

8/4/2022

FOR YOUR INFORMATION

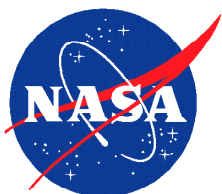
2022-73/6-4

1903635

To: Airport Manager, Miami International (MIA), FL, FAA (AAS-1, ATM MIA TRACON)
Info: FAA (AAS-300, AVP-1, AVP-200, AJI-144, ASO-600, AFS-260, AFS-200, Director of Air Traffic Operations ESA South, 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: MIA ILS Equipment Anomalies

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 1903635

DATE / TIME

Date of Occurrence	202205
Local Time Of Day	1201 to 1800

PLACE

Locale	MIA.Airport
State	FL

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew	Pilot Flying
ASRS Report Number	1903635

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation - Altitude - Excursion From Assigned Altitude
Anomaly	Deviation - Track / Heading - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Person	Flight Crew
Result - Flight Crew	Overcame Equipment Problem
Result - Aircraft	Equip Problem Dissipated

NARRATIVE 1

On 8R ILS with I-MFA identified. Prior to COPRA received false glide slope and LOC indications taking us slightly off centerline and below GS. The [ILS] then failed completely, quickly recognized and took over visually with autopilot turned off. Signals came back to normal closer in to Runway. Reported immediately to ATC. I've had the same issues coming into 26L so I suspect there is a problem with MIA equipment. LOC/GS issues for these approaches at MIA need looked into. Get MIA and FAA to fix the ILS equipment.

SYNOPSIS

Air carrier pilot reported issues with MIA airport ILS equipment.