

6/2/2026

FOR YOUR INFORMATION

2026-193/5-53

To: Airport Manager, Dallas-Ft Worth Intl, (DFW), TX, FAA (ASW-600) 2355912

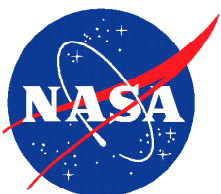
Info: FAA (AAS-300, AVP-1, AVP-200, AAS-1, AFS-260, AFS-200, Director of Air Traffic Operations CSA, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: DFW Runway 17L Pavement Condition

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 2355912**DATE / TIME**

Date of Occurrence	202604
Local Time Of Day	1801 to 2400

PLACE

Locale	DFW.Airport
State	TX
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	DFW
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2355912

EVENTS

Anomaly	Ground Event / Encounter - Other / Unknown
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

This is a general safety report. I was PF flying Runway 17L at DFW on this leg. My captain on my flight had warned me at cruise that only a few weeks prior, they and a different FO on another sequence were called regarding either a hard or bounced landing on Runway 17L at DFW. Further investigation yielded information indicating that the runway pavement itself is likely the issue here. I was ready for it, and landed per Company and FAA requirements (descent rate, within TDZ, etc.) and no event nor write up was issued on my landing. That is, by every standard, my landing was "normal." However, about 2 – 3 seconds after touching down on 17L just beyond the 1000-foot blocks, it felt like an uncommanded, undesired slight porpoise / bounce occurred. Had I landed slightly longer or carried extra energy into the flare and rollout, this could have yielded a serious safety concern. Another company aircraft landing right behind us reported the same thing. I believe an issue with the concrete within the TDZ of 17L is developing that needs immediate addressing by the airport and FAA. Our flight was completed normally without any need for maintenance action, calls, nor any other required report. This report is being submitted for informational purposes only.

I'm not an engineer, however, I understand the difficulties that even the roadway engineering departments experience due to our extreme heat and moisture swings (one year drought, followed by torrential rains). It is my educated guess that the runway TDZ on 17L is somehow warping or that the concrete has become / is becoming deformed due to environmental conditions. I think that this requires action to prevent further degradation of the concrete and to avoid safety of flight issues for all aircraft.

SYNOPSIS

Air carrier First Officer reported landing on Runway 17L at DFW and feeling that a slight porpoise or bounce had occurred, which the reporter stated may have been caused by the concrete becoming deformed due to environmental conditions.