

12/16/2025

FOR YOUR INFORMATION

2025-324/9-13

To: Airport Manager, South Bend Int'l Airport (SBN), IN, FAA (AAS-1)

2301027

Info: FAA (Director of Air Traffic Operations CSA, AGL-600, AJV-A, AAS-300, AVP-1, AVP-200, AFS-260, AFS-200), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: Uncharted Towers Vicinity of SBN Airport

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 2301027

DATE / TIME

Date of Occurrence 202511
Local Time Of Day 0601 to 1200

PLACE

Locale SBN.Airport
State IN

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew First Officer
Function - Flight Crew Pilot Flying
ASRS Report Number 2301027

EVENTS

Anomaly Deviation / Discrepancy - Procedural - FAR
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly Inflight Event / Encounter - Other / Unknown
Anomaly No Specific Anomaly Occurred - Unwanted Situation
Detector - Person Flight Crew

NARRATIVE 1

Coming in to land on 27L, cleared for the visual around 10 – 15 miles away at 3000 feet. PM was watching the big group of towers located on the approach place which shares the highest one being 1940. PF set 2000 FAF altitude, visual conditions, and field in sight. The PM was monitoring the group of towers waiting to cross them, PF was going to turn base after them. However, there's an extra tower around outside of the group of towers to the right side of them but not depicted on the approach plate and potentially crossed it with less than 1000 feet. No terrain warnings, no Tower warnings, and in full VMC conditions had them in sight. As soon as the big group of towers passed I was about to begin my base turn when I saw the last one cross. There is a chance we were not over that tower above 1000 feet. PF extended the downwind leg way outside of them to make sure this didn't happen. However, there's another high one not depicted on the plate still very high up.

Cause: The approach plate should have more of the towers depicted even if it's all 7/8 of them. The highest one being 1940 but the plate should show the next ones' altitude as well. It's a big area with lots of towers. When cleared for the visual, PF should have stayed at 3000 feet and then on final configured to begin a quicker descent. There was no indication we were close to it and the PF landed safely in the touchdown zone and parked at the gate with no issues.

Suggestions: Although the approach plate has the 2 towers at 1940, it doesn't do a good job depicting the ones outside that group. It should have all of the towers on the chart or at least the tallest 5.

SYNOPSIS

Air carrier First Officer reported there are tall towers that are not depicted on the approach chart for SBN, and during initial approach the flight crew may have potentially crossed one of the towers with less than required clearance.