9/17/2025 **FOR YOUR INFORMATION** 2025-229/6-23

2273321

To: FAA (ATM ZMA ARTCC, AJW-19)

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

Re: ZMA Radar Outages

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 2273321

DATE / TIME	
Date of Occurrence	202508
Local Time Of Day	0601 to 1200
PLACE	
Locale	ZMA.ARTCC
State	FL
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - Center	ZMA
Make Model Name	Any Unknown or Unlisted Aircraft Manufacturer
PERSON 1	
Function - Air Traffic Control	Enroute
ASRS Report Number	2273321
EVENTS	
Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Ground Equipment Issue

NARRATIVE 1

The Nassau (ZQA) and the Georgetown (FK7) radar are both out of service causing us to lose radar contact with aircraft transitioning through the airspace. This is extremely dangerous because once traffic volume increases, the complexity goes through the roof. Given the amount of weather we have, there will come a point to where it’s almost impossible to safely allow aircraft to deviate from their route of flight due to traffic and running out of safe altitudes. We also cannot provide IFR services, and VFR flight following on low altitude aircraft, or confidently issue descent clearances to aircraft landing in the Southern Bahamas because we don't have radar to see the low altitude traffic.

Fix the radar! Nowhere else in the country do ATCs have to deal with extended radar outages but here in Miami the culture is just deal with it and figure it out. For too long radar outages have been an issue and fixing this problem has been ignored.

SYNOPSIS

ZMA Center Controller reported extended radar outages is causing ATC to lose radar contact with aircraft transitioning through the airspace.