# ALERT BULLETIN

AB 2025:10/6-1
5/28/2025
2221454

TO: FAA (ATM ZMA ARTCC)

INFO: FAA (AVP-1, AVP-200, 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

SUBJ: ZMA Ocean Sector Equipment Issues

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 following:

ASRS received a report from a ZMA Controller expressing concern about recurring equipment failures in the ZMA ocean sector. Reporter stated that on a recent shift he experienced a complete loss of both radar coverage and communication capability, significantly increasing the risk of airborne conflict. Reporter urged action to make the necessary repairs and operational changes to improve safety in this sector.

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 2221454 | |
|---|---|
| **DATE / TIME** | |
| Date of Occurrence | 202503 |
| Local Time Of Day | 1201 to 1800 |
| **PLACE** | |
| Locale | ZMA.ARTCC |
| State | FL |
| Altitude - MSL | 31000 |
| **AIRCRAFT / EQUIPMENT X** | |
| ATC / Advisory - Center | ZMA |
| Make Model Name | Commercial Fixed Wing |
| Operating Under FAR Part | 121 |
| **AIRCRAFT / EQUIPMENT Y** | |
| ATC / Advisory - Center | ZMA |
| Make Model Name | Commercial Fixed Wing |
| Operating Under FAR Part | 121 |
| **PERSON 1** | |
| Function - Air Traffic Control | Enroute |
| Function - Air Traffic Control | Oceanic |
| ASRS Report Number | 2221454 |
| **EVENTS** | |
| Anomaly | ATC Issue - All Types |
| Anomaly | Conflict - Airborne Conflict |
| Anomaly | Ground Event / Encounter - Ground Equipment Issue |
| Detector - Automation | Air Traffic Control |
| Detector - Person | Air Traffic Control |

**NARRATIVE 1**

While on shift, I returned from a break and was immediately assigned to handle traffic between sectors 58, 63, and 62. During this time, the radar system malfunctioned, causing a complete loss of radar coverage. As a result, all aircraft targets were in coast track, and I had no visibility of the aircraft's actual positions. To complicate matters further, the communication frequency also went out, leaving me unable to establish contact with the aircraft. This combination of equipment failures led to a loss of non-radar separation between multiple aircraft, significantly increasing the risk of potential conflict.

Recommendation: Given the recurring equipment failures in the ZMA ocean sector, it is evident that the airspace is operating in an unsafe condition. The reliance on single-thread operations, particularly in high-traffic situations, significantly compromises the safety of both air traffic controllers and aircraft. The recent incident, where radar and communication systems failed simultaneously, demonstrates the critical risk to non-radar separation and overall situational awareness.

The continued refusal by the Command Center to adjust traffic flow through this known failure-prone airspace exacerbates this safety risk. This lack of proactive action is putting lives at risk. In its current state, the airspace remains a significant hazard, and if these systemic issues are not addressed immediately, there is a real and imminent threat of catastrophic outcomes, including potential collisions and loss of life.

It is imperative that the necessary repairs and operational changes be implemented without delay. If these issues are not urgently corrected, the probability of an accident leading to the loss of aircraft and personnel will only increase. The safety of the flying public and air traffic controllers must be prioritized, and decisive action is required to prevent a tragedy.

## SYNOPSIS

ZMA Oceanic Controller reported radar and communication equipment failures led to a loss of non-radar separation between multiple aircraft. The reporter noted this is a recurring issue and needs to be repaired without delay.