

7/9/2021

FOR YOUR INFORMATION

2021-83/4-12

1809599

To: Airport Manager, Luis Munoz Marin International Airport (SJU), Puerto Rico,
FAA (AAS-1, ATM SJU TRACON)

Info: FAA (AVP-1, AVP-200, ATM SJU ATCT, AAS-300, ASO-600, AFS-280, AFS-200), A4A,
ALPA, AOPA, APA, ASAP, IATA, CAPA, ATSAP, ATSG, ICASS, IFALPA, IPA, NATCA,
NBAA, NTSB, RAA, SWAPA

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

Re: SJU Runway 08 Glide Slope Unreliable

We recently received an ASRS report 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 1809599

DATE / TIME

Date of Occurrence 202105
Local Time Of Day 0601 to 1200

PLACE

Locale SJU.TRACON
State PR
Altitude - MSL 2500

ENVIRONMENT

Flight Conditions VMC
Weather Other: Haze

AIRCRAFT / EQUIPMENT X

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

COMPONENT 1

Aircraft Component Autopilot

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
ASRS Report Number 1809599

EVENTS

Anomaly Aircraft Equipment Problem - Less Severe
Anomaly ATC Issue - All Types
Detector - Automation Aircraft Other Automation
Detector - Person Flight Crew
Result - Flight Crew Became Reoriented
Result - Flight Crew FLC Overrode Automation
Result - Flight Crew Overcame Equipment Problem
Result - Flight Crew Regained Aircraft Control

NARRATIVE 1

Approach control cleared us direct to WESEN for ILS [Runway] 08 [approach] at SJU. Captain was Pilot Flying, First Officer was Pilot Monitoring. This was the second leg of the night for this three day pairing of a long duty day. Level at 3,000 ft. (pilot selected) then cleared descent to 2,500 ft. (pilot selected) accomplished in vertical speed. Aircraft pilot selected speed was 180 kts. Controller assigned heading 110 to intercept and then cleared us for ILS [Runway] 08 approach. Approach/Land was armed and "Land Armed" was displayed on PFD. The localizer remained identified and aircraft turned to intercept inbound course. Glide slope was above. Halfway through the intercept, the aircraft made an abrupt pitch-up followed by a thrust increase. This was very unusual as I have never experienced or seen an aircraft climb to capture a glide slope. While this was happening the aircraft exited approach/land mode and reverted to heading mode and solid bow tie altitude (2,500 ft.) All FMAs were "white". During the automation the aircraft pitched up and altitude was approximately 3,000 ft. in an attempt to capture the glide slope. The FO made a quick analysis and quick calls to the pilot flying while I was simultaneously disconnecting the autopilot and manually retarding the throttles to correct this anomaly. The aircraft was stabilized and a hand flown ILS was accomplished without autopilot assistance. This aircraft was scheduled for an "auto land" for currency requirements and subsequently not

accomplished. The First Officer monitoring that was accomplished and the verbal inputs from the FO were timely and appropriate, solid CRM. A note in our company aircrew briefing guide notes: Safety Alert Runway 08 Intermittent Glideslope Weak or intermittent glideslope signals have been reported when using ILS Runway 08. Exercise caution and intercept glideslope at the altitude depicted on the approach chart to guard against following a false glide slope signal. If the crew experiences any anomalies while conducting the approach, report the incident to tower and file an event report.

SYNOPSIS

Air carrier Captain reported an unreliable glideslope signal at SJU Airport.