

1/17/2025

**FOR YOUR INFORMATION**

2025-7/11-2

To: Airport Manager, Monroe Reg'l Airport (MLU), LA, FAA (AAS-1)

2190181

Info: FAA (AAS-300, AVP-1, AVP-200, AJI-144, AJV-A, ASW-600, AFS-260, AFS-200, ATM MLU Tower, Director of Air Traffic Operations ESA South, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA

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

Re: MLU Runway 22 ILS Out of Service Without Notification

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](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 2190181

### DATE / TIME

Date of Occurrence 202412  
Local Time Of Day 0601 to 1200

### PLACE

Locale MLU.Tower  
State LA  
Altitude - MSL 1400

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower MLU  
Make Model Name Medium Large 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 2190181

### PERSON 2

Function - Flight Crew Captain  
Function - Flight Crew Pilot Not Flying  
ASRS Report Number 2190179

### EVENTS

Anomaly ATC Issue - All Types  
Anomaly Deviation / Discrepancy - Procedural - Published  
Material / Policy  
Anomaly Ground Event / Encounter - Ground Equipment Issue  
Detector - Automation Aircraft Other Automation  
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

On a visual approach to RWY 22 MLU we backed up the visual with the ILS. I was the pilot flying. As we got closer to the approach course the CDI was on the wrong side of us and we realized that the localizer was unreliable. I disconnected the AP (Autopilot) and turned towards the RWY. Initially I continued to follow the glide slope to the RWY but realized it was also unreliable as it was deviating up and down and I was low (around 1400' MSL) before the FAF of BAIYU. At this point I solely relied on the PAPIs for vertical guidance. Along the approach we received two glide slope warnings while following the PAPI guidance. After landing we double checked to ensure we didn't miss any NOTAMS, which we didn't. My Co-Pilot then queried the tower controller to see if they knew anything about it, which they did but informed there was no NOTAM for it. The ILS was inop but not NOTAMed.

### NARRATIVE 2

We were flying the visual approach to RWY 22 backed up with the ILS into MLU. As we neared the final approach course we noticed that the localizer was deflected to the left, and we were left of the approach

course. That is when we realized it was unreliable, so we turned off the autopilot and hand flew the aircraft. We initially followed the glide path until we realized it was directing us to descend below 1700 before BAIYU. We had descended to around 1400 MSL before we realized this. We leveled off at around 1400 and relied on the PAPI's for the remainder of the approach. We checked the NOTAMS and ATIS in flight. Neither source mentioned anything about the ILS 22 being unreliable or OTS (Out Of Service). We received 2 glideslope warnings while following the PAPI's, which we ignored due to the unreliable ILS. We queried the tower after landing and they informed us it was out of service. They agreed that it was not published in the ATIS or the NOTAMS.

Cause: The ILS was OTS but not NOTAMED.

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## **SYNOPSIS**

Air Carrier flight crew reported the ILS approach for Runway 22 at MLU airport was out of service and not broadcast on ATIS or published in a NOTAM.