

8/27/2024

FOR YOUR INFORMATION

2024-167/10-20

To: Airport Manager, Dallas-Ft Worth Intl, (DFW), TX, FAA (AAS-1, ATM D10 TRACON) 2146763

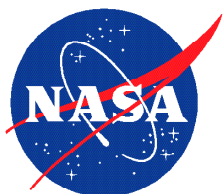
Info: FAA (AAS-300, AVP-1, AVP-200, AJI-144, ATM DFW Tower, AJV-A, ASW-600, AFS-260, AFS-200, Director of Air Traffic Operations CSA), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: DFW ILS Runway 17C Glide Slope 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 2146763

DATE / TIME

Date of Occurrence	202407
Local Time Of Day	0601 to 1200

PLACE

Locale	D10.TRACON
State	TX
Altitude - MSL	6000

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	D10
Make Model Name	Large Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Pilot Flying
ASRS Report Number	2146763

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation - Altitude - Crossing Restriction Not Met
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Air Traffic Control

NARRATIVE 1

We were on vectors to an ILS approach to Runway 17C outside of BOSSI. We received a clearance to turn to our intercept heading, 6000 feet until established, cleared ILS 17C. We pushed the Approach button, and intercepted the Localizer outside BOSSI, and then the glide slope captured and the airplane started descending. It was a routine and uneventful approach and landing. After landing, we were informed that DFW TRACON wanted to talk to us. We called and they said that he was not calling to say we were in trouble or did anything wrong, but wanted to ask us questions about if our FMS was updated recently. He informed us that our aircraft was lower than 6000 feet when we crossed BOSSI. He said multiple aircraft had done it too that day. He just picked us to talk to about it. He said it was affecting multiple airlines and aircraft types. I told him once we are cleared for the approach and we are established on the glide slope that the aircraft autopilot stops looking at altitudes and starts descending when cleared for the approach. Our clearance to maintain an altitude until established on the localizer was followed. Being on the glide slope should mean we will make all of the intermediate fixes (unless there is a note on the chart that says they aren't coincident.). We discussed it more, and it was suggested that maybe the glide slope wasn't properly calibrated and maybe was projecting somewhat less than 3 degrees.

Everything was followed per SOPs. I don't have any recommendations, except to maybe follow up with ATC if the ILS equipment was working right.

SYNOPSIS

Air carrier pilot reported being advised by ATC that they were not complying with the BOSSI 6000 ft. restriction after being cleared for the ILS 17C approach to DFW. Reporter suggested the glide slope calibration be checked.