

6/20/2025

FOR YOUR INFORMATION

2025-144/8-14

To: Airport Manager, Roanoke-Blacksburg Regional Airport/Woodrum Field (ROA), 2236362 VA., FAA (ATM ROA Tower)

Info: FAA (AAS-1, AAS-300, AVP-1, AVP-200, AFS-260, AJV-A, AFS-200, AEA-600, Director of Air Traffic Operations ESA South, ATM ROA TRACON), 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: ROA Departure 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 2236362**DATE / TIME**

Date of Occurrence	202504
Local Time Of Day	1801 to 2400

PLACE

Locale	ROA.Airport
State	VA
Altitude - MSL	6000

AIRCRAFT / EQUIPMENT X

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

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - TRACON	ROA
Make Model Name	Any Unknown or Unlisted Aircraft Manufacturer

COMPONENT 1

Aircraft Component	GPWS/EGPWS
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PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2236362

PERSON 2

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2240871

EVENTS

Anomaly	Aircraft Equipment Problem - Less Severe
Anomaly	ATC Issue - All Types
Anomaly	Conflict - Airborne Conflict
Anomaly	Deviation - Altitude - Overshoot
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Inflight Event / Encounter - CFTT / CFIT
Detector - Automation	Aircraft RA
Detector - Automation	Aircraft Terrain Warning
Detector - Person	Flight Crew
Result - Flight Crew	FLC Complied w / Automation / Advisory

NARRATIVE 1

ROA Departure cleared us to 5200'. Once we got to that altitude a terrain alert with climb warning occurred. We started climbing and advised Departure that we need to climb to 6000'. Departure responded that MSA in that area was 5100' and they don't understand why we got such alert. We continued climbing to 6000' as alert climbing was still occurring. Few minutes after climbing, another traffic was descending and RA alert occurred with traffic 400' above. RA gave us a descend alert and we responded to RA and descended until conflict cleared.

Cause: Departure clearing to altitude close to mountain terrains.

Suggestion: ROA has been a constant terrain issue to us and I suggest that Departure give us at least 6000' instead of 5100'. Yes we were above mountains but terrain alerts always occur in that area at altitudes less than 5500'. Happened before on descent to final and on another departure couple months ago.

NARRATIVE 2

After diverting to ROA due to windshear / minimum fuel at ZZZZ, refueled and were cleared to depart ROA. After initial departure, assigned 5200 feet while crossing terrain. Received GPWS alert, directing climb. Began climb and notified ATC, who argued with us that 5200 was the MVA in that sector. We continued climb for terrain anyway, as directed by GPWS, and requested 6000 feet. As we leveled out, received RA for traffic, directing descent. Descended to approximately 5800 feet until clear of conflict and able to return to 6000 feet.

Cause: While 5200 is the legal minimum vector altitude in that sector, it is not enough to prevent our on-board systems from reacting to the terrain. ATC did a poor job managing our route and necessary altitude with other inbound traffic in the area.

Suggestion: Higher altitude out of ROA due to terrain and our GPWS system.

SYNOPSIS

Air carrier flight crew reported having recurring terrain alerts while departing out of ROA and climbed to a higher altitude for terrain but while doing so, received an RA. The flight crew suggested ATC should clear the flight crew to a higher departure altitude for terrain.