

6/18/2026

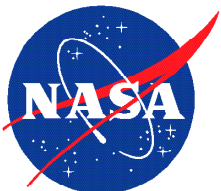
FOR YOUR INFORMATION

2026-218/8-22

To: FAA (ATM GSP ATCT, AAS-1) 2359824
Info: FAA (Director of Air Traffic Operations ESA South, AAS-300, ASO-600, AJV-A, 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, Jeppesen Sanderson Inc., Airport Manager, Greenville
Spartanburg International Airport, SC.
From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System
Re: GSP Tower Closure Procedures

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 2359824**DATE / TIME**

Date of Occurrence	202605
Local Time Of Day	0001 to 0600

PLACE

Locale	GSP.Airport
State	SC
Altitude - MSL	4000

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2359824

PERSON 2

Function - Flight Crew	Pilot Flying
ASRS Report Number	2359841

EVENTS

Anomaly	ATC Issue - All Types
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

Arriving into GSP with no arrival routing at a top altitude of 10,000 feet, Atlanta center handed us off to Greer Approach. Greer approach then instructed us to maintain present heading and descend to 4,000 ft and expect runway 22, our heading was going direct the airport. We noted in Jeppesen charts that the tower closed at 0445z. However, that time is wrong for daylight savings time and it really closes at 0345 Z and is the consistent closure time year round, locally.

After leveling at 4,000 feet a couple minutes passed and we needed further instruction. We queried Greer approach a couple times for further instruction and received no answer. Greer approach and tower had closed. We were still on an IFR clearance and we had no turn to intercept or anything. They just left us hanging on a heading at 4,000 ft. No further clearance. We switched to tower frequency, also CTAF, and announced our intentions. It was VFR and continued forward with an approach to runway 22 while announcing our position on CTAF. After landing we cancelled IFR with Atlanta center. No further events noted. Radios operated just fine the entire time. Greer approach and tower just signed off without notice.

Cause: Greer approach closing and leaving us on a heading and altitude for approach without any further clearance or instructions prior to closing. Just silence. The charts publishing tower closure time incorrectly during daylight savings time. This is true of all our charts, not just GSP, for tower closures. Publishing Zulu times does not account for daylight savings time.

NARRATIVE 2

Arriving into GSP with no arrival routing at a top altitude of 10,000 feet, Atlanta center handed us off to Greer Approach. Greer approach then instructed us to maintain present heading and descend to 4,000 ft and expect

runway 22, our heading was going direct the airport. We noted in Jeppesen charts that the tower closed at 0445z. However, that time is wrong for daylight savings time and it really closes at 0345 Z and is the consistent closure time year round, locally.

After leveling at 4,000 feet a couple minutes passed and we needed further instruction. We queried Greer approach a couple times for further instruction and received no answer. Greer approach and tower had closed. We were still on an IFR clearance and we had no turn to intercept or anything. They just left us hanging on a heading at 4,000 ft. No further clearance.

We switched to tower frequency, also CTAF, and announced our intentions. It was VFR and continued forward with an approach to runway 22 while announcing our position on CTAF. After landing we cancelled FR with Atlanta center. No further events noted. Radios operated just fine the entire time. Greer approach and tower just signed off without notice.

Cause: Greer approach closing and leaving us on an heading and altitude for approach without any further clearance or instructions prior to closing. Just silence

The charts publishing tower closure time incorrectly during daylight savings time. This is true of all our charts, not just GSP, for tower closures. Publishing Zulu times does not account for daylight savings time.

SYNOPSIS

Air carrier flight crew reported GSP Approach and Tower closed without notifying the crew during descent.