

11/25/2025

FOR YOUR INFORMATION

2025-290/7-17

To: Airport Manager, Greenville Spartanburg International Airport, (GSP), SC., FAA (AAS-1) 2286743

Info: FAA (Director of Air Traffic Operations ESA South, ATM GSP ATCT, AAS-300, ASO -600, AVP-1, AVP-200, AFS-260, AFS-200, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: GSP ATC Operations

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 2286743

DATE / TIME

Date of Occurrence	202509
Local Time Of Day	0001 to 0600

PLACE

Locale	GSP.Airport
State	SC

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	GSP
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	2286743

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Flight Crew

NARRATIVE 1

During visual approach the Tower Controller was simulcasting on Ground and Tower to include reading long clearances to aircraft. During this morning push it was one aircraft after another. Landing during critical phases of flight communication between me and my First Officer (FO) was impaired by their transmitting on Tower frequency controlling all aspects of the airport. I called the Tower Controller after landing and while he listened he basically said "this is how we do it." Doing it this way is UNSAFE for landing aircraft.

Cause: The tower controllers lack of using Ground or Clearance Delivery frequencies while aircraft are landing.

Suggestions: Control ground aircraft on Ground to include Clearance Delivery. Use Tower frequency for airborne and soon to be airborne aircraft. Just like every other airport does.

SYNOPSIS

Air carrier Captain reported GSP ATC transmitted both Ground and Tower clearances on the Tower frequency and impaired communication between the reporter and the First Officer during landing.