

7/10/2025

**FOR YOUR INFORMATION**

2025-168/6-16

2245476

To: FAA (ATM ZDC ARTCC)

Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200, Director of Air Traffic Operations ESA North), A4A, ALPA, AMFA, APA, ASAP, ATSG, CAPA, IAM, IATA, ICASS, IFALPA, IPA, NTSB, PAMA, SWAPA, TWU

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

Re: ZDC ATC Frequency Readability

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 2245476****DATE / TIME**

Date of Occurrence	202505
Local Time Of Day	0001 to 0600

**PLACE**

Locale	ZDC.ARTCC
State	VA
Altitude - MSL	34000

**AIRCRAFT / EQUIPMENT X**

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

**AIRCRAFT / EQUIPMENT Y**

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

**PERSON 1**

Function - Air Traffic Control	Enroute
ASRS Report Number	2245476

**EVENTS**

Anomaly	ATC Issue - All Types
Anomaly	Conflict - Airborne Conflict
Anomaly	Deviation - Altitude - Overshoot
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Person	Air Traffic Control

**NARRATIVE 1**

Aircraft X was given a descent to FL340 at 1500 feet per minute or greater. It appears he read back FL240, I misheard the altitude because of frequency static and a click. I saw Aircraft X go through his assigned altitude and told Aircraft X to climb and maintain FL340. I coordinated with Norfolk to turn Aircraft Y to a 090 heading to provide more space, since Aircraft X was already in front and faster.

I would recommend fixing known frequency issue at TYI. The pilots and I keep on hearing each other at 2 – 3/5 today. The pilot also reported the frequency being an issue.

**SYNOPSIS**

ZDC Center Controller reported having technical issues and mishearing an incorrect readback that led to an aircraft descending below the assigned altitude. The reporter recommends fixing the known frequency issue at TYI.