

10/17/2024

FOR YOUR INFORMATION

2024-195/3-22

2160440

To: Airbus Industries

Info: FAA (AVP-1, AVP-200, AFS-200, AFS-100, AFS-260, AIR-720, SEA-AEG), A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IAM, AMFA, IBT, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA

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

Re: Airbus A319 CRT Screen Brightness

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 2160440**DATE / TIME**

Date of Occurrence 202408
Local Time Of Day 0601 to 1200

PLACE

Locale ZZZ.TRACON
State US

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON ZZZ
Make Model Name A319
Operating Under FAR Part 121

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - TRACON ZZZ
Make Model Name Any Unknown or Unlisted Aircraft Manufacturer

COMPONENT 1

Aircraft Component PFD/ND

PERSON 1

Function - Flight Crew First Officer
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2160440

PERSON 2

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
ASRS Report Number 2160434

EVENTS

Anomaly Aircraft Equipment Problem - Critical
Anomaly Conflict - Airborne Conflict
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Detector - Automation Aircraft RA
Detector - Person Flight Crew
Result - General None Reported / Taken

NARRATIVE 1

Radar vectors to ILS XX at ZZZ. I was operating as FO and pilot monitoring. Captain was flying with autopilot and auto thrust engaged. Uneventful capture of ILS. Both approach controller and tower had advised of traffic in the pattern at ZZZ1. We identified and reported to the tower that we were visual with the traffic crossing from right to left in front of us. As we descended with the ILS glideslope a "monitor vertical speed" RA was generated by intruding traffic in the pattern at ZZZ1, and by now was passing beneath us. It was early morning and the sun was directly in our face, I had sunglasses on and was fully utilizing the inbuilt sunshade. Due to the old CRT screens it was difficult to see what the TCAS commanded vertical speed indication was showing. The contrast between the bright morning sunshine and very dim screens meant I was unable to see if we were inside the required green target range for the TCAS maneuver. The TCAS situation disappeared after only a

few seconds and the captain had not even begun to respond to the maneuver by this time. It transpired that the captain couldn't see the required TCAS commanded vertical speed information either. Since we were still stable on the approach, and now clear of traffic, we elected to continue to an uneventful landing.

Bright morning sunshine directly into the cockpit led us to wear sunglasses. Despite trying to force the screens to brighten up by shining torchlight into the light sensor, the screens were very dim. This led to difficulties reading critical information in a timely manner. Replacement of the old CRT screens and light sensors can't come soon enough. Had we been required to initiate a complex TCAS maneuver at that point, I would not have been confident that we would have been able to see the required TCAS commanded vertical speed.

NARRATIVE 2

Established on localizer and glide slope for ILS, just to the North of ZZZ1 airport. Approach control called traffic climbing in the pattern for ZZZ1, myself and the first officer had visual on the aircraft. Shortly after we received a "Monitor Vertical speed". Due to landing east and in to the sun neither one of could make out the guidance from TCAS, the screens were not visible or easily recognizable due the darkness of the PFD's before we could react we received "Clear of Conflict" continued the approach and landed normally.

Cause: Congested air space, numerous GA aircraft, landing into the sun, dim and difficult to see PFD's

SYNOPSIS

A319 flight crew reported a TCAS RA event and a difficult time seeing the visible TCAS solution guidance on the PFD display due to sunlight and dark CRT screens. The crew received a clear of conflict message and continued the approach and landing.