

SAFETY ALERT

Applicability: Flight Crews

Title: Lateral Deviations from ILS Track at SPJC.

Source: PCAST Misleading Task Force.

Description:

Reports have been received from flight crews and ATC describing events involving lateral deviations from the **ILS RWY 16R** track toward the **ILS RWY 16L** track during approach to **Lima Airport (SPJC)**..

Following a **Flight Data Analysis (FDA)** review and corresponding interviews, it was determined that some of these “misleading” events were caused by **incorrect MCDU programming** by the flight crew. In other cases, despite having correctly programmed the **ILS Z RWY 16R** approach, the aircraft’s **navigation system exhibited erratic behavior** while in managed mode.

One scenario involved northbound flights in lateral **NAV mode (green)** with the **APPROACH pushbutton selected**. In these cases, **G/S and LOC modes armed (blue)**, yet the aircraft remained between both ILS localizer paths (16L and 16R) without capturing the G/S or LOC.

In southbound approaches, when vectored to intercept the ILS RWY 16R and after pressing the APPROACH pushbutton, the FMGS entered LOC* mode of ILS RWY 16L, despite the ILS RWY 16R being properly programmed in the MCDU.

In all reported cases, deviations were promptly identified by both ATC and flight crews, and appropriate corrective actions were taken to maintain safe separation and operational integrity.

The occurrences remain under investigation in coordination with the aircraft manufacturer.

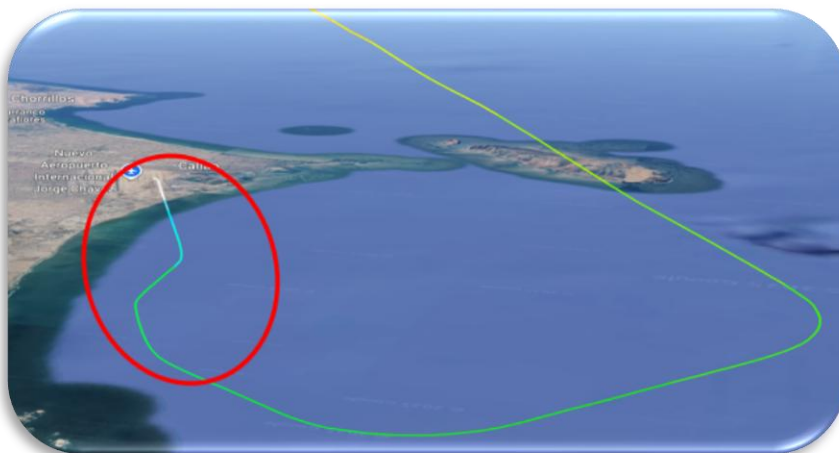


Ilustración 1. Flight trajectory recorded

Recommendations:

- **Strict adherence to current SOPs**, including verification of radio aids and frequencies programmed into the FMGS for the intended approach.
- **Maintain effective CRM** and continuous monitoring of automation and navigation system behavior throughout all phases of flight.
- **Review the "Temporary Abnormal Behaviors"** section in the aircraft manufacturer’s manuals, particularly regarding unexpected mode reversion or system behavior. Consider manual ILS frequency tuning ("hard tuning") as appropriate.
- **Foster a proactive safety culture**, recognizing and addressing the operational consequences of potential deviations.
- **Apply the Golden Rule: Take action if things do not go as expected.**
- **Immediately notify ATC** if an uncommand deviation from the cleared ILS approach path is suspected.