

8/19/2026

FOR YOUR INFORMATION

2026-297/7-14

To: FAA (ATM SCT TRACON, ATM SNA Tower, AJV-A)

2383331

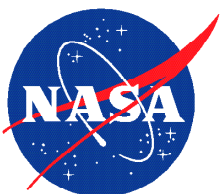
Info: FAA (Director of Air Traffic Operations WSA, AAS-1, AAS-300, AVP-1, AVP-200, AWP-600, AFS-260, AFS-200, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA SWAPA, Airport Manager, John Wayne/Orange County Airport (SNA), CA.

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

Re: SNA Airspace Design

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 2383331**DATE / TIME**

Date of Occurrence	202607
Local Time Of Day	1801 to 2400

PLACE

Locale	SNA.Airport
State	CA
Altitude - MSL	3000

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	SCT
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 - Air Traffic Control	Approach
ASRS Report Number	2383331

EVENTS

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

NARRATIVE 1

Tustin had a red block for over an hour, I was on the assist for at least an hour at this point. Aircraft X on the right downwind for the visual/ILS at 3,000 like is our standard operating procedure for SNA finals. Radar controller turns them eastbound towards the final but sees a 3,400 target about a mile and a half east of the final, southwest bound towards Aircraft X. Controller calls out the traffic, Aircraft X doesn't see them. I quickly pull up the Class Charlie map and verified the target was about a quarter mile north of the Class Charlie, pointed right at the arrivals. Radar controller makes the correct decision and cancels Aircraft X's approach, climbs him for the mountain on the other side of the final and vectors him across final to miss that untracked aircraft. Sure enough, the untracked target had also started descending.

Luckily, the radar controller was extremely competent and there was not a midair.

Tustin sector is about 15 miles top to bottom. in order to give a legal approach clearance, we need to take aircraft to about 2 – 3 miles from the northern tip of the airspace and slam them into the exact spot every time. The Class Charlie only extends to about 10 miles north of the airport, but the final approach fix is 7 miles from the airport. There is a sizable chunk of Tustin's space where we need to put arrivals for SNA into that is not protected from the Charlie. Aircraft maneuvering 1/4 mile from the boundary of the Charlie at the lowest usable MVA altitude is dangerous. Someone is going to get killed or injured.

Recommendation: Expand the SNA Charlie to the north to protect for aircraft being vectored to final approach course.

SYNOPSIS

SCT TRACON Controller reported an airborne conflict between an air carrier aircraft on approach to SNA and a VFR aircraft. Reporter stated the SNA Class C airspace should be redesigned to enhance safety.