

12/6/2023

FOR YOUR INFORMATION

2023-202/11-41

To: FAA (ATM ZDV ARTCC, ATM D01 TRACON)

2039654

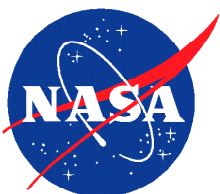
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200, Director of Air Traffic Operations CSA),
A4A, ALPA, AMFA, APA, ASAP, ATSG, CAPA, IAM, IATA, ICASS, IFALPA, IPA,
NTSB, PAMA, SWAPA, TWU

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

Re: False TCAS Alerts in ZDV Airspace

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 2039654

DATE / TIME

Date of Occurrence	202310
Local Time Of Day	1201 to 1800

PLACE

Locale	ZDV.ARTCC
State	CO

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center	ZDV
Make Model Name	Medium Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	91

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2039654

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Automation	Aircraft Other Automation
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Provided Assistance
Result - Aircraft	Equip Problem Dissipated

NARRATIVE 1

While descending via the DDUNN5 Arrival into APA, we received a TCAS traffic alert. The TCAS system showed a traffic target no more than a quarter mile in front of us at the exact same altitude and heading. It mirrored all changes in flight path that we did. My partner decided to query the air traffic controller on whether there was truly traffic directly in front of us. ATC stated that he did not indicate anything in front of us, and that they had received multiple reports of aircraft receiving the same indication in that area and typically cleared up once coming near the Denver Class Bravo. The controller requested the ADS-B manufacturer name. I wasn't able to find it immediately and offered to call on the ground; at which point, ATC advised they no longer needed a manufacturer name. Given that the indication fell within the exact geographical area that Air Traffic Control has had multiple reports of the same exact indication, I felt it was not a malfunction of our system. It was a known problem in that area. We continue the flight and landed safely.

It would probably be worth looking into what is going on in that area. It is not good to be in the habit of accepting TCAS indications as erroneous until proven otherwise. It would also be worth making a note for any airports, utilizing that arrival to be aware that that is a possibility until ATC corrects the problem.

SYNOPSIS

Captain reported suspected false conflicting traffic indications from the TCAS and ADS-B systems. ATC stated they observed no traffic and this was consistent with other reports from this area.