

4/22/2026

FOR YOUR INFORMATION

2026-147/4-8

To: Airport Manager, Columbia Metro (CAE), SC, FAA (AAS-1)

2324003

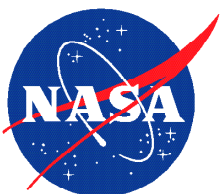
Info: FAA (AFS-200, AVP-1, AVP-200, AAS-300, AJV-A, ASO-600, AFS-260, Director of Air Traffic Operations ESA South, Runway Safety Team), ATSG, AFA, ALPA, IFALPA, APA, APFA, ASAP, A4A, IATA, CAPA, ICAO, ICASS, IPA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: CAE Localizer Issues

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 2324003

DATE / TIME

Date of Occurrence	202601
Local Time Of Day	1201 to 1800

PLACE

Locale	CAE.Airport
State	SC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	CAE
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

COMPONENT 1

Aircraft Component	Autoflight System
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PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2324003

EVENTS

Anomaly	Aircraft Equipment Problem - Less Severe
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Anomaly	Inflight Event / Encounter - Unstabilized Approach
Detector - Automation	Aircraft Other Automation
Detector - Person	Flight Crew
Result - Flight Crew	Executed Go Around / Missed Approach
Result - Flight Crew	FLC Override Automation

NARRATIVE 1

I was cleared for Visual 29 into CAE. Approximately 5 – 10 NM northeast of CAE, autopilot began following the (assuming) localizer of another frequency with no movement of the deviation indicator.

Frequency for ILS/LOC 29 was tuned and identified, with course set to 292. I disabled the autopilot to resume own navigation, shortly following I had Landing Gear Warning due to altitude (1,800 feet for glideslope intercept). I regained altitude and notified CAE Tower that we will be go around. After go around completion, on the downwind for Runway 29, the controller notified us that they had other reports of the same anomaly.

SYNOPSIS

Air carrier First Officer reported the autopilot began to follow the localizer of another frequency despite the correct frequency being tuned and identified.