

11/19/2021

FOR YOUR INFORMATION

2021-163/7-19

1846364

To: FAA (ATM PCT TRACON)

Info: FAA (AVP-1, AVP-200, AEA-600, AFS-280, AFS-200, AFS-400, Director of Air Traffic Operations ESA North), A4A, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: PCT TRACON Airspace Issues

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.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 1846364

DATE / TIME

Date of Occurrence	202110
Local Time Of Day	1201 to 1800

PLACE

Locale	IAD.Airport
State	DC
Altitude - MSL	3500

AIRCRAFT / EQUIPMENT X

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

AIRCRAFT / EQUIPMENT Y

Make Model Name	Military Trainer
Operating Under FAR Part	91

PERSON 1

Function - Air Traffic Control	Approach
ASRS Report Number	1846364

EVENTS

Anomaly	Airspace Violation - All Types
Anomaly	ATC Issue - All Types
Anomaly	Conflict - Airborne Conflict
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Automation	Aircraft RA
Detector - Person	Flight Crew
Result - Air Traffic Control	Issued New Clearance

NARRATIVE 1

I was just on departures and watched everything. Aircraft X was descending towards the initial approach fix during simultaneous ILS approach operations at IAD. The final was busy as was the approach sector who handed him off missing many VFR targets not talking to flying all through our arrivals and the final. One VFR [aircraft] flying west to east level at 3,000 feet flew right through the final just outside the Bravo and Aircraft X who was descending to the same altitude responded to a TCAS RA to miss him. The VFR target was hard to see with all the busy traffic for the west final over top of his tag, and the final was busy. This happens all the time.

We need to extend the Bravo to encompass our finals. FDK airport is just under about a 25 mile final to IAD when we are in a south operation. Our simulate SOP dictates we must go out to just south of FDK but usually get pushed out farther at 3,000 feet. This means aircraft fly into the Bravo, past the airport, then back out again, not just out of the lower limits, but out of the lateral confines of the bravo all together. Furthermore, the SFRA causes almost every single GA aircraft on the East Coast that wants to fly into the Northeast corridor (PHL, NYC, BOS area and beyond) and avoid having to talk to ATC or file and SFRA flight plan to all fly around it over the same spot. This is right over FDK. There are far too many little VFR [aircraft] that we aren't talking to that we are constantly trying to dodge flying right through our finals and arrivals. Even when we are north, we have two major STARs that fly right over FDK. The Bravo needs to extend out to encompass the FDK area to

push these aircraft out of the way. The same problem exists but to a lesser extent in a north operation with HEF aircraft.

SYNOPSIS

PCT TRACON Controller requested changes to Class B airspace to enhance safety.