

1/29/2026

FOR YOUR INFORMATION

2026-39/8-4

To: Airport Manager, Lakeland Linder International Airport (LAL), FL, FAA
(AAS-1, ATM TPA TRACON)

2315958

Info: FAA (AVP-1, AVP-200, ASO-600, AFS-260, AFS-200, AAS-300, Director of Air Traffic Operations ESA South), 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: LAL Airspace Design Concerns

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 2315958

DATE / TIME

Date of Occurrence	202512
Local Time Of Day	1801 to 2400

PLACE

Locale	LAL.Airport
State	FL
Altitude - MSL	3000

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	TPA
Make Model Name	Small Aircraft, High Wing, 1 Eng, Retractable Gear

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - TRACON	TPA
Make Model Name	Any Unknown or Unlisted Aircraft Manufacturer

PERSON 1

Function - Air Traffic Control	Approach
ASRS Report Number	2315958

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Conflict - Airborne Conflict
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Air Traffic Control

NARRATIVE 1

Aircraft X appeared to perform the VOR A approach to BOW with a procedure turn over the LAL VOR at 3,000. This was done without any RADAR advisories. This is a common occurrence at LAL and puts aircraft in dangerous proximity to LAL arrival and departures.

Suggestions: LAL needs to be a Class C before there an accident. The lack of control around the LAL airport is unsafe. The workload is increased as we work to maneuver around untracked VFR targets maneuvering within 10 miles of the airport or performing IFR approach procedures without RADAR advisories.

SYNOPSIS

TPA TRACON Controller expressed concern about the design of the LAL Class C airspace.