

5/20/2025

FOR YOUR INFORMATION

2025-111/7-8

To: FAA (ATM ZOB ARTCC, Director of Air Traffic Operations CSA)

2228737

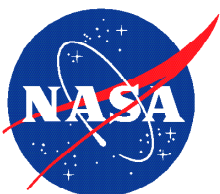
Info: FAA (AVP-1, AVP-200, AFS-200, AFS-260, AJV-A), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IATA, IBT, ICAO, ICASS, IFALPA, NTSB, PAMA, SWAPA, TWU, Jeppesen Sanderson Inc.

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

Re: ZOB Operational Issues During Weather Events

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 2228737**DATE / TIME**

Date of Occurrence	202504
Local Time Of Day	0601 to 1200

PLACE

Locale	ZOB.ARTCC
State	OH
Altitude - MSL	34000

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center	ZOB
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - Center	ZOB
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Air Traffic Control	Enroute
ASRS Report Number	2228737

EVENTS

Anomaly	Airspace Violation - All Types
Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Anomaly	Inflight Event / Encounter - Weather / Turbulence
Detector - Person	Air Traffic Control
Result - Air Traffic Control	Separated Traffic

NARRATIVE 1

The northwestern corner of our airspace there are 3 different centers that match up to each other. There was extreme precipitation on the western edge of our airspace. There were reroutes for ZZZ and ZZZ1 in effect and most of the aircraft that were transitioning east to west or west to east were flying through this corridor.

Needless to say all the high sectors ended up being saturated with aircraft as time went by. Also ZMP could not open another sector to help because, come to find out they didn't have the frequency because it was out of service.

As time went by, aircraft were deviating more and more, making an already complex situation more complex. Then ZMP ended up telling us they could not take any more aircraft from us, all while there were multiple aircraft approaching their boundary without a handoff being accepted. The rest of the aircraft we attempted to turn back to the south to avoid ZMP, but they refused to turn because of the weather all around them. We were trying to keep aircraft clear of ZMP, but because of all the factors, we were unable to, resulting in multiple airspace violations. We tried to work with ZMP as much as possible due to the fact we still were talking to multiple aircraft that were flying in their airspace.

Recommendation: There [needs] to be a better plan when there is known outages and weather conditions.

SYNOPSIS

ZOB Center Controller reported extreme weather and ZMP Center not having the frequency to open another sector led to an oversaturation of aircraft flying through the corridor and multiple airspace violations.