

8/1/2025

FOR YOUR INFORMATION

2025-185/10-18

To: Airport Manager, Lovell Field Airport (CHA), TN, Lufthansa System (LIDO 2250437 Charting), FAA (AJV-A), Jeppesen Sanderson Inc.

Info: FAA (ATM CHA Tower, AAS-1, AAS-300, AVP-1, ASO-600, AVP-200, AFS-260, AFS -200, Runway Safety Team, Director of Air Traffic Operations ESA South), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: CHA Runway 20 FAF Charted Altitude Anomaly

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 2250437

DATE / TIME

Date of Occurrence 202506
Local Time Of Day 0601 to 1200

PLACE

Locale CHA.Airport
State TN
Altitude - MSL 2500

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON CHA
Make Model Name Commercial Fixed Wing
Operating Under FAR Part 121

COMPONENT 1

Aircraft Component Speedbrake/Spoiler

PERSON 1

Function - Flight Crew First Officer
Function - Flight Crew Pilot Flying
ASRS Report Number 2250437

PERSON 2

Function - Flight Crew Captain
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2250438

EVENTS

Anomaly Aircraft Equipment Problem - Less Severe
Anomaly ATC Issue - All Types
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly Inflight Event / Encounter - Unstabilized Approach
Detector - Automation Aircraft Other Automation
Detector - Person Flight Crew
Result - Flight Crew FLC Complied w / Automation / Advisory

NARRATIVE 1

CHA was landing 20. We were approaching from the north. ATC going into CHA started our descent late requiring flight spoilers to be utilized to get down to the initial approach altitude. We were cleared for the visual 20. We intercepted the localizer just inside of the initial approach fix, but the glide slope was well below us already. Pilot flying put the next step down altitude, 2,500MSL, which was confirmed by pilot monitoring and we started descending. The FMS and Lido chart disagree about the FAF altitude. The FMS had 2,500MSL and the chart had 2,100MSL for the FAF altitude. Pilot flying decoupled autopilot to hand fly to get on glide slope. We intercepted the glideslope and were fully configured for landing. Pilot monitoring called out 1,000 feet above, stable. We set and confirmed the missed approach altitude. Pilot monitoring realized that approach had not told us to switch to tower yet. Pilot monitoring called approach to ask to switch to tower. Approach told us to switch. We made contact with tower at 700AGL and we were cleared to land 20. There

was a nose high attitude that was unusual, but a lot had just happened in a short amount of time, and we did not realize the reason due to task saturation. The "FLIGHT SPOILER DEPLOYED" yellow caution appeared and pilot monitoring immediately pushed the flight spoiler lever forward to retract the spoilers. The aircraft remained on glideslope and airspeed during the transition to the correct landing configuration, and we continued to land without incident.

NARRATIVE 2

While flying the approach for Runway 20 into Chattanooga, ATC vectored us for a very steep descent rate and cleared us for a visual approach. The Pilot Flying was required to use spoilers in order to get down. When we were cleared for the approach, the glide slope was already well below us. The pilot flying disengaged the autopilot and hand flew in order to get the aircraft stabilized in time. Both pilots noticed a discrepancy between the final approach altitude on the Lido approach chart and in the FMS but flew based on the glide slope. The Pilot flying had a stable approach but forgot to retract flight spoilers. The Pilot monitoring didn't notice due to task saturation, the approach controller never called for a switch to tower and as a result the pilot monitoring received a very delayed landing clearance at around 700ft AGL. The flight spoiler deployed caution message flashed and the pilot monitoring immediately retracted the spoilers. The approach was never unstable and the landing was continued safely.

SYNOPSIS

Air carrier flight crew reported an unstabilized approach at CHA and noted a discrepancy between the Final Approach Fix altitude as shown on the Lido chart and in the FMS.