

On 15 May 2023 at 1000 local, I Aviation Enforcement Agent [REDACTED] took over as Sensor Operator in GCS 4005 for CBP104/Troy 242.

After conducting operations, we transitioned out of the SBCA and into R2303 airspace controlled by Libby Army Airfield controllers. Under normal conditions, we worked through the KU power down, decent, and began the before landing checklist. We were given our decent in subsections A and E of 2303. We were cleared down to 8000 at first, then were asked to hold briefly at 9000 before being given clearance down to pattern altitude. While conducting the before landing check list, I was holding on step 12, waiting for the GPS altitude to come in. We were in a tight right spiral down towards pattern attitude. While scanning back and forth between the ACL GPS altitude box and PSO2 monitor, I noticed terrain appearing from the lower right-hand corner of the screen and immediately announced "those mountains look awful close." AIA [REDACTED] replied in concurrence and attempted to bank the aircraft left away from the terrain. As the terrain continued to overtake the monitor, the aircraft lost video on both racks. Within a few second the warning alarm sounded.