

3/4/2025

FOR YOUR INFORMATION

2025-42/5-11

To: Airport Manager, Spokane Intl, (GEG), WA, FAA (AAS-1, ATM GEG Tower), 2205051
Jeppesen Sanderson Inc.

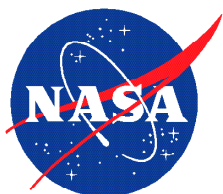
Info: FAA (AVP-1, AVP-200, AAS-300, ANM-600, AFS-260, AFS-200, AJV-A, Director of
Air Traffic Operations WSA, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA,
ASAP, ATSAP, ATSG, CAPA, IATA, ICAO, ICASS, IFALPA, IPA, NAFI, NATCA,
NBAA, NTSB, SWAPA

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

Re: GEG Runway 03 Hold Short Light Placement

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 2205051

DATE / TIME

Date of Occurrence 202501
Local Time Of Day No Local Time Of Day Stated

PLACE

Locale GEG.Airport
State WA
Altitude - AGL 0

ENVIRONMENT

Flight Conditions IMC

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew Pilot Not Flying
ASRS Report Number 2205051

EVENTS

Anomaly ATC Issue - All Types
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly Ground Excursion - Runway
Detector - Person Observer
Result - General None Reported / Taken

NARRATIVE 1

Within the span of the last couple days, an air carrier pilot commuting to work reported to me two instances of aircraft crossing illuminated stop bars while taxiing out to runway 03 in Spokane, Washington GEG. I volunteer as an airport safety liaison at GEG.

The first instance was observed by the air carrier pilot in the jump seat of a commercial flight. The visibility was low yet uncertain if SMGCs (Surface Movement Guidance Control System) criteria. The crew approached the illuminated stop bars, which are importantly co-located with ILS hold short line, the jump seating pilot thought the crew was going to stop. They did not stop so the commuting pilot advised them to stop; the captain stopped and re-confirmed they were cleared for takeoff which they had indeed already been cleared. The crew departed. There is likely no data for this occurrence of crossing the illuminated stop bars as the commuting pilot unfortunately did not advocate to file a report.

This same pilot witnessed the same scenario sitting in the passenger cabin, window seat where it appeared that the stop bar lights were not turned off and crossed. With this second occurrence, he discussed the issue with the company's air safety. He was prompted to send an informational report.

There is history of similar occurrences where aircraft at GEG are cleared for takeoff yet the stop bars are still illuminated. Again, the stop bars are not located at the runway hold short line but co-located with the ILS hold short line. The ILS hold short line are located immediately after a 90 degree turn for both runway 3 and 21. The runway hold short line is perhaps 100' feet or more beyond the ILS hold short line. The hold short ILS line is located in an awkward position for stopping the aircraft and perhaps unexpected by many crews to stop because the stop bars are at the ILS hold line. Most stop bars are located at the runway hold short.

There are many factors involved in pilots crossing illuminated stop bars at GEG. Pilots need to stop until the lights are turned off, even if given a takeoff clearance. I spoke to GEG ATC and still gathering information yet it appears that there is the possibly the stop bar light are being turned on by GEG Airport Operations in non-SMGCs conditions yet below 800 & 2. There must be clarity and certainty as to who is controlling or has control of the stop bar lights.

This informational report is being submitted with the concurrence of Person A. I called Person A to basically ask if Hot Spots were added to Jeppesen Charts for GEG concerning the stop bars location, would all subscribers and airlines have potential new GEG Hot Spots.

My goal is to have hot spots added to the AMM (aircraft moving map) chart for GEG reflecting the Stop Bars are located at the ILS hold short and that aircraft have inadvertently crossed illuminated stop bars.

I am also advocating these changes with engineering and air safety.

SYNOPSIS

Air carrier pilot reported receiving reports of pilots crossing the illuminated red stop bar lights for Runway 03 in GEG airport, after receiving a takeoff clearance. The red lights are located with the ILS hold short line and not the Runway hold short line.