

9/11/2025

FOR YOUR INFORMATION

2025-226/10-19

To: Boeing Commercial Airplane Company

2267204

Info: FAA (AVP-1, AVP-200, AFS-200, AFS-900, AFS-260, AFS-100, AIR-720, AIR-780, AIR-360, SEA-AEG), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IBT, ICAO, ICASS, IFALPA, IPA, NTSB, PAMA, RAA, SWAPA, TWU

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

Re: B787 Navigation Software 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 2267204

DATE / TIME

Date of Occurrence	202507
Local Time Of Day	0601 to 1200

PLACE

Locale	ZZZZ.Airport
State	FO
Altitude - MSL	3000

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

Make Model Name	B787 Dreamliner Undifferentiated or Other Model
Operating Under FAR Part	121

COMPONENT 1

Aircraft Component	FMS/FMC
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PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2267204

EVENTS

Anomaly	Aircraft Equipment Problem - Less Severe
Anomaly	Deviation - Track / Heading - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Automation	Aircraft Other Automation
Detector - Person	Flight Crew
Result - Flight Crew	FLC Overrode Automation
Result - Flight Crew	Returned To Clearance
Result - Air Traffic Control	Issued New Clearance

NARRATIVE 1

This report highlights a significant flight safety concern and a general observation from an experienced pilot and Captain Boeing 787.

We were cleared on an approach sequence related to Runway ILS X XXL in ZZZZ. Proceeding from ZZZZ intersection, ZZZZ Approach cleared us to a waypoint a ZZZZZ1 at 3000 feet. We proceeded direct to ZZZZZ1 and configured aircraft and accordance with our descent profile.

We briefed the approach to include the recent pilot bulletin, false localizer capture, of premature intercepts to a localizer as we proceeded to intersection ZZZZZ1. Approximately three nautical miles from ZZZZZ1 at 3000 feet while LNAV engaged direct to ZZZZZ1, the approach was armed, localizer and glideslope displayed armed.

The aircraft turned to parallel the approach course of Runway XXL. And immediate action was required to return the aircraft to the original heading to intercept ILS X XXL and approach mode re-engaged.

ZZZZ Approach Control also noticed the inadvertent and premature turn and advised us to turn right to heading of 120 to re-intercept ILS X XXL. The aircraft was returned to the approach course of ILS XXL via heading select and reengaged the approach on the Mode Control Panel (MCP).

The flight continued to destination without further incident.

This issue needs the highest attention fast before an equally exhausting crew doesn't make the right corrective flight path choices, and continues along the wrong course of action in mountainous terrain.

It is apparent that the B787 software drastically needs to be updated to accommodate different approach criteria's as assigned by ATC. This premature turn to ILS X XXL would have taken us directly into high terrain that exceeds thousands of feet, seriously jeopardizing the safety of flight.

SYNOPSIS

B787 Captain reported a critical software error resulted in the aircraft performing a premature turn to the ILS approach toward terrain, requiring immediate action by the flight crew to return to course.