

1/14/2026

FOR YOUR INFORMATION

2026-12/11-2

To: Airport Manager, Cibao Int'l Airport (MDST/STI), Dominican Republic, FAA 2306458
(NYC-IFO), Jeppesen Sanderson Inc.

Info: FAA (AFS-260, AFS-200, AVP-1, AVP-200), ATSG, AOPA, ASAP, ALPA,
IFALPA, APA, ATA, IATA, ICAO, ICASS, CAPA, NBAA, NTSB, NOAA,
Instituto Dominicano de Aviación Civil (IDAC)

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

Re: MDST ILS 11 Final Approach Fix Crossing Altitude Charting

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 2306458

DATE / TIME

Date of Occurrence	202511
Local Time Of Day	1201 to 1800

PLACE

Locale	MDST.Airport
State	FO
Altitude - MSL	2200

ENVIRONMENT

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

AIRCRAFT / EQUIPMENT X

Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

ASRS Report Number	2306458
--------------------	---------

EVENTS

Anomaly	Deviation - Altitude - Crossing Restriction Not Met
Anomaly	Deviation - Altitude - Overshoot
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Person	Flight Crew

NARRATIVE 1

When on the ILS 11 in STI in VMC conditions we noticed we crossed SELEX the FAF at 2,200 feet on the glideslope compared to 2,500 feet published on our Jepp charts. STI has a 2.8-degree slope shallower than normal approach. We had the latest altimeter setting at that time. After we landed safely and when at the gate I asked Tower about our situation and asked if there was any report we could file with them or IDAC (Dominican FAA) so they can inspect the ILS glideslope. She said our only option was to file with our company, that that was the only way the info was going to get across. I also called our safety department and made them aware.

SYNOPSIS

Air carrier pilot reported the altitude at the FAF for the glideslope at MDST's ILS 11 was different from the Jeppesen charts.