4/1/2026 **FOR YOUR INFORMATION** 2026-112/6-17

To: Airport Manager, West Palm Beach, (PBI), FL, FAA (ASO-600, ATM PBI ATCT) 2332439

Info: FAA (AVP-1, AVP-200, AAS-1, AFS-260, AJV-A, AFS-200, Director of Air Traffic Operations ESA South), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSG, EAA, ICAO, ICASS, IFALPA, IPA, NAFI, NBAA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: PBI Tower Frequency Bleed-Over

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 2332439

DATE / TIME	
Date of Occurrence	202602
Local Time Of Day	1801 to 2400
PLACE	
Locale	PBI.Airport
State	FL
Altitude - AGL	0
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - Tower	PBI
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121
PERSON 1	
Function - Flight Crew	Pilot Flying
ASRS Report Number	2332439
EVENTS	
Anomaly	ATC Issue - All Types
Detector - Person	Flight Crew

NARRATIVE 1

Extended taxi out of PBI due to traffic. We were on the ground in takeoff queue for roughly one hour. We were on Taxiway A between F and A3, eventually for 10L departure. During the entire taxi event we had frequency bleed over while on Tower frequency. When the Tower was not active we heard a combination of ATIS and Ground frequencies. This made it difficult to pick out what the Tower was saying at times. We kept working to figure out where our spot was for takeoff. We would move some, hoping that it was just a specific spot with the bleed over. Unfortunately, that was not the case as we had this issue the entire taxi.

Change the Tower frequency or location of antennas to prevent interference.

SYNOPSIS

Air carrier pilot reported it was difficult to communicate with Tower due to radio bleed from ATIS and Ground frequencies.