

2/3/2026

FOR YOUR INFORMATION

2026-43/4-2

To: Airport Manager, Salisbury-Ocean City Wicomico Regional Airport,
(SBY), MD, FAA (AAS-1, ATM SBY Tower)

2305434

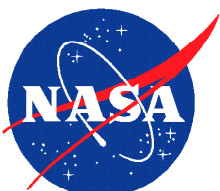
Info: FAA (AEA-600, AFS-260, AFS-200, AVP-1, AVP-200, Director of Air Traffic
Operations ESA North, Runway Safety Team), A4A, AAAE, ALPA, APA, ASAP,
ATSAP, ATSG, CAPA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NTSB, RAA,
SWAPA

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

Re: SBY 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 2305434

DATE / TIME

Date of Occurrence 202511
Local Time Of Day 0001 to 0600

PLACE

Locale SBY.Airport
State MD

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower SBY
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 2305434

EVENTS

Anomaly Inflight Event / Encounter - Other / Unknown
Detector - Person Flight Crew
Result - Flight Crew Became Reoriented
Result - Flight Crew Overcame Equipment Problem
Result - Flight Crew Requested ATC Assistance / Clarification
Result - Air Traffic Control Provided Assistance

NARRATIVE 1

We were cleared for a visual approach for Salisbury runway 32, utilizing the ILS procedure as a back up. Initially, the heading/course was wandering laterally and I reselected heading and manually steered the aircraft on centerline. Upon reaching the final approach fix, I reactivated approach mode. The course and glideslope captured appropriately. Shortly thereafter, the course began to deviate again. I de-selected auto pilot and continued to hand fly the approach. On the approach plate, it is noted that the PAPI lighting and electronic glideslope are coincident at 3°. However, while maintaining 2 white/2 red lights on the PAPI beginning at approximately 200 feet AGL, the electronic glideslope began to show a deviation in excess of 1.5 dots low. We received a glideslope deviation EICAS message. We continued visually maintaining the 2 white/2 red lighting. Landing was performed safely and without incident. We contacted tower upon landing to inquire of any other complaints or comments regarding deviations.

Cause: Possible ground navigation issue.

Suggestion: Recalibrate ILS/PAPI.

SYNOPSIS

Air carrier pilot conducting a visual approach to SBY reported a glideslope deviation message even though they were properly aligned with the PAPI lights.