

4/23/2026

FOR YOUR INFORMATION

2026-148/4-9

2344240

To: Airport Manager, Pope Army Airfield (POB), NC, FAA (AAS-1)

Info: FAA (AFS-200, AVP-1, AVP-200, AAS-300, AFS-260, ASO-600), ATSG, AFA, ALPA, IFALPA, APA, APFA, ASAP, A4A, IATA, CAPA, ICAO, ICASS, IPA, NTSB, RAA, SWAPA

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

Re: POB ILS Calibration

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 2344240

DATE / TIME

Date of Occurrence 202603
Local Time Of Day 1201 to 1800

PLACE

Locale POB.Airport
State NC
Altitude - AGL 500

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew Pilot Not Flying
ASRS Report Number 2344240

EVENTS

Anomaly Ground Event / Encounter - Ground Equipment Issue
Detector - Person Flight Crew
Result - Flight Crew FLC Override Automation

NARRATIVE 1

Arrival into POB Airport we were cleared for a visual approach for Runway 23. It was day VFR with calm winds and we briefed for a visual approach backed up by the ILS for Runway 23. Once cleared I selected direct ACENO what is the IAF for the approach and about 2 miles from ACENO I selected direct NAYIN. The FO flew a visual approach and once the localizer and glideslope were captured the glideslope showed erratic movements 2 degrees up and down and we got the glideslope aural warnings. The FO continued following the PAPI with a perfect path. At about 300 feet we had continuous glideslope aural warnings all the way to the flare being on the PAPI path.

Cause: I think the ILS equipment at the airport needs to be checked and calibrated, I don't think our airplane ILS equipment was the cause.

SYNOPSIS

Air carrier pilot reported receiving erratic glideslope movements and glideslope aural warnings despite the flight crew following the PAPI with a perfect path and stated that the ILS equipment at POB Airport needs to be checked and calibrated.