

2/26/2026

FOR YOUR INFORMATION

2026-66/9-3

To: Airport Manager, Capital Region International Airport (LAN), MI,
FAA (AAS-1), Jeppesen Sanderson Inc.

2319752

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

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

Re: LAN Airport Obstacle Charting

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 2319752

DATE / TIME

Date of Occurrence	202601
Local Time Of Day	1201 to 1800

PLACE

Locale	LAN.Airport
State	MI
Altitude - MSL	3000

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2319752

PERSON 2

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2319753

EVENTS

Anomaly	Deviation - Altitude - Excursion From Assigned Altitude
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Inflight Event / Encounter - CFTT / CFIT
Detector - Automation	Aircraft Other Automation
Detector - Automation	Air Traffic Control
Detector - Person	Air Traffic Control
Detector - Person	Flight Crew
Result - Flight Crew	Took Evasive Action
Result - Air Traffic Control	Issued Advisory / Alert

NARRATIVE 1

On downwind at 3,000 feet for Runway 28L we were cleared for the visual approach. On the approach plate I determined and communicated that an obstacle was charted at approximately 1,900 feet and ahead of us, and we began to look for it. We noticed a tall tower which we believed to be that obstacle, and I determined that we would remain south and above it until we turned base. I set 2,400 for the final approach fix altitude and descended. However, when passing that tower we simultaneously noticed another tower straight ahead. In the next few moments, and before we were able to make a determination about which obstacle was which, we received an Enhanced Ground Proximity Warning System (EGPWS) caution for an obstacle ahead. I initiated a climb back to 3,000 feet. Tower advised us of a low-altitude alert to which we responded that we were climbing. Upon reaching 3,000 feet we continued the approach with our base turn. The aircraft continued to land uneventfully.

Cause: We believed that we had the charted obstacle in sight and had a plan to avoid it. However, the tower that we believed to be the charted obstacle was instead a different tower that we did not see on our charts, and the charted tower was in our flight path, though below our altitude.

Suggestions: The Jeppesen approach plate for the ILS 28L shows only one primary obstacle in that area. It is charted at 1,923 feet. However, there is another tower very similar to that obstacle in close proximity, slightly to the northwest, that is not charted. I believe that this caused confusion and detracted from our situational awareness as a crew.

NARRATIVE 2

[Report narrative contained no additional information.]

SYNOPSIS

Air carrier flight crew on a visual approach to LAN Runway 28L reported there is an uncharted tower that is in close proximity to a charted tower that caused the EGPWS to alert.