

12/3/2024

FOR YOUR INFORMATION

2024-219/10-33

To: FAA (AJV-A, ATM PCT TRACON, ATM BWI Tower), Airbus Industries, 2176003
Jeppesen Sanderson Inc.

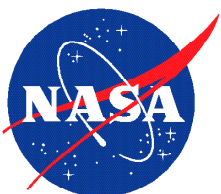
Info: FAA (AAS-1, AAS-300, AVP-1, AVP-200, AFS-260, AFS-200, AEA-600, Director of Air Traffic Operations ESA North, Runway Safety Team), A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, EAA, IBT, ICASS, IPA, NAFI, NATCA, NBAA, NTSB, RAA, SWAPA, Airport Manager, Washington Intl/Thurgood Marshall (BWI), MD

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

Re: BWI ANTHM4 Arrival 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 2176003

DATE / TIME

Date of Occurrence 202410
Local Time Of Day 1801 to 2400

PLACE

Locale PCT.TRACON
State VA
Altitude - MSL 11000

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON PCT
Make Model Name A320
Operating Under FAR Part 121

COMPONENT 1

Aircraft Component FMS/FMC

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
ASRS Report Number 2176003

EVENTS

Anomaly Aircraft Equipment Problem - Less Severe
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Detector - Person Flight Crew
Result - Flight Crew Became Reoriented
Result - Flight Crew FLC Overrode Automation

NARRATIVE 1

While flying the ANTHM4 arrival into BWI, we were descending through 11,800 approximately 5 miles from the JABRR fix, when I pulled the airspeed knob and selected 250 KIAS. The aircraft slightly pitched up and slowed its descent to facilitate the slowdown. When it reached 250 KIAS, we were descending through approximately 11,300' MSL, two miles prior to the fix. The nose then lowered and the aircraft settled into a 1500 FPM descent with no sign of leveling at the hard-coded altitude restriction of 11,000. I intervened and leveled the airplane manually at 11,000. Then, once we had passed the fix, I re-entered NAV mode, with no further issues on the arrival.

It is important to note that I have flown this arrival three times in the past two weeks, in three different nose numbers, and I have replicated this behavior EACH TIME, exactly as described here.

SYNOPSIS

A320 Captain reported the aircraft was about to descend below the JABRR crossing restriction on the ANTHM4 arrival to BWI until they intervened and stopped the descent. Captain indicated they had encountered this issue three separate times in different A320 aircraft.