

ALERT BULLETIN

AB 2026:20/11-3

5/12/2026

2338742, 2331394

TO: Airport Manager, Roanoke-Blacksburg Regional Airport/Woodrum Field (ROA), VA., FAA (AAS-1, ATM ROA TRACON)

INFO: FAA (AAS-300, AVP-1, AVP-200, AFS-260, AJV-A, AFS-200, AEA-600, Director of Air Traffic Operations ESA South), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, EAA, IATA, IBT, ICAO, ICASS, IFALP, IPA, NAFI, NATCA, NBAA, NTSB, RAA, SWAPA

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

SUBJ: ROA False Terrain Alerts

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 following:

ASRS has received flight crew reports of possible false GPWS terrain alerts on approach to ROA.

(ACN 2338742) Air carrier flight crew reported receiving a "Too low, terrain" alert on the visual approach to Runway 24, even though they appeared to be well clear of terrain.

(ACN 2331394) Air carrier First Officer reported receiving a "Too low, terrain" alert followed by a "Terrain Terrain, Pull Up" alert on the RNAV Y Runway 24 approach. ATC advised they were at minimum vectoring altitude at the time of the alert.

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 2338742**DATE / TIME**

Date of Occurrence	202603
Local Time Of Day	1801 to 2400

PLACE

Locale	ROA.Airport
State	VA
Altitude - MSL	3700

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2338742

PERSON 2

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2338745

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Inflight Event / Encounter - CFTT / CFIT
Detector - Automation	Aircraft Terrain Warning
Result - Flight Crew	Took Evasive Action

NARRATIVE 1

On approach to ROA we were cleared for the visual 24. We approached from the south side of the field and backed up the approach using the RNAV Y 24. Upon being cleared, the Captain decided to descend 3700 feet to match the final approach fix, giving us terrain clearance of 1,000 ft. We turned base between HIBAN and PROSE from the south and had another section of terrain to cross. It was while clearing this section that the terrain proximity alert occurred, stating "Too low, terrain". Upon hearing this, the Captain disconnected the autopilot and climbed to 4,000 ft, clearing the conflict. As the PM, I followed prompts from the Captain to set headings and descent rates to capture the final approach course while the Captain stabilized us. We then triggered the terrain proximity warning once more while intercepting the final approach course at 4,000 ft momentarily before being clear of all conflicts and joining the final approach course. The rest of the approach finished without incident, was stable, and we landed on Runway 24.

Cause: Visual clearance on a terrain rich approach.

Suggestion: Require instrument approach only acceptance on Runway 24 day and night instead of only at night.

NARRATIVE 2

We were flying the visual to 24 in ROA. We were flying to intercept the inbound course between PROSE and HIBAN at 3,700. Approaching the ridgeline we received the GPWS. We were visual and well clear of terrain but climbed to 4,000 and the GPWS cleared. Approaching the top of the ridgeline, at 4,000, we received another GPWS and climbed until clear, and descended on the far side to re-enter the approach.

Cause: The visual into ROA 24 while trying to prevent flying an excessive distance from the runway, given the approach altitudes, brought us close enough to the rapidly rising terrain to trigger the GPWS.

Suggestion: Intercept further out on the approach, at a higher altitude.

SYNOPSIS

Air carrier flight crew reported receiving two terrain proximity alert warnings while on approach to ROA Runway 24 even though they were reportedly "well clear of terrain."

ACN 2331394**DATE / TIME**

Date of Occurrence	202602
Local Time Of Day	1201 to 1800

PLACE

Locale	ROA.TRACON
State	VA
Altitude - MSL	5400

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	ROA
Make Model Name	Medium Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2331394

PERSON 2

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2331389

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Inflight Event / Encounter - CFTT / CFIT
Anomaly	Inflight Event / Encounter - Unstabilized Approach
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented
Result - Flight Crew	Executed Go Around / Missed Approach
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Issued New Clearance
Result - Air Traffic Control	Provided Assistance

NARRATIVE 1

While on vectors to final at 5,400 ft MSL following the missed approach for the RNAV Y Runway 24 into ROA, we received a "TERRAIN, TERRAIN" EGPWS caution, followed immediately by a "TERRAIN TERRAIN, PULL UP" EGPWS Warning. I immediately disconnected the Autopilot and initiated a climb while Captain contacted ATC. ATC informed us that we had been flying at the minimum vector altitude for the sector when we had received the alert, then instructed us to maintain 6000 MSL before continuing to give us vectors to final. On the final approach segment of the second RNAV Y Runway 24 approach, above 1000 AFE with the landing gear in transit and flaps set at 22 degrees, we received a "TOO LOW, GEAR" Warning from the EGPWS. Since it was a nighttime approach in the vicinity of mountainous terrain, Captain called for a go-around. ATC vectored us around for another approach and we landed uneventfully.

NARRATIVE 2

While conducting flight from ZZZ to ROA, Center and Roanoke Approach kept us high while descending for the nighttime VMC RNAV Y Runway 24 into ROA, requiring an excessive descent rate in order to meet altitude requirements for the approach. Due to the excessive descent rate, we were late configuring for the approach, and I called for a go around slightly above 1000 ft. AFE.

ROA Tower instructed us to fly the published missed, and ROA Approach instructed us to climb to 5,400 and gave us vectors around to try the RNAV Y 24 approach again. While on vectors for the second approach, we received a "TERRAIN, TERRAIN" followed immediately by a "TERRAIN TERRAIN, PULL UP". The First Officer immediately disconnected the Autopilot and initiated a climb. I reported to ATC that we were climbing for terrain avoidance. ATC informed us that we had been flying at the minimum vector altitude for the sector when we had received the alert, then instructed us to maintain 6000 MSL before continuing to give us vectors to final for a second attempt at the nighttime VMC RNAV Y Runway 24

On the second approach, we were on final >1000 AFE with gear in transit and flaps at 22 degrees when we got a "TOO LOW, GEAR" warning, and I called for a go-around. After the second go-around, I felt my first officer becoming stressed about the situation, and we both agreed that I should perform the third approach. ATC vectored us around for a third nighttime VMC RNAV Y Runway 24, and we landed uneventfully.

SYNOPSIS

Air carrier flight crew reported receiving a Ground Proximity Warning even though ATC advised them they were at the Minimum Vectoring Altitude.