

ALERT BULLETIN

AB 2026:13/6-2

3/31/2026

2334653

TO: Airport Manager, La Guardia Airport (LGA), NY, FAA (AEA-600)

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

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

SUBJ: LGA ILS Runway 4 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 following:

ASRS received a report from an air carrier flight crew describing a localizer deviation incident on approach to LGA. Reporter stated on the ILS 4 approach the localizer appeared to veer to the left, and when they broke out of the overcast at 400 ft they saw the approach lights off their right. After executing a missed approach, second approach was conducted, and again the localizer veered left, but was not followed, and a normal landing followed.

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 2334653**DATE / TIME**

Date of Occurrence 202602
Local Time Of Day 1201 to 1800

PLACE

Locale LGA.Airport
State NY
Altitude - AGL 400

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2334653

PERSON 2

Function - Flight Crew First Officer
Function - Flight Crew Pilot Flying
ASRS Report Number 2334661

EVENTS

Anomaly ATC Issue - All Types
Anomaly Deviation - Track / Heading - All Types
Anomaly Deviation / Discrepancy - Procedural - Clearance
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Detector - Person Flight Crew
Result - Flight Crew Executed Go Around / Missed Approach
Result - Flight Crew Overcame Equipment Problem
Result - Air Traffic Control Issued Advisory / Alert
Result - Air Traffic Control Issued New Clearance

NARRATIVE 1

Localizer lateral deviation/malfunction (?)

1st approach: The FO was PF. Kicked off autopilot at the FAF (DNNIS). Localizer immediately veered to the left. The FO followed Flight Director (FD) constantly "chasing" it. After catching the localizer again, it kept veering and when we broke out around 400 feet we found the approach lights off to our right. Go around was initiated once back on a lateral track. Go around had no issues and was successful.

2nd approach: Captain is PF. Before starting the approach, ATC asked aircraft to report if they are experiencing any excessive localizer deviations. I did notice Aircraft Y ahead of us on Multi-function Flight Display (MFD) and it seemed they also were veered to the left.

I am a new Captain and decided to take the approach and landing as I was not sure if this was an equipment issue. At FAF, I kicked off the autopilot and noticed once again an immediate veer to left however I did not chase and it came back to normal. This was at 1500 – 1200 feet. I held course all the way down. At around the same time altitude as last time (350 – 400 feet), the FO called out “localizer to the left.” I once again did not chase it, we broke out right above the approach lights on course. Landed safely.

NARRATIVE 2

The ILS for Runway 4 in LGA is a hand flown approach from the final approach fix. Light chop on the approach. From about 500 feet above the ground, I noticed that I was slightly to the right of the localizer. I was flying a Flight Director (FD), although it seemed as if I was continuously to the right of the localizer. I decided to fly slightly more left than the FD called for, since it seemed like my current input was not correcting into centerline. I ended up farther to the left of the localizer than I needed to be. When we broke out of the clouds at about 350 feet, the approach lights were too far to the right. Air Traffic Control called our go-around letting us know that he got an alert on our approach. We executed the go-around. Once we were being vectored back to the approach, Captain took controls to shoot the next approach. On our second approach, the localizer again showed that we were slightly to the right of course. However, when we broke out of the clouds, it seemed we were right over the approach lights. The Tower mentioned on our second approach that he was having issues with planes coming out of the clouds left of the center of line.

SYNOPSIS

Air carrier flight crew reported performing a go-around after the First Officer followed the malfunctioning localizer that resulted in the aircraft being off the approach course.