

3/6/2024

FOR YOUR INFORMATION

2024-42/4-6

To: Airport Manager, Newark Liberty Int'l Airport (EWR), NJ, FAA (AAS-1, ATM N90 TRACON, ATM EWR Tower) 2076275

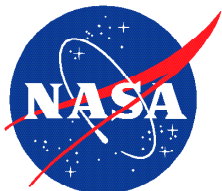
Info: FAA (AVP-1, AVP-200, AAS-300, AEA-600, AJV-A, AFS-260, AJI-144, AFS-200, Director of Air Traffic Operations ESA North, Runway Safety Team), AAAE, A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: EWR Runway 22L Glide Slope Anomaly

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 2076275

DATE / TIME

Date of Occurrence 202401
Local Time Of Day 1201 to 1800

PLACE

Locale EWR.Airport
State NJ
Altitude - MSL 3000

ENVIRONMENT

Flight Conditions IMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON N90
Make Model Name Commercial Fixed Wing
Operating Under FAR Part 121

COMPONENT 1

Aircraft Component ILS/VOR

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2076275

EVENTS

Anomaly Aircraft Equipment Problem - Less Severe
Anomaly Deviation - Altitude - Excursion From Assigned Altitude
Anomaly Deviation - Altitude - Overshoot
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly Ground Event / Encounter - Ground Equipment Issue
Detector - Automation Aircraft Other Automation
Detector - Person Flight Crew
Result - Flight Crew FLC Overrode Automation
Result - Flight Crew Overcame Equipment Problem
Result - Flight Crew Requested ATC Assistance / Clarification
Result - Air Traffic Control Provided Assistance

NARRATIVE 1

Inbound on the localizer to [Runway] 22L at 3000 ft. with the glideslope armed, the glideslope started giving erroneous signals which caused the airplane to capture the glideslope below the path. This in turn caused the aircraft to aggressively climb to intercept the glideslope path. Before the flying FO (First Officer) had a chance to turn off the autopilot the aircraft climbed 200 ft. to get on the path it thought it needed to capture early – suspect something drove in front of the glideslope antenna. Once on the glide path glideslope signal continued to minimally oscillate for the next half mile. This oscillation was also reported by Aircraft Y that was on the approach behind us. Once the oscillations stopped we were still able to perform a stable approach and we continued the approach and landing without any additional issues.

SYNOPSIS

Air carrier Captain reported the EWR Runway 22L glideslope was giving erroneous signals and caused the aircraft on autopilot to aggressively climb to intercept the path.