

4/16/2026

FOR YOUR INFORMATION

2026-129/4-7

To: Airport Manager, Dallas Love Field Airport (DAL), TX, FAA (AAS-1, ATM D10 TRACON) 2342611

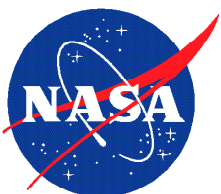
Info: FAA (AAS-300, AVP-1, AVP-200, ATM DAL Tower, AJV-A, ASW-600, AFS-260, AFS-200, Director of Air Traffic Operations CSA, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: DAL Runway 13R Localizer Reliability

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 2342611

DATE / TIME

Date of Occurrence	202603
Local Time Of Day	No Local Time Of Day Stated

PLACE

Locale	DAL.Airport
State	TX

AIRCRAFT / EQUIPMENT X

Make Model Name	Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part	91

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2342611

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Person	Flight Crew
Result - Flight Crew	FLC Override Automation

NARRATIVE 1

Visual 13R: On a few occasions while vectored from the east for a visual approach to 13R the Garmin captured a ghost localizer a few miles east of the localizer and the aircraft started to turn inbound. We intervened of course.

Suggestions: Maybe a FAA verification flight.

SYNOPSIS

Fractional Captain reported the aircraft started to turn inbound while on the visual approach to follow a "ghost localizer" and the flight crew intervened.