

4/22/2026

FOR YOUR INFORMATION

2026-145/8-14

To: Airport Manager, George Bush Intercontinental/Houston, (IAH), TX, 2327372, 2275097
FAA (ATM I90 TRACON)

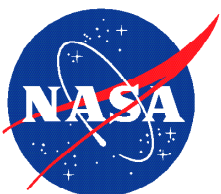
Info: FAA (Director of Air Traffic Operations CSA, ATM IAH Tower, AAS-1, AAS-300, ASW
-600, AVP-1, AVP-200, AFS-260, AFS-200), ATSG, ALPA, ICASS, IFALPA, AOPA,
APA, ASAP, A4A, ATSAP, CAPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: IAH IFR/VFR Conflicts

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 2327372

DATE / TIME

Date of Occurrence	202601
Local Time Of Day	1201 to 1800

PLACE

Locale	IAH.Airport
State	TX
Altitude - MSL	2000

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

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

AIRCRAFT / EQUIPMENT Y

Make Model Name	Any Unknown or Unlisted Aircraft Manufacturer
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PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2327372

EVENTS

Anomaly	Conflict - Airborne Conflict
Detector - Automation	Aircraft RA
Detector - Automation	Aircraft TA
Detector - Automation	Air Traffic Control
Detector - Person	Flight Crew
Result - Flight Crew	FLC Overrode Automation
Result - Flight Crew	Took Evasive Action

NARRATIVE 1

While being vectored to final (base leg) at IAH Runway 26L coming off of the DRLLR5, we were given a traffic advisory from ATC for VFR traffic on our nose and slightly below our altitude, as we were descending to 2000 feet, just prior to receiving a turn to final. We received a TCAS TA and picked up the traffic visually on our nose and slightly below our altitude. We then received a TCAS RA stating to adjust vertical speed. I clicked off the autopilot and autothrottle while the CA made a TCAS RA radio call. The VFR aircraft maneuvered right, we slowed our descent and made a slight turn to the right. The conflict was resolved and not really that close. We leveled at 2000 feet and picked up ILS guidance for a visual approach to 26R.

SYNOPSIS

Air carrier First Officer reported receiving a traffic advisory from IAH ATC for VFR traffic nearby and just prior to turning to final approach, the flight crew received a TCAS RA.

ACN 2275097

DATE / TIME

Date of Occurrence 202508
Local Time Of Day 1201 to 1800

PLACE

Locale IAH.Airport
State TX
Altitude - MSL 3000

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON I90
Make Model Name Commercial Fixed Wing
Operating Under FAR Part 121

AIRCRAFT / EQUIPMENT Y

Make Model Name Any Unknown or Unlisted Aircraft Manufacturer

PERSON 1

Function - Air Traffic Control Approach
ASRS Report Number 2275097

EVENTS

Anomaly ATC Issue - All Types
Anomaly Conflict - Airborne Conflict
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Detector - Automation Air Traffic Control
Detector - Person Air Traffic Control
Result - Air Traffic Control Issued Advisory / Alert
Result - Air Traffic Control Separated Traffic

NARRATIVE 1

I was working Final North, with a second Final Controller working Final South. We were west flow, widely spaced. The traffic was busy and steady, and the Final South Controller had a full final and downwind, with straight-in aircraft deviating around weather on their way towards the localizer. During the push, the other Final Controller, had to stop above his designated altitudes, and once had to issue a traffic alert to an airliner due to a VFR aircraft operating directly below the Bravo under our finals. The controller was very busy working a sequence and assigning speeds, and the VFR traffic added a dangerous level of complexity.

Recommendation: Controllers at Houston TRACON have been asking for an airspace change for many years, and nothing ever happens. VFR aircraft fly directly under our finals all the time within 100 feet of the airlines on visual approaches. Having aircraft we're not talking to that close to our airliners is bad enough, but it also adds complexity to the busiest and most complex position in the building. We need the floor of the Bravo extended lower beneath our finals. We have close calls all the time and eventually our luck will run out.

SYNOPSIS

I90 TRACON Controller reported that another controller had to issue a traffic alert to an airliner on final approach due to a VFR aircraft that was operating directly below the Bravo, which happens all the time.