

2/2/2024

**FOR YOUR INFORMATION**

2024-17/4-2

To: Airport Manager, Phoenix Sky Harbor International (PHX) AZ, FAA (AAS-1, 2060637  
ATM P50 TRACON, ATM PHX Tower)

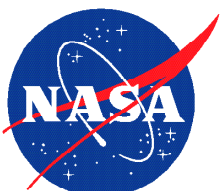
Info: FAA (AFS-200, AVP-1, AVP-200, AAS-300, AJV-A, AWP-600, AFS-260, AFS-400, AJI  
-144, Director of Air Traffic Operations WSA, Runway Safety Team), ATSG, AFA,  
ALPA, IFALPA, APA, APFA, ASAP, A4A, IATA, CAPA, ICAO, ICASS, IPA, NTSB, RAA,  
SWAPA, Boeing Commercial Airplane Company

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

Re: PHX ILS Runway 26 Localizer 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](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 2060637

### DATE / TIME

Date of Occurrence 202312  
Local Time Of Day 1801 to 2400

### PLACE

Locale P50.TRACON  
State AZ  
Altitude - MSL 3000

### ENVIRONMENT

Flight Conditions VMC

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON P50  
Make Model Name B737 Undifferentiated or Other Model

### PERSON 1

Function - Flight Crew First Officer  
Function - Flight Crew Pilot Flying  
ASRS Report Number 2060637

### EVENTS

Anomaly Deviation - Track / Heading - All Types  
Anomaly Deviation / Discrepancy - Procedural - Clearance  
Anomaly Deviation / Discrepancy - Procedural - Published  
Material / Policy  
Anomaly Inflight Event / Encounter - Other / Unknown  
Detector - Person Flight Crew  
Result - Flight Crew Became Reoriented  
Result - Flight Crew FLC Overrode Automation  
Result - Flight Crew Overcame Equipment Problem  
Result - Flight Crew Regained Aircraft Control

### NARRATIVE 1

While in VNAV on a 30 degree intercept on the ILS26 to PHX, we were cleared for the approach so I armed the APP by pushing the button.

Both VOR/LOC and GS armed and engaged (and started to turn) so PM set the TDZE. Soon after, the Autopilot disengaged and the yellow control wheel steering light came on the primary flight display. We were still on the intercept and flew a little across the final approach course. I immediately pressed the Autopilot disengage button and manually turned the jet onto final for Runway 26 after a little overshoot. PHX was simultaneously landing 25L. I flew the needles and greased the landing.

My Captain could not tell me what caused this.

Earlier this year on the same ILS26 at PHX I experienced the same thing at the same spot. The previous Captain said that this also occurred with him on a previous flight to PHX.

This has only happened to me at PHX. This has also happened to a classmate of mine at PHX.

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## **SYNOPSIS**

B737 First Officer reported the aircraft flew through the PHX Runway 26 localizer with the autopilot engaged and approach mode armed and that this had happened before in the same location.