

10/14/2021

FOR YOUR INFORMATION

2021-140/4-18

1835211

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

Info: FAA (AAS-300, AVP-1, AVP-200, AJI-144, ATM DFW ATCT, ATM D10 TRACON, ASW-600, AFS-280, AFS-200, Director of Air Traffic Operations CSA, Runway Safety Team), 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 Runway 17C/35C Glideslope Anomaly

We recently received an ASRS report 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 1835211

DATE / TIME

Date of Occurrence 202108
Local Time Of Day 0601 to 1200

PLACE

Locale DFW.Airport
State TX

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON D01
Make Model Name Any Unknown or Unlisted Aircraft Manufacturer

PERSON 1

Function - Air Traffic Control Approach
Function - Air Traffic Control Departure
ASRS Report Number 1835211

EVENTS

Anomaly ATC Issue - All Types
Anomaly Ground Event / Encounter - Ground Equipment Issue
Anomaly Inflight Event / Encounter - CFTT / CFIT
Result - General None Reported / Taken

NARRATIVE 1

The DFW 17C/35C Glideslope on the ILS and the VNAV on the RNAV is not reliable! Both approaches for both runways, are showing aircraft 100 to 300 feet low all the way down final including the FAF (Final Approach Fix)! Management says it's been flight checked, and it checks out fine. Company said it was something to do with certain aircraft with a FMS update. All aircraft are low on the final. I don't want to be working aircraft down those runway finals during IMC weather when an aircraft is too low to the runway.

Even though Management knows it's an issue, they say it's not an issue. They say continue using the approaches, but they want us to take aircraft out further on final, so we don't lose vertical separation with the aircraft next to them. I don't understand how that's an issue if there's "not an issue."

First, I recommend no Instrument Approaches should be conducted to these two runways ASAP! I know this will delay the airlines, but this is a safety issue! I also recommend the equipment Maintenance Tech get out to the ILS/RNAV equipment and find out what the problem is. It has to be an equipment issue. It's unsafe and needs to be fixed ASAP!

SYNOPSIS

D10 TRACON Controller reported problems with aircraft being too low on the approach to DFW 17C/35C with possible glide slope issues.