

8/12/2026

FOR YOUR INFORMATION

2026-282/4-15

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

2381486

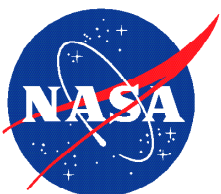
Info: FAA (AVP-1, AVP-200, ATM SJU ATCT, AAS-300, AJV-A, ASO-600, AFS-260,
AFS-200, Runway Safety Team), A4A, ALPA, AOPA, APA, ASAP, IATA, CAPA,
ATSAP, ATSG, ICASS, IFALPA, NATCA, NBAA, NTSB, RAA, SWAPA,
Jeppesen Sanderson Inc.

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

Re: TJSJ/SJU Runway 10 Glideslope Calibration

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 2381486**DATE / TIME**

Date of Occurrence	202607
Local Time Of Day	0001 to 0600

PLACE

Locale	SJU.Airport
State	PR
Altitude - AGL	500

ENVIRONMENT

Flight Conditions	VMC
-------------------	-----

AIRCRAFT / EQUIPMENT X

Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2381486

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Inflight Event / Encounter - Unstabilized Approach
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

There are no FAA NOTAMs, alerts or company notes about the half dot low deviation on the RW10 glideslope. I had to brief my Captain on it coming into SJU since I am familiar with it from a previous carrier and prior experience. Thankfully we were VMC, but it is a full half dot intolerance at approximately 600 feet, later rejoining the 3 degree glidepath at approximately 400 feet. This could result in a crew unstable on the approach unless briefed on the anomaly.

SYNOPSIS

Air carrier First Officer reported a possible glide slope calibration issue on the SJU Runway 10 glide slope.