

6/14/2022

**FOR YOUR INFORMATION**

2022-61/6-3

1893840

To: FAA (ATM ZMA ARTCC)

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

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

Re: ZMA ARTCC Radio Coverage

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](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 1893840

### DATE / TIME

Date of Occurrence 202204  
Local Time Of Day 0601 to 1200

### PLACE

Locale ZMA.ARTCC  
State FL  
Altitude - MSL 22000

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center ZMA  
Make Model Name Small Transport, Low Wing, 2 Turboprop Eng

### PERSON 1

Function - Air Traffic Control Enroute  
ASRS Report Number 1893840

### EVENTS

Anomaly ATC Issue - All Types  
Anomaly Deviation / Discrepancy - Procedural - Published  
Material / Policy  
Anomaly Ground Event / Encounter - Ground Equipment Issue  
Detector - Person Air Traffic Control  
Result - Air Traffic Control Provided Assistance

### NARRATIVE 1

Aircraft X was handed off to us from SJU Center at FL220. After a few minutes I noticed that they were losing altitude so I had the D side call San Juan to find out. They advised us that he had icing and was descending to FL200. A few moments later, they were descending through FL200 and not in contact with SJU Center any longer. I called out for the pilot with no response. I then proceeded to go through a relay with an airline pilot to make sure they did not need any further assistance. Once the pilot was about 20 miles northwest SAPPO intersection I was able to hear them and they reported moderate to extreme rime icing from FL180-FL220.

We need to have equipment that will allow us to provide QUALITY air traffic services throughout the entire sector, not just the high altitude air carriers. This aircraft was having an emergency like event and I was unable to provide any service to assist them due to the limitations of our frequency coverage. It is totally inefficient to have to go through a pilot relay when there is a situation like this, and it also can be dangerous if that information is also not being relayed correctly. We either need a new frequency site that provides radio coverage to ALL of the sector, regardless of altitude, or we need to redesign the airspace to account for our limited equipment.

### SYNOPSIS

ZMA Center Controller reported radio frequency problems in an area of one of their sectors. The Controller stated they could not talk to an aircraft that was experiencing icing and had to have another aircraft relay instructions for them.