

7/29/2026

FOR YOUR INFORMATION

2026-263/11-52

To: FAA (ATM TPA TRACON, AJV-A)

2376756

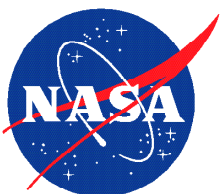
Info: FAA (AAS-1, AVP-1, AVP-200, AFS-260, AFS-200, ASO-600, Director of Air Traffic Operations ESA South), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSG, EAA, ICAO, ICASS, IFALPA, NAFI, NBAA, NTSB, RAA, SWAPA, Airport Manager, Tampa International Airport, (TPA), FL.

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

Re: TPA 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 2376756**DATE / TIME**

Date of Occurrence	202606
Local Time Of Day	1801 to 2400

PLACE

Locale	TPA.Airport
State	FL
Altitude - MSL	2000

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	TPA
Make Model Name	Small Transport
Operating Under FAR Part	91

AIRCRAFT / EQUIPMENT Y

Make Model Name	Small Aircraft, High Wing, 1 Eng, Fixed Gear
Operating Under FAR Part	91

PERSON 1

Function - Air Traffic Control	Approach
ASRS Report Number	2376756

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Conflict - Airborne Conflict
Detector - Automation	Air Traffic Control
Detector - Person	Air Traffic Control
Result - Air Traffic Control	Issued New Clearance
Result - Air Traffic Control	Provided Assistance
Result - Air Traffic Control	Separated Traffic

NARRATIVE 1

Aircraft X was executing the RNAV Runway 07 approach to SPG from the northern IAF LOYIL. Aircraft Y was VFR not receiving services at 2,000. I reached out to Aircraft Y to no avail. Traffic was issued early to Aircraft X while on the base leg. Traffic was issued again as he made the turn inbound. I swapped out with the relieving controller at this point. The relieving controller was aware of the situation. I instructed the relieving controller to immediately advise Aircraft X that they were converging with Aircraft Y at which point conflict alert activated. The relieving controller asked Aircraft X if they wanted to discontinue the approach and at that point issued a climb to 2,500.

Traffic was very complex at the time. With only 3 assignable altitudes, the options were limited. Add a VFR at 2,000 or 3,000 to the mix and situations can get out of control quickly.

Recommendation: PROTECT APPROACH COURSES. This isn't hard. Let's design airspace that precludes nonparticipating VFR aircraft from interfering with IFR procedures.

SYNOPSIS

TPA TRACON Controller reported having to issue a climb to an IFR aircraft that was on the approach to SPG due to conflict with a VFR aircraft. Reporter recommended airspace redesign to better protect IFR approach courses.