

7/21/2026

FOR YOUR INFORMATION

2026-259/11-50

To: Airport Manager, Washington Dulles International Airport (IAD), VA 2373417
FAA (ATM PCT TRACON)

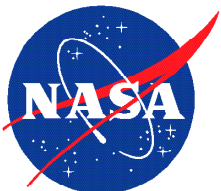
Info: FAA (Director of Air Traffic Operations ESA North, AEA-600, AAS-1, AAS-300, AVP
-1, AVP-200, AFS-260, AFS-200, Runway Safety Team), A4A, AAAE, ALPA, AOPA,
APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, NATCA, NBAA, NTSB,
RAA, SWAPA

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

Re: IAD Class B 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 2373417**DATE / TIME**

Date of Occurrence	202606
Local Time Of Day	1801 to 2400

PLACE

Locale	PCT.TRACON
State	VA
Altitude - MSL	3000

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	PCT
Make Model Name	Medium Transport
Operating Under FAR Part	91

AIRCRAFT / EQUIPMENT Y

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

AIRCRAFT / EQUIPMENT Z

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

AIRCRAFT / EQUIPMENT A

Make Model Name	Small Aircraft, High Wing, 1 Eng, Fixed Gear
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PERSON 1

Function - Air Traffic Control	Approach
ASRS Report Number	2373417

EVENTS

Anomaly	Airspace Violation - All Types
Anomaly	ATC Issue - All Types
Anomaly	Conflict - Airborne Conflict
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Air Traffic Control
Result - Air Traffic Control	Issued New Clearance
Result - Air Traffic Control	Separated Traffic

NARRATIVE 1

I was working IAD Sector X. IAD was landing north. Randomly I see a yellow data block pop up in my airspace at 2200 MSL in front of Aircraft Z in the IAD downwind at 3000. Sector Y controller yells and tells me, referring to the yellow data block aircraft, "that Aircraft A is talking to Sector Z, they're going in to DC". So now I have known traffic that is in the face of my Aircraft Z and I only have one out and that is to base the heavy to the runway away from this random Company X Aircraft A that is in my airspace that I'm not talking to. While debating on what to do about this situation, I now notice ANOTHER Company X aircraft climbing south east bound off Manassas and climbing through 2300 toward another aircraft I have on the final for 01R straight in at 3000, Aircraft X. This 2nd aircraft was tagged as Aircraft Y. I quickly asked Sector Y if he was talking to this new Aircraft Y and he was confused and thought I was talking about the other Company X aircraft so he

replied "no I'm not talking to him, Sector Z is" I called HEF ATCT a few times but they said they weren't talking to Aircraft Y anymore. So two separate Company X aircraft departed HEF VFR and called Sector Y and were allowed to fly directly into the path of two turbojet aircraft without my knowledge in my airspace.

Hey NTSB and FAA: I'll say it loudly and clearly for you to hear. The bravo airspace surrounding IAD does not protect IFR aircraft from VFR aircraft adequately to provide the safe, orderly and expeditious flow of air traffic. This is a mid-air waiting to happen.

Secondly, the SFRA allows other controllers to work VFR SFRA traffic THROUGH my airspace of IFR TURBOJET aircraft. What could possibly go wrong?

Thirdly, HEF ATCT should be restricting ANY VFR aircraft that are departing the class delta to the east or south east to 2000 feet or below because we have jets there at 3000 and the bravo doesn't separate VFR traffic from what we need to do with IFR traffic.

SYNOPSIS

PCT TRACON Controller reported multiple conflicts occurred between IFR and VFR aircraft in IAD Class B airspace and suggested that the airspace design does not allow for safe traffic flow.