

5/28/2026

FOR YOUR INFORMATION

2026-186/8-18

To: Airport Manager, John Wayne/Orange County Airport (SNA), 2354010
CA, FAA (ATM SCT TRACON, ATM SNA Tower)

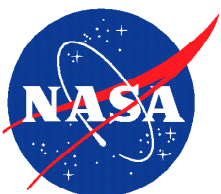
Info: FAA (Director of Air Traffic Operations WSA, AAS-1, AAS-300, AVP-1, AVP-200, AWP-600, AFS-260, AFS-200, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: SNA GA/Commercial Traffic 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 2354010**DATE / TIME**

Date of Occurrence	202604
Local Time Of Day	1201 to 1800

PLACE

Locale	SNA.Airport
State	CA

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	SNA
Make Model Name	Medium Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	121

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - Tower	SNA
Make Model Name	Small Aircraft, Low Wing, 1 Eng, Fixed Gear

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2354010

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

We were cleared from the DISNEE arrival onto the final for runway 20R and subsequently cleared for the visual approach after calling the airport in sight. I was on the ILS to back us up with automation fully on. Somewhere around 1000 feet I visual saw Aircraft Y, wing up turning final onto 20L. We both don't recall having this traffic pointed out to us. I saw that it appeared they had joined the final. It startled the FO at first as at first glance it was not clear to him that the aircraft was turning onto final, although I could tell his wing was "up" and joining. We were dealing with turbulent conditions and a tailwind that at somepoint was supposed to shift to a slight headwind for a landing on a very short runway for us. We quickly overtook the aircraft that was on our wingtip and it became a non factor. We received one TCAS TA for the aircraft at some altitude and possibly too low for an RA to take place. The speed of aircraft vs a small single engine airplane that it would be really difficult to measure closure rates and to avoid abruptly. We proceeded to have a normal landing. Perhaps that one of the most troubling things of all, this was a normal day at SNA with an experienced crew that has been to the airport before. We had briefed these multiple threats, were ready for them, and everything went uneventfully. However, It is honestly shocking to me that this is SOP at the airport. We are running large aircraft at 160knots on a final to a challenging runway, while very close on our wingtip we have student pilots doing multiple approaches in VFR traffic patterns. If Aircraft Y had misaligned for final approach, I would have had little time to avoid.

Cause: I understand that this airport has been operating this way for a long time and to my knowledge mostly uneventful. However, under "see something, say something" I feel compelled to file this report after having

similar experiences in my recent trips to the airport, including at night. With recent revocation of the side by side approaches at SFO, SNA to me, is a far bigger safety risk than SFO. We are now reliant on low experience pilots to join onto final in front of aircraft traveling twice their speed. We are putting too much trust in a private pilot to not overshoot the final. Student activity and traffic pattern work should not be permitted at the airport. I do not even think 20L should be operational when 20R approaches are being conducted. We have some mentions of the GA activity along coastline in the company pages, but that really does little to express what the first time pilot could expect flying to SNA as the traffic isn't isolated to the coastline, it is joining up on your wing.

SYNOPSIS

Air carrier Captain on short final to SNA Runway 20R reported a small aircraft turned final in front of them for Runway 20L with no advisory from Tower. Reporter expressed concern about the mix of general aviation and commercial traffic.