Manager, Lester B Pearson Int'l Airport (CYYZ), Canada

Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200, LAX-IFO), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, Transport Canada

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

Re: CYYZ PAPI/ILS Alignment Issues

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 2268392

DATE / TIME

Date of Occurrence 202507
Local Time Of Day 0601 to 1200

PLACE

Locale CYYZ.Airport
State ON

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew Captain
ASRS Report Number 2268392

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

Runway 23. PF doing a visual approach without ILS use and PM (Captain) using ILS and Head-up Display (HUD). PF got one dot low PM announced it. PF stated he was visual and on PAPI. PM verified PAPI as two white two red all the way down to flare. HUD showed EXCESS DEV of about 1.3 dot low. Landed uneventfully. The following day returning to CYYZ in another aircraft the Captain was PF and flew the ILS on glidepath all the way down to landing. The PAPI showed 4 white until about 700 feet then showed 3 white and one light pink until 200 feet then 3 white and one red until threshold. On Day 0 Captain as PF on Runway 23 in another aircraft flew the approach again. PAPI showed same indications as above (high). When on visual glidepath the ILS glidepath shows the plane one dot or more low. There is no note saying ILS and visual glidepath not coincident.

Cause: Runway 23 PAPI and ILS not coincident. PAPI shows high when on ILS glidepath. ILS one to 1.5 dot low when on PAPI glidepath.

SYNOPSIS

Air carrier Captain reported the CYYZ Runway 23 PAPI and ILS are not in agreement and provide different results from one another on the glidepath.