

5/11/2021

**FOR YOUR INFORMATION**

2021-55/9-3

To: Airport Manager, Spokane Intl, (GEG), WA., Jeppesen Sanderson Inc.

1798622

Info: FAA (AAS-1, AVP-1, AVP-200, AAS-300, ANM-600, AFS-280, AFS-200, AJV-5, Director of Air Traffic Operations WSA South, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICAO, ICASS, IFALPA, IPA, NAFI, NATCA, NBAA, NTSB, SWAPA

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

Re: GEG Airport Tower Hazard

We recently received an ASRS report 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 1798622

### DATE / TIME

Date of Occurrence	202104
Local Time Of Day	0601 to 1200

### PLACE

Locale	GEG.TRACON
State	WA
Altitude - MSL	5300

### ENVIRONMENT

Flight Conditions	VMC
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### AIRCRAFT / EQUIPMENT X

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

### PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	1798622

### PERSON 2

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	1798633

### EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Inflight Event / Encounter - Other / Unknown
Detector - Person	Flight Crew
Result - Flight Crew	Overcame Equipment Problem
Result - Flight Crew	Returned To Clearance

### NARRATIVE 1

We were in visual conditions on approach to GEG, when we were cleared by GEG Approach control to descend to an altitude of 3,900 feet, while also being cleared for the visual approach Runway 21. As we began to descend, I as the pilot monitoring, looked outside and noticed some tall radio towers. I brought the towers to the Captain's attention and he immediately stopped the descent in order to prevent us from coming any closer to the towers. If I remember correctly we stopped the descent at approximately 5,300 feet. We then flew over the towers and after clearing them we continued our descent to 3,900 ft and commenced the visual approach to a successful and safe landing.

We were never given any warning about the towers and did not notice the towers on the approach plate until after landing and getting to the hotel. Since this was my first time flying into GEG, and the Captain had not flown to GEG in years, we were both unfamiliar with the area and after this incident would recommend that a better warning be given on the 10-7 pages as well as on the approach plates.

These warnings would not only help those who are unfamiliar with the area and specifically the radio towers, but would help remind those that are familiar with the area to possible encounters with the towers.

## **NARRATIVE 2**

After being cleared for a visual approach to Runway 21 in GEG, I started a descent to the SIGYOFAF altitude using FLCH with the autopilot on. During the descent the FO verbalized that he saw towers at approximately our 12:00 o'clock position. I promptly leveled off until we passed the towers and then continued the visual approach backed up with the ILS for an uneventful landing.

It should be noted that there are towers on a bluff a few miles SE of the Runway 21 FAF that are higher than the FAF altitude.

## **SYNOPSIS**

Air Carrier flight crew reported a hazardous situation exist with tall radio towers in the vicinity of GEG airport. Reporters recommends more prominent warnings on approach and airport charts to flight crews.