

5/15/2026

FOR YOUR INFORMATION

2026-171/11-32

To: Airport Manager, Long Island MacArthur Airport (ISP), NY,
FAA (AAS-1)

2348689, 2280712

Info: FAA (AAS-300, AVP-1, AVP-200, AFS-260, AJV-A, AFS-200, AEA-600, Director of Air Traffic Operations ESA North), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, EAA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NAFI, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: ISP Traffic Volume 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 2348689

DATE / TIME

Date of Occurrence	202603
Local Time Of Day	0601 to 1200

PLACE

Locale	ISP.Airport
State	NY
Altitude - MSL	500

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	ISP
ATC / Advisory - TRACON	N90
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2348689

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Conflict - Airborne Conflict
Anomaly	Deviation - Altitude - Undershoot
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Inflight Event / Encounter - CFTT / CFIT
Anomaly	Inflight Event / Encounter - Unstabilized Approach
Detector - Person	Flight Crew
Result - Flight Crew	Executed Go Around / Missed Approach
Result - Air Traffic Control	Issued Advisory / Alert

NARRATIVE 1

On Day 0, on our flight to ISP I, the FO, was the PF and the CA was the PM.

After dealing with an inflight issue, we prepared for the approach and started our descent into our destination. Both the CA and I had never been to ISP, and after a careful review of the airport company pages, we briefed what to expect. We prepared, per the ATIS and the airport company pages, for the ILS for runway 24, expecting vectors to the IF CORAM. In addition, as the airport company pages informed us of increased GA traffic in the area, we exercised extra caution scanning for aircrafts.

Once on frequency with the final approach controller and at 3000 feet, we were given a final vector for the approach between the FAF UKEGE (1400 feet) and IF CORAM (2000 feet), while being instructed to descend to 2000 feet. We were asked to call for the airport in sight. As soon as we made visual contact with the field, we communicated it to ATC, which cleared us for the visual approach to runway 24 and handed us over to tower, at around 2500 feet, on a relatively short base leg.

The aircraft was now on a shorter than expected base leg, too high for appropriate glide slope intercept between the FAF (at 1400 feet) and the IF (at 2000 feet), additionally requiring to slow down for an appropriate descent and approach intercept. At 210 knots, with flaps 1 configuration, I elected to pre-select 180 knots, asked the CA to lower the gear and to accomplish a descent to 1500 feet. Being cleared to fly the visual approach I requested the CA to select DIRECT to the FAF, with the intention of intercepting vertical and lateral guidance to runway 24 at the FAF, at 1500 feet.

We descended from 2500 feet to 1500 feet, while slowing from 210 knots down to 180 knots. Just prior to level off I noticed a momentary descent rate of -2100 FPM. During the level off, ATC advised us of a Low Altitude Alert, most likely caused by the momentary descent rate of -2100FPM, to which the CA replied "Roger, we are leveling out". As we were approaching the FAF at 1500 feet, I asked the CA for flaps 2, continued to slow down and asked for flaps 3. The low altitude alert was also followed by a traffic advisory from ATC, which paired with workload saturation, contributed to distracting us from realizing the aircraft did not capture the glideslope.

Upon recognition of the unsuccessful GS intercept, I promptly disconnected the autopilot and attempted, while maintaining an appropriate rate of descent and speed, to re-intercept the GS or go back on a 2 red 2 white PAPI configuration. The aircraft was on a FLAPS FULL landing configuration at this point. While safely getting close to re-intercept, at 500 feet AGL we initiated a Go Around for unstable approach, and advised ATC, which vectored us back on final. We landed safely following the second approach.

The first approach which ended with a Go around, was the result of multiple factors. Firstly, the FAF altitude was 1400 feet, and preselecting 1500 feet while going direct to the FAF resulted in reaching the FAF 100 feet above GS intercept. In addition, higher workload resulted from expecting an ILS and vectors outside the IF, to then being unexpectedly vectored between the FAF and the IF, on a shorter base and a visual approach. Lastly, the increased presence of GA traffic contributed to ATC calling us for GA traffic on our right as we were passing the FAF. At the same time, traffic appeared on our display to our left. These events greatly contributed as the distractions that ultimately resulted in not realizing that the aircraft did not intercept the GS.

SYNOPSIS

Air carrier First Officer reported receiving an ATC low altitude alert and a traffic advisory for nearby general aviation traffic during final approach to ISP. Flight crew performed a go-around and returned to land.

ACN 2280712

DATE / TIME

Date of Occurrence	202508
Local Time Of Day	1801 to 2400

PLACE

Locale	ISP.Airport
State	NY

AIRCRAFT / EQUIPMENT X

Make Model Name	Large Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Pilot Flying
ASRS Report Number	2280712

EVENTS

Anomaly	Conflict - Airborne Conflict
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

Heavy GA traffic, GA training at ISP with increasing air carrier operations.

Traffic just outside the Class C to the south and east is a high threat as is the ATC controlled traffic inside the Class C.

Then we have two intersecting runways running touch and goes to shoot our landing through not to mention the rotary wing traffic.

This airport presents a high risk of aircraft collision.

Also, this airport is NOT included in the list of airports for a mandatory operating TCAS unit in the manufacturer MEL.

SYNOPSIS

Air carrier pilot reported high levels of general aviation training near ISP and increasing air carrier operations pose a risk of aircraft collision.