

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](mailto: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.

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## **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.