

2/26/2025

FOR YOUR INFORMATION

2025-39/8-5

To: FAA (ATM ZDV ARTCC)

2201299

Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200, AEA-600, AAS-300, Director of Air Traffic Operations WSA), 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: ZDV DEN Center Altimeter Setting Accuracy Concerns

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 2201299**DATE / TIME**

Date of Occurrence	202412
Local Time Of Day	0601 to 1200

PLACE

Locale	ZDV.ARTCC
State	CO
Altitude - MSL	18000

ENVIRONMENT

Flight Conditions	VMC
-------------------	-----

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center	ZDV
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2201299

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Result - Flight Crew	Requested ATC Assistance / Clarification

NARRATIVE 1

We were direct to the RLG VOR, on with Denver Center, in our descent. We were given a clearance via CPDLC that said, "DESCEND TO AND MAINTAIN 16000FT. /DEN LOCAL ALTIMETER/ ALTIMETER 30.26IN". The First Officer (FO) accepted the clearance, and 16,000 was set in the altitude window. As the relief officer, I was in the jumpseat, and I was listening to the EGE ATIS on comm 2, which was barely coming in while holding the squelch button. I noted that the EGE altimeter was 30.51. As we approached transition level, we queried DEN Center, as to the correct altimeter setting. They remarked something about how it was a "known issue" (he may have said something else, like "anomaly", but I can't recall) about the supplied altimeter setting that came across in CPDLC, and issued the EGE altimeter. Our Flight Operations Manual (FOM) procedures say that we should be using the ATIS altimeter setting once we are switched to Approach Control. EGE has a Control Tower, but DEN CENTER is who gives the approach clearance. We never leveled off, as we then got the standard clearance to cross RLG at or above 14,000....cleared the LOC Z 25 approach, which keeps you in a continuous descent. At the transition level, the altimeter in EGE was set.

I am submitting this report as informational, because I think this presents a threat. The altimeters really were 30.26 and 30.51 that day in DEN and EGE...so it was not a false value that came with the CPDLC. I have double checked this with historical METAR data from that date. But with such high terrain, and a complex airport and procedure that involves things like cold weather correction, a difference of that much could be critical if its missed. If DEN CENTER is issuing the approach clearance into EGE as they normally do, then they are the ones that should be providing the field altimeter. They did when we questioned the difference at the transition level, but such a different value that is being transmitted from the field in DEN could definitely be a threat if

somehow the crew were to use that value when passing the transition level, which, remember, is only about 10,000 ft. above the airport elevation, and much closer to the surrounding terrain.

SYNOPSIS

Air carrier First Officer reported receiving a CPDLC clearance with an incorrect altimeter value for the arrival airport creating concern regarding conducting the approach within mountainous terrain.