9/30/2026 **FOR YOUR INFORMATION** 2026-337/4-18

2401717

To: FAA (AAS-1, GBN, ATM AUS Tower)

Info: FAA (AAS-300, AVP-1, AVP-200, AFS-200, AFS-260, ASW-600, Runway Safety Team), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IATA, IBT, ICAO, ICASS, IFALPA, NTSB, PAMA, SWAPA,TWU, Airport Manager, Austin-Bergstrom International Airport (AUS), TX

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

Re: AUS ILS 18L False Glide Slope

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 2401717	
DATE / TIME	
Date of Occurrence	202608
Local Time Of Day	1201 to 1800
PLACE	
Locale	AUS.Airport
State	TX
Altitude - MSL	1600
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - TRACON	AUS
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121
PERSON 1	
Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2401717
PERSON 2	
Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2404059
EVENTS	
Anomaly	Deviation - Altitude - Undershoot
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Inflight Event / Encounter - Unstabilized Approach
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented
NARRATIVE 1	

We were cleared the ILS 18L, JEDYE Transition. FO (PF) insured LNAV/VNAV PATH was annunciated and set 1600 feet for the crossing restriction at DDTOO. We intercepted the final course at RRTOO at 2500 feet and APCH was selected. LOC was captured in the FMA, but not the GS. We soon realized that the GS was going further below us as we continued to descend to 1600’ on the VNAV PATH.

This is not the first time that I've seen a False Glide Slope going into AUS, but in the past it has always been on a Base Leg to a north or south runway, never on a Straight In Final Approach.

The PF attempted to catch the GS by starting a descent, but that only put us below the true VNAV PATH GS. The ILS GS was finally intercepted near the FAF.

The WX during this approach was hazy, but VMC, with the runway in sight prior to intercepting the final approach course.

False Glide Slopes are an issue going into AUS that need to be addressed in our publications. Crews need to be made aware of their possibility and should disregard indications contrary to a normal indication on a backup RNAV (LNAV/VNAV PATH) flight path to the FAF.

Are the False Glide Paths the reason why AUS Approach Controllers descend us to 2500 feet on Downwind and 2000 feet on Base Legs going into AUS, Day or Night? I can't think of too many other airports that descend us so low and then tell us to "Call the field."

NARRATIVE 2

AUS: Cleared and flew SEWZY6.JEDYE JEDYE.ILS18L. Weather was VMC, CAVU.

Prior to descent we had briefed the threats of AUS: the Company FD Pro pages, the FAF being at 1100agl/3.2miles and how ATC likes to keep you fast and high so configure early. The CA is very familiar with the threats. He briefed his and I then briefed mine (coming off a break/vacation) and how I planned to mitigate: slow down and configure early to be stable prior to the FAF.

The Autopilot was coupled to LNAV/VNAV during the arrival. APPR mode was armed just inside RRTOO per procedures. During the arrival letdown, there was some tailwind but the winds eventually shifted and felt variable on the approach. The OAT was approx 100 degrees F with resulting thermals likely causing the variability.

ATC cleared us the visual approach and to maintain 180kt to 5 mile final. The aircraft was very light and no alternate fuel. (I don't recall the LGW (Landing Gross Weight)). I attempted to maintain 180 kts per ATC instructions, but the lightweight aircraft was not slowing so the landing gear was extended at approx. 3000msl.

At LOC capture we were only slightly high, less than a half dot on GS, within the AP's (Autopilot) capture ability. But the GS indication then dived such that I knew the AP would not catch it. As it was clear/VMC and we'd been cleared the visual, I disconnected the AP and hand flew to intercept GP (Glidepath). As the GP dove, I said aloud, is this a false glideslope? It was requiring a descent that didn't seem appropriate for the conditions.

I predictably flew through the GS but did not catch it quickly enough and went below. This was prior to 1000agl and outside the FAF in VMC, so I leveled off to re-intercept GS and slowdown to finish configuring by DDTOO, the FAF. With the low A/C (Aircraft) GW and thermals, we were bouncing around the 30 flap speed limit (175kts) and so 30 flaps was delayed a bit but we were configured and stable above 500agl in VMC. (Safety software shows between 1000 and 870agl) From DDTOO inbound the glide path behaved normally.

While there are many things I would do differently and will correct in the future (see below), I believe there was some form of glide path interference that caused erroneous indications. The speed with which it dove was not normal for our ground speed and descent rate. I have reviewed the safety software video numerous

times and I don't feel it shows the GP indication we saw in real time on the instruments. Rather, safety software reflects what the true GP should have been. I fully own the errors I made, as listed below, but I believe there was something that caused signal interference during the approach. Additionally I feel ATC's instruction to maintain 180kt to 5 miles (DME or track miles/distance?) is a trap and threat given the low altitude and close in distance of the FAF's.

There are many things I could have done to mitigate the threats and ensure a more stable approach. I should have included the aircraft gross weight and anticipated the difficulty to slow down as part of the threat brief when we discussed ATC keeping aircraft high and fast. I should have briefed changing to a flaps 15 landing if I was unable to slow the aircraft. Or I should not have accepted the "180 kts to 5 mile final" ATC instruction.

At LOC capture, I should have engaged V/S to capture the GP from above. And if that was unsuccessful, I should have executed a go-around. Although I was monitoring the GS 'ghost needle', I could have armed the LOC/GS earlier. But in hindsight, I should have flown the RNAV 18L with the JEDYE transition vice the ILS 18L in order to remove the threat of switching vertical guidance source in an environment where they are known to keep aircraft high and fast.

Given my mistakes, I still feel this approach should be monitored and data collected: is there some form of intermittent signal interference to the ILS Glideslope? Yes, I was caught in the high/fast trap we had discussed during our approach brief, but the GP still behaved in an abnormal manner. Perhaps, AUS Rwy 18L should be like CLT Rwy36R during VMC, where the Company wants us to fly the RNAV due to ILS signal interference from aircraft on Twy D.

And finally, ATC has a challenging job when there are 6 inbounds for a single runway spaced minutes apart. However, they should refrain from encouraging and setting a trap by issuing instructions that require possibly max performing/perfect timing to maintain above normal landing flap limit speed. I should have slowed down and told ATC "unable 180" given our weight, but there is a perceived pressure inherent in that instruction. Pilot/human nature is to do as instructed. Does ATC really need create a link in the error chain?

SYNOPSIS

Air carrier flight crew reported experiencing a false glide slope capture during approach into AUS.