

2/1/2023

FOR YOUR INFORMATION

2023-22/9-4

To: Airport Manager, Birmingham-Shuttlesworth Intl, (BHM), AL, FAA (ATM BHM TRACON, AAS-1) 1937867

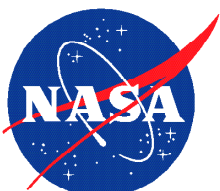
Info: FAA (AAS-300, AVP-1, AVP-200, AJV-A, AJI-144, ASO-600, AFS-260, AFS-200, Director of Air Traffic Operations ESA South), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: BHM Runway 36 Terrain Concern

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 1937867

DATE / TIME

Date of Occurrence	202209
Local Time Of Day	0601 to 1200

PLACE

Locale	BHM.Tower
State	AL
Altitude - AGL	500

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	BHM
Make Model Name	Light Transport
Operating Under FAR Part	91

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	1937867

EVENTS

Anomaly	Deviation - Altitude - Excursion From Assigned Altitude
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Inflight Event / Encounter - CFTT / CFIT

NARRATIVE 1

Weather was excellent day VMC. Because of our arrival track we opted to use Runway 36. The pilot flying (PF) decided to back up the approach with the RNAV 36. In the briefing we noted it was not a LPV or VNAV approach, but that the approach met the criteria for a Continuous Descent Final Approach (CDFA) approach. We were cleared down to I believe 3000 ft. prior to being cleared for the approach, and we intercepted well outside of the FAF. In accordance with SOP, the PF armed approach and VNAV. The approach was normal and the airplane was exactly on the VGP (Vertical Glide Path), however, descending from the FAF we crossed the ridge south of the airport at a mere 500 feet. Surprisingly we did not get a GPWS warning, and the PF disconnected the autopilot to shallow out the descent before rejoining on the other side. Doubling checking, the only notes on that runway is that it is not authorized at night. There is no mention of the terrain. Looking at online sources, 121 operators have experienced GPWS alerts while conducting CDFA approaches on this approach.

There should at least be ops notes about this ridge, and consideration should be given to restricting or modifying this approach. Longer term, improving the chart to depict the terrain would also be helpful.

SYNOPSIS

Captain reported while on the RNAV approach to Runway 36 at BHM Airport, the aircraft crossed a ridge only by 500 ft. The Captain states there is no alert or warning regarding the ridge and believes there should be some type of notation.