

3/11/2025

FOR YOUR INFORMATION

2025-59/8-6

To: FAA (ATM ZMA ARTCC)

2209937

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 ATC Procedures in Nassau

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 2209937**DATE / TIME**

Date of Occurrence 202502
Local Time Of Day 0601 to 1200

PLACE

Locale ZMA.ARTCC
State FL
Altitude - MSL 17000

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center ZMA
Make Model Name Light Transport, Low Wing, 2 Turboprop Eng
Operating Under FAR Part 135

PERSON 1

Function - Flight Crew Captain
ASRS Report Number 2209937

PERSON 2

Function - Flight Crew First Officer
ASRS Report Number 2209949

EVENTS

Anomaly ATC Issue - All Types
Anomaly Deviation - Altitude - Excursion From Assigned Altitude
Anomaly Deviation / Discrepancy - Procedural - Clearance
Detector - Person Flight Crew
Miss Distance - Horizontal 60
Result - Flight Crew Requested ATC Assistance / Clarification

NARRATIVE 1

17,000 feet – top of descent, Fresh Creek landing. First Officer contacts 126.37 assigned Miami frequency. 4 to 5 attempts no reply. No communication on the radio being heard. First Officer goes to another known frequency Miami 125.7. Two or three attempts no answer. Captain suggest to First Officer contact 121.0 Nassau to coordinate with Miami. 121.0 Nassau normally coordinates with Miami on every departure out of Fresh Creek.

First Officer contacts 121.0 Nassau, stating that we are at 17,000 feet looking for lower for Fresh Creek, no reply on assigned frequency for Miami. Short delay, Controller 121.0 Nassau replies, Aircraft X descend pilot discretion 2,000 report cancelling IFR. 12,000 feet Nassau request Aircraft X contact Miami 126.37 for information. Miami Controller states that authorization was not given to descend. Please call this telephone number.

After landing Captain and First Officer call Miami telephone number. Supervisor receives the call. The above, description of what took place, is spoken. Supervisor acknowledges that it's normal protocol for 121.0 Nassau to coordinate with Miami. Supervisor states that this is the first he's heard of this and takes Captain's name. Captain thanks Supervisor and the phone call ends. Operations recommends filing a report so that the frequency can be checked out. Frequency 125.7 has recently been updated to 126.37 due to frequency issues.

NARRATIVE 2

Requested descent from Miami Center on 126.37 4 or 5 times with no reply. Switched to alternate frequency and was unable to contact them after multiple attempts. Switched to Nassau Approach since we were unable to contact Miami. Requested descent from Nassau and was approved for descent from 17,000 to 2,000. Informed Nassau we were unable to contact Miami. During descent Nassau directed us to switch back to 126.37, at which time Miami answered. They gave us a number to contact once we landed, flight proceeded uneventfully. Upon landing we called the number and spoke to a Supervisor, he told us there was no issue once we explained.

SYNOPSIS

Air taxi flight crew reported attempting to communicate on multiple Miami Center frequencies to no avail and proceeded to contact Nassau Approach to coordinate a descent. After Nassau Approach cleared the aircraft to descend to a lower altitude, the flight crew was told to contact Miami Center and was informed there was no authorization given to descend.