

3/31/2026

FOR YOUR INFORMATION

2026-108/6-16

To: Airport Manager, Buffalo Niagara International Airport, (BUF), NY, FAA 2334186
(AEA-600)

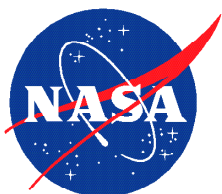
Info: FAA (AAS-300, ATM BUF Tower, ATM BUF TRACON, AVP-1, AVP-200, AJV-A, AAS-AFS-260, AFS-200, Director of Air Traffic Operations ESA North, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, Jeppesen Sanderson Inc.

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

Re: BUF ILS Runway 5 Reliability Concerns

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 2334186**DATE / TIME**

Date of Occurrence 202602
Local Time Of Day 1201 to 1800

PLACE

Locale BUF.Airport
State NY
Altitude - MSL 3000

ENVIRONMENT

Flight Conditions IMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON BUF
Make Model Name Commercial Fixed Wing
Operating Under FAR Part 121

COMPONENT 1

Aircraft Component Autoflight System

PERSON 1

Function - Flight Crew First Officer
Function - Flight Crew Pilot Flying
ASRS Report Number 2334186

PERSON 2

Function - Flight Crew Captain
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2334192

EVENTS

Anomaly Aircraft Equipment Problem - Less Severe
Anomaly Deviation - Altitude - Excursion From Assigned Altitude
Anomaly Deviation - Speed - All Types
Anomaly Deviation - Track / Heading - All Types
Anomaly Deviation / Discrepancy - Procedural - Clearance
Anomaly Deviation / Discrepancy - Procedural - Published
Anomaly Material / Policy
Anomaly Ground Event / Encounter - Ground Equipment Issue
Anomaly Inflight Event / Encounter - Unstabilized Approach
Detector - Automation Aircraft Other Automation
Detector - Person Air Traffic Control
Detector - Person Flight Crew
Result - Flight Crew Executed Go Around / Missed Approach
Result - Flight Crew FLC Overrode Automation
Result - Air Traffic Control Issued New Clearance
Result - Air Traffic Control Provided Assistance

NARRATIVE 1

During the ILS Runway 5 into BUF, we noticed the Morse code identifier was hard to hear, but we had positive localizer and glideslope indications. During intercept we decided to disengage the autopilot because it was

NOTAM'd to not be flown coupled but we noticed we were losing localizer indication intermittently. We struggled to maintain lateral course and when we were about to report it to the Approach Controller, he noticed we were off course and he offered us to break off and come back and try it again. We accepted it and performed a soft go-around. We notified the FA and passengers.

On the second attempt, we also lost localizer indication intermittently and brought it up to the controller and in conjunction with him, we decided to attempt the ILS one more time but this time to do it from outside the (IF) ZOBSSO. In that second attempt, during the soft go-around, since we were hand-flying and got task saturated during the climb, we missed our assigned altitude of 3000 feet for a few hundred feet and during that correction we were also given a lower altitude of 2300 feet, and during descent we were late to perform our soft go-around profile and when doing so we noticed our speed was at around 221 when we retracted the flaps from 22 to 9 degrees. We completed the checklists and with the high workload also thinking about a Plan B, we decided as a crew to back up the ILS with the RNAV 5 since the ceilings at that moment were just above MDA. The aircraft was landed safely.

Due to high workload, we didn't contact Dispatch until at the gate.

Suggestion: Next time, perform the soft go-around in a timely manner.

NARRATIVE 2

[Report narrative contained no additional information.]

SYNOPSIS

Air carrier flight crew reported the BUF Runway 5 ILS was intermittently unreliable.