

3/11/2025

FOR YOUR INFORMATION

2025-58/6-5

To: FAA (ATM ZMA ARTCC)

2209968

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 GDT Site Reliability

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 2209968**DATE / TIME**

Date of Occurrence	202502
Local Time Of Day	1801 to 2400

PLACE

Locale	ZMA.ARTCC
State	FL

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center	ZMA
Make Model Name	Any Unknown or Unlisted Aircraft Manufacturer

PERSON 1

Function - Air Traffic Control	Enroute
ASRS Report Number	2209968

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Automation	Air Traffic Control
Detector - Person	Air Traffic Control

NARRATIVE 1

I was working Sector 63 and around XA:46 the GDT (Ground Delay Tool) site went out of service, this means that I lost my only frequency and also lost the radar, both at the same time. I was not able to talk or see any aircraft for a good 15 or 20 minutes, not exactly how long it lasted but it was a good amount of time. This situation was very unsafe, our equipment is outdated, unreliable and can go out at any time, we don't even have back up frequencies or radar. I know for a fact that we lost non-radar separation with multiple airplanes, luckily there was no accident, but it could have been worse.

After that instance the radar and frequency were intermittent for a good time. The next day, I heard from a peer that the radar went out again and today we are running Sector 63 normal operations pretending that everything is ok and is not. This is a very unsafe operation, and I will continue to say it.

This is a systemic issue we have now for years I hope someone will read this and make proper corrections. I am all about safety but I need tools to complete my job at the highest level.

I recommend to close the sector completely until a good reliable equipment is in place, we don't even have a back-up system in place. Very dangerous operation. We need a reliable radar and at least two working frequencies.

SYNOPSIS

ZMA Controller reported the GDT site stopped working and with it, the radar and frequency also went out of service before returning intermittently a good amount of time later. The reporter stated there are no back-ups in place and the equipment is unreliable.