

8/5/2025

**FOR YOUR INFORMATION**

2025-190/6-19

To: Airport Manager, Ted Stevens Anchorage International Airport (ANC), AK, 2254866  
FAA (AJW-19)

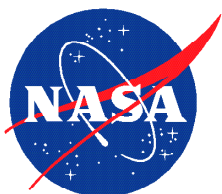
Info: FAA (AVP-1, AVP-200, AAS-1, AAS-300, ATM ANC Tower, AAL-600, AFS-260, AFS-200, Director of Air Traffic Operations WSA), A4A, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, ICAO, ICASS, IFALPA, IPA, NAFI, NATCA, NBAA, NTSB, RAA

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

Re: ANC Ramp ATC Radio Coverage 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 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 Hooley at (408) 541-2854 or email at [becky.l.hooley@nasa.gov](mailto:becky.l.hooley@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 2254866

### DATE / TIME

Date of Occurrence 202506  
Local Time Of Day 0601 to 1200

### PLACE

Locale ANC.Airport  
State AK  
Altitude - AGL 0

### ENVIRONMENT

Flight Conditions VMC

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ramp ANC  
Make Model Name Light Transport  
Operating Under FAR Part 135

### PERSON 1

Function - Flight Crew First Officer  
Function - Flight Crew Pilot Not Flying  
ASRS Report Number 2254866

### EVENTS

Anomaly ATC Issue - All Types  
Anomaly Deviation / Discrepancy - Procedural - Clearance  
Anomaly Deviation / Discrepancy - Procedural - Published  
Material / Policy  
Anomaly Ground Event / Encounter - Ground Equipment Issue  
Detector - Person Flight Crew  
Result - Flight Crew Overcame Equipment Problem

### NARRATIVE 1

This morning after engine start at the Anchorage Ramp I overheard another company aircraft experiencing trouble contacting Ground Control on 121.9. We (myself and the Captain) could both hear our company and the Ground Controller clearly but it appeared that Ground could not hear company. They eventually contacted Clearance Delivery for taxi instructions. Approximately 1 – 2 minutes later I tried contacting Ground on 121.9 three times, at about 1-minute intervals with no response. At this point I tuned 121.9 in our secondary radio and was successful contacting Ground and received taxi instructions to hold short [Runway] 33 at [Taxiway] S. I tuned Tower in my number 2 radio and received instructions to cross 33 at S, continue Y K HS at S. On the taxi, the Captain retuned my radios to normal setup, tuning Tower in the radio 1 and our company frequency in number 2. He did not reselect my audio panel so my transmissions were now on company instead of Tower frequency. I did not catch this. Tower cleared us for takeoff which I unknowingly acknowledged on company rather than Tower frequency. Tower then handed us off to Departure, while making the frequency change to Departure Control I caught the mistake and selected the correct radio for comms with Departure.

Discussing the event later with a crew from a third company airplane that was on Ground frequency at the time, they could hear both us and the previous crew from the east side of the airfield on the far side of the Control Tower. They did not hear me read back Tower's instructions but commented that we must have heard Tower because we turned our lights on and departed.

There were two items together that combined set me up for this mistake. The first is a potential problem with ATC radio equipment on 121.9, possibly interference from construction, creating a dead zone on the ramp just as Taxiway Sierra enters the north ramp. The second factor was a CRM deficiency between myself and the Captain where one pilot changed equipment on the other's panel without communicating what was changed.

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## **SYNOPSIS**

Air taxi First Officer reported having communication problems with ANC Ground Control that may be due to interference from construction causing a radio dead zone on the ramp area.